Exhibit A

FY 2013-15
Unified Planning Work Program

Transportation Planning in the Portland/Vancouver Metropolitan Area

Draft

March 14, 2013

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Unified Planning Work Program

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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.

About Metro

Clean air and clean water do not stop at city limits or county lines. Neither does the need for jobs, a thriving economy, and sustainable transportation and living choices for people and businesses in the region. Voters have asked Metro to help with the challenges and opportunities that affect the 25 cities and three counties in the Portland metropolitan area.

A regional approach simply makes sense when it comes to making decisions about how the region grows. Metro works with communities to support a resilient economy, keep nature close by and respond to a changing climate. Together we're making a great place, now and for generations to come.

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www.oregonmetro.gov/connect

Project web site: www.oregonmetro.gov/mpo

Metro is the federally mandated metropolitan planning organization designated by the governor to develop an overall transportation plan and to allocate federal funds for the region.

The Joint Policy Advisory Committee on Transportation (JPACT) is a 17-member committee that provides a forum for elected officials and representatives of agencies involved in transportation to evaluate transportation needs in the region and to make recommendations to the Metro Council.

The established decision-making process assures a well-balanced regional transportation system and involves local elected officials directly in decisions that help the Metro Council develop regional transportation policies, including allocating federal transportation funds.

Metro respects civil rights

Metro hereby gives public notice that it is the policy of the Metro Council to assure full compliance with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, Executive Order 12898 on Environmental Justice and related statutes and regulations in all programs and activities. Title VI requires that no person in the United States of America shall, on the grounds of race, color, sex, or national origin, be excluded from the participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity for which Metro receives federal financial assistance. Any person who believes they have been aggrieved by an unlawful discriminatory practice under Title VI has a right to file a formal complaint with Metro. Any such complaint must be in writing and filed with Metro's Title VI Coordinator within one hundred eighty (180) days following the date of the alleged discriminatory occurrence. For more information, or to obtain a Title VI Discrimination Complaint Form, see the web site at www.oregonmetro.gov or call (503) 797-1536."

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PORTLAND AND METROPOLITAN AREA UNIFIED PLANNING WORK PROGRAM OVERVIEW

INTRODUCTION

Metro is the metropolitan planning organization (MPO) designated for the Oregon portion of the Portland/Vancouver urbanized area, covering 25 cities and three counties (see map following this overview). It is Metro's responsibility to meet the requirements of Moving Ahead for Progress in the 21st Century (MAP-21), 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, 2013 through June 30, 2015.

2012 Federal Certification Review

Every four years, Metro as the region's Metropolitan Planning Organization, undergoes certification review with FTA and FHWA to ensure compliance with federal transportation planning requirements. This quadrennial certification review took place in October 2012. Metro received a few corrective actions that will be addressed through various narratives in the 2013-15 UPWP:

- The 2014 RTP Update work program will include disposition of the public comments and will demonstrate the impacts to performance measures like air quality with different funding decisions.
- The 2015-18 MTIP will demonstrate how public comments were addressed and hold at least one public hearing. Additionally, the funding tables will be updated to reflect that all estimated project costs and programmed revenues are in year of expenditure dollars.
- The Public Participation Plan will updated to meet new federal requirements by September 2013.

The details for addressing these corrective actions are included in the UPWP narratives for each of the above projects. A more detailed response to certification review with a specific work program is also included in the annual self-certification documentation.

MAP-21 Implementation

MAP-21 was signed into law by President Obama on July 6, 2012 and is the first long-term highway authorization enacted since 2005, but only covers through fiscal year 2014. MAP-21 creates a streamlined and performance-based surface transportation program and builds on many of the highway, transit, bike, and pedestrian programs and policies established in 1991.

Implementation of MAP-21 is currently underway as part of the 2013-15 UPWP. MAP-21 initiated performance-based planning requirements. Both the RTP and MTIP work programs will address these requirements. Many of the UPWP narratives have highlighted MAP-21 requirements that they will be implementing over fiscal years 2013-14 and 2014-15.

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

MAP-21, 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:

- Update of the Regional Transportation Planning (RTP);
- Update to the State Metropolitan Transportation Improvement Program (MTIP) for the period 2015-2018;
- Implementation of projects selected through the STIP/MTIP updates; and
- Completing multi-modal refinement studies in the Southwest Corridor Plan, Columbia River Crossing, 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 2013-14, will continue in FY 2014-15 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 House Bill 2001. This work is also reflected in the Climate Smart Communities work program. The 2035 RTP was adopted in June 2010. The next federally required RTP update is due in 2014 and updating this work is part of the Regional Transportation Planning work program.

The 2012-15 MTIP was adopted in March 2012 and was incorporated into the 2012-15 STIP. Amendments to the 2012-15 MTIP and development of the 2015-18 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 Atlas as part of the 2014 RTP update.

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 FHWA transportation planning funds allocated to Metropolitan Planning Organizations (MPO's).
- STP – Federal Surface Transportation Program 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.
- 5303 – Federal FTA transportation planning funds allocated to MPOs and transit agencies.
- 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.

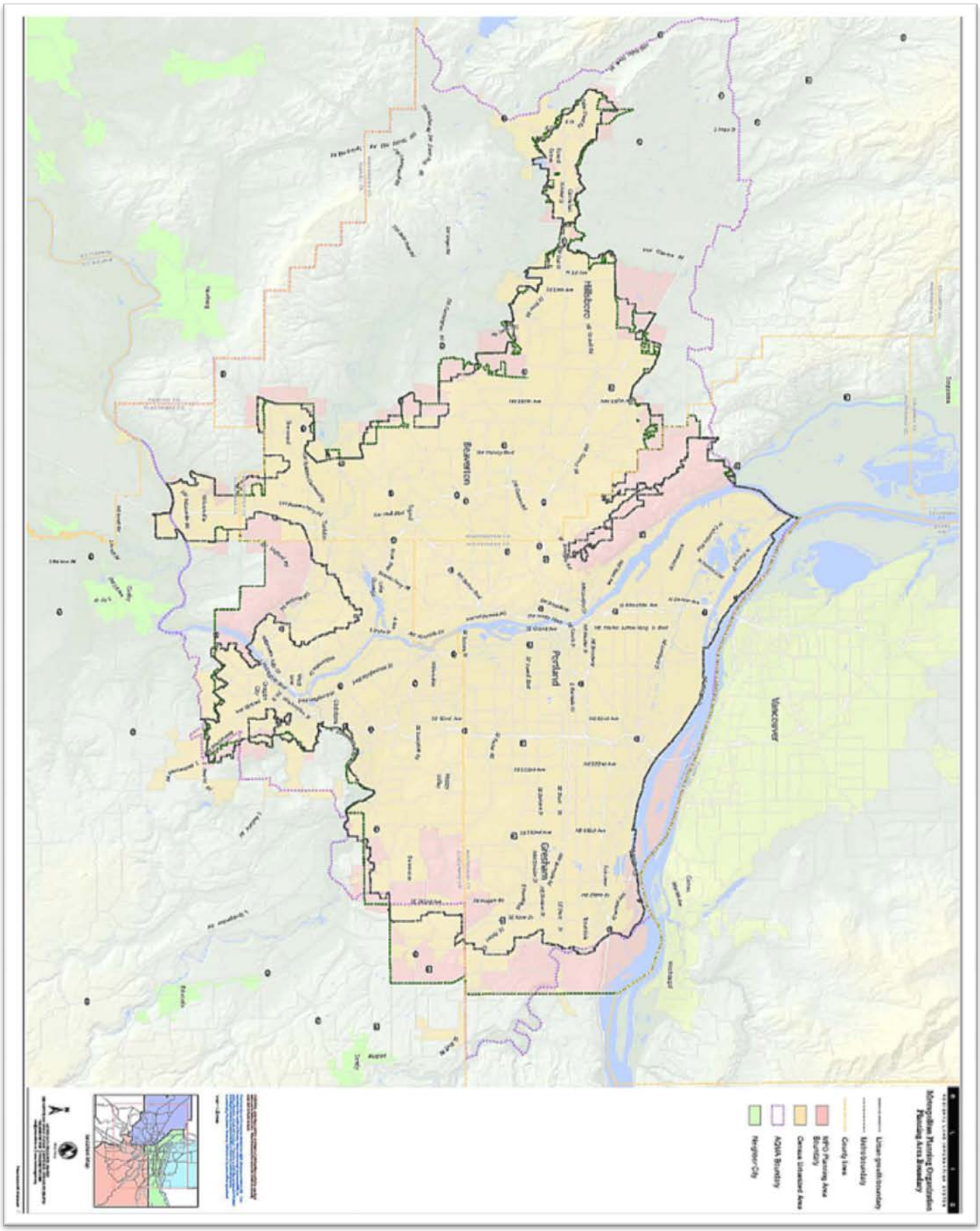
Formal amendments to the UPWP require approval of JPACT and the Metro Council and are required when any of the following occur:

- 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

All UPWP amendments require USDOT approval.


Hillsboro
Beaverton
Portland
Gresham
Vancouver
Metropolitan Planning Organization Planning Area Boundary
Urban growth boundary
Metro boundary
County lines
MPO Planning Area Boundary
Census Urbanized Area
AQMA Boundary
Hampton City

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TRANSPORTATION PLANNING

Regional Transportation Planning

Description:

The Regional Transportation Planning Division's work is guided by the Regional Transportation Plan (RTP), which provides long-term policy and program direction for local and regional transportation planning, funding and implementation for the Portland metropolitan region. This program develops and supports implementation of the 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.

The RTP was last updated in 2010 and marked a significant evolution to further advance the region's efforts to link land use and transportation decisions to create a safe, efficient and coordinated transportation system that supports local and regional goals to create jobs, build vibrant and equitable communities, reduce greenhouse gas emissions, and protect the environment, air quality and human health. Central to the 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 (GHGs). Local transportation system plans in the region must conform to the RTP under provisions of the Oregon Transportation Planning Rule (TPR).

The current RTP expires in September 2014 per federal law. The plan must be updated to reflect the most recent regionally coordinated growth forecast for the year 2040, develop more current financial assumptions, and address new MAP-21 requirements and any recommendations or corrective actions identified in the 2012 Federal Certification Review.

Objectives:

- Carry out work activities to maintain, implement and update the RTP. Continue to meet federal planning, air quality conformity and public participation 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)
- Maintain and update the plan in cooperation and coordination with state and local agencies and other transportation providers.
- Meaningfully engage and consult with the general public and other affected stakeholders during amendment, development and adoption of the plan and air quality conformity determination. (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 of the Regional Active Transportation Plan.
- Provided local government technical support and reviewed local transportation system plan updates for consistency with RTP.

Methodology:

Regional Transportation Plan (RTP): Update RTP by June 2014 to meet federal requirements and ongoing implementation of the RTP.

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.

Tangible Products Expected in FY 2013-2015:

- Quarterly progress reports. (ONGOING)
- Public information on the RTP via Metro's website. (ONGOING)
- RTP **amendments**, if necessary (ONGOING)
- Written comments on proposed amendments to local plans. (ONGOING)
- W**ork plan** for 2013-14 RTP Update that is limited in scope, focusing solely on maintaining compliance with federal law and MAP-21 and incorporating system map and project list changes identified in local TSP updates, corridor refinement plans and other plans adopted since 2010. (FIRST QUARTER 2013-14)
- **Public participation plan** that addresses Title VI/Environmental Justice and engagement of underserved communities and other stakeholders, and that outlines how and where information about the project will be distributed to stakeholders and opportunities for stakeholders input prior to key decision milestones. (FIRST QUARTER 2013-14)
- **Financial plan** that estimates how much funding will be needed to implement priority investments, as well as operate and maintain the system as a whole, over the life of the plan. This includes accounting for anticipated revenues from federal, state, regional, local, and private sources, and user charges. The plan must be fiscally constrained and demonstrate a balance between revenues sources for transportation investments and the estimate costs of the projects and programs in the plan. (FIRST QUARTER 2013-14)
- Updated **financially constrained project list** to refine project costs, scope or timing, and to add or delete projects consistent with the updated financial plan and local and regional plans adopted since 2010. (SECOND QUARTER 2013-14)
- Report documenting **technical modeling and analysis** of the base year (2010) and future year (2040) transportation system's performance and impacts on air quality and other goals the region is trying to achieve. This will include **transitioning to the MOVES air quality model** to complete a conformity determination in consultation with state and federal agencies. (THIRD QUARTER 2013-14)
- **Updated RTP that documents plan performance**, including how well the updated plan is achieving RTP performance targets and demonstrate the plan will not cause the region to violate federal and state air quality requirements. (FOURTH QUARTER 2013-14)
- **Adopt updated RTP**, air quality conformity determination and federal findings after a public comment period and **submit to the U.S. DOT** for review and approval. (FOURTH QUARTER 2013-14)

- Develop **work plan and public participation plan for 2015-16 RTP update** to address findings and recommendations from Climate Smart Communities Scenarios Project. (THIRD QUARTER 2014-15)

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
Transportation Policy Alternatives Committee (TPAC)
Joint Policy Advisory Committee on Transportation (JPACT)
Metro Policy Advisory Committee (MPAC)
Bi-State Coordination Committee
Metro Technical Advisory Committee
TRANSPORT 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)
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:

The funding history narrative covered through FY 2012-13 both the RTP and the Climate Smart Communities work. These two projects have been split into separate narratives beginning in the 2013-15 UPWP.

Fiscal Year	Total Budget	FTE Comparison
2011-12	$2,110,058	11.965
2012-13	$1,497,674	9.099

FY 2013-14 Costs and Funding Sources:

Requirements:				**Resources:**		
Personal Services	$	481,215		PL	$	406,652
Interfund Transfers	$	137,759		STP	$	186,722
Materials & Services	$	49,184		Section 5303	$	67,048
Computer	$	30,397		Metro	$	38,133
TOTAL	**$**	**698,555**		*TOTAL*	**$**	**698,555**
Full-Time Equivalent Staffing						
Regular Full-Time FTE		3.98				
TOTAL		**3.98**				

Estimated FY 2014-15 Costs and Funding Sources:

Requirements:				**Resources:**		
Personal Services	$			PL	$	
Interfund Transfers	$			STP	$	
Materials & Services	$			Section 5303	$	
Computer	$			Metro	$	
TOTAL	**$**	**733,483**		*TOTAL*	**$**	**733,483**
Full-Time Equivalent Staffing						
Regular Full-Time FTE		4.18				
TOTAL		**4.18**				

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 (STP), Congestion Mitigation/Air Quality (CMAQ) and Transportation Alternatives (TA) 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)
- Implement new MAP-21 requirements of the MTIP and CMAQ funding process.

MTIP/STIP Update: 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 2015-18 TIP. This includes regional flexible funds (Urban-STP, CMAQ and TA) and funds administered by ODOT, TriMet and SMART. The regional flexible fund allocation process has been designed to meet the requirements of the Transportation Alternatives funding program, which is a new revenue source to the RFFA process. (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 2012-13 fiscal year included:

- Adoption of the policy report for the 2016-18 regional flexible fund allocation process.
- Completion of the 2012 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 9 local project development plans.

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 a project and financial database.

Tangible Products Expected in FY 2013-14:

- Allocation of 2016-18 regional flexible funds to transportation projects and programs (SEPTEMBER 2013)
- Amendments to federal fiscal year 2012-15 MTIP (ONGOING)
- 2013 Obligation Report (DECEMBER 2013)
- Forecast of emission reduction benefits from proposed 2016-18 CMAQ projects. (MARCH 2014)
- 2015-18 MTIP and Air Quality Conformity Analysis public comment period and report (SPRING 2014)
- Completion of several project development plans (ONGOING)

Tangible Products Expected in FY 2014-15:

- MTIP and CMAQ performance measures and targets adopted and implemented per MAP-21 (2014 or 2015)
- CMAQ performance plan coordination and reporting with ODOT (2014 or 2015)
- Adopt 2015-18 MTIP and Air Quality Conformity (SUMMER 2014)
- 2013 Obligation Report (DECEMBER 2014)
- Amendments to federal fiscal year 2015-18 MTIP (ONGOING)
- 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
2011-12	$689,479	4.75
2012-13	$556,234	3.54

FY 2013-14 Costs and Funding Sources:

Requirements:				**Resources:**		
Personal Services	$	379,638		PL	$	225,684
Interfund Transfers	$	110,851		STP	$	188,946
Materials & Services	$	69,977		Section 5303	$	68,785
				Metro	$	38,822
TOTAL	**$**	**560,466**		*TOTAL*	**$**	**560,466**
Full-Time Equivalent Staffing						
Regular Full-Time FTE		3.26				
TOTAL		**3.26**				

Estimated FY 2014-15 Costs and Funding Sources:

Requirements:				**Resources:**		
Personal Services	$			PL	$	
Interfund Transfers	$			STP	$	
Materials & Services	$			Section 5303	$	
				Metro	$	
TOTAL	**$**	**588,489**		*TOTAL*	**$**	**588,489**
Full-Time Equivalent Staffing						
Regular Full-Time FTE		3.42				
TOTAL		**3.42**				

Title VI Environmental Justice

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; Goal 1 of Oregon's Statewide Planning Goals and Guidelines and Metro's organizational values of Respect and Public Service.

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 Oregon Department of Education data on LEP populations and school lunch participation, HUD data on Section 8 housing voucher distribution, 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 processes through (1) relationships with community-based organizations and schools and minority business organizations; (2) promoting minority representation on 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:

- Conducted a workshop for climate change scenario planning project, engaging service providers and community leaders, to develop methods of evaluating benefits and burdens on low income and minority communities.
- Proposed a budget amendment for council to consider funding staff implementation of Metro's recently approved LEP Plan, including an updated Factor 1 analysis.
- Prepared an internal training for communication and public involvement staff on how to use telephonic interpretation service to provide language assistance at Metro outreach events. Forms are required for all planning department related outreach events.
- Submitted a Title VI Compliance Report covering 12 months of activity through June 30, 2012 to the Oregon Department of Transportation on Aug. 30, to comply with Federal Highway Administration civil rights reporting requirements.
- For recruitment of community representative positions on Transportation Policy Alternatives Committee, publicized the recruitment among social service providers and other EJ stakeholders who have expressed interest in transportation issues, asked all TPAC applicants to disclose their race and zip code of residence when they submitted application materials.
- Used email and Metro News posts to keep EJ stakeholders informed of regional flexible funds (CMAQ and STP funds) allocation milestones; announced an opportunity to provide comments by email to JPACT; held a luncheon with the JPACT chair and community organization leaders; provided a meeting with project staff and EJ stakeholders.

- Updated agency's civil rights web page, www.oregonmetro.gov/civilrights with federal compliance related reports.
- Completed Title VI/EJ/LEP analysis for SW Corridor Plan and developed outreach plan based on the analysis findings. Implemented outreach by contacting and working through community organizations to reach LEP, minority and low-income populations with project information and participation opportunities.
- Completed Title VI/EJ/LEP analysis for Division/Powell corridor as work is anticipated to begin in FY 2013-2014.

Methodology:

Metro's work to ensure compliance with Title VI and Environmental Justice regulations and statutes includes implementing Metro's Title VI Plan for ODOT - consistent with FHWA guidelines, its Title VI Program and LEP Plan for FTA, annual and quarterly UPWP reporting to both agencies; implementing outreach strategies that help EJ populations overcome barriers to participation; demographic data collection and mapping; and trainings provided to staff on Title VI compliance requirements and EJ outreach best practices. Program work on compliance is found across many areas of transportation planning: developing the Regional Transportation Plan (RTP), the Metropolitan Transportation Improvement Program (MTIP); corridor planning projects that follow NEPA regulations and in the Regional Travel Options program, which conducts federally-funded outreach that promotes non-automobile transportation options. In 2012, Metro created a new public engagement review process, designed to ensure that Metro's public involvement is effective, reaches diverse audiences and harnesses emerging best practices. One of the three criteria for selection of members of the Public Engagement Review Committee, an advisory committee to the Metro Council, is ability to represent diverse communities in the region. Other components of the public engagement review process which will contribute to more inclusive engagement and accountability include an annual public survey, meetings of public involvement staff from around the region to address best practices, an annual community summit to gather input on priorities and engagement techniques, and an annual report.

Metro addresses compliance agency-wide as well within transportation planning functions and program-by-program. A key way that Metro complies across the agency is with implementation of its Diversity Action Plan, adopted by the Metro Council Nov. 15, 2012. The plan identifies goals, strategies and actions to increase diversity and cultural competence at Metro in four key areas: internal awareness and diversity sensitivity, employee recruitment and retention, committee membership and public involvement, and procurement.

Tangible Products Expected in FY 2013-2014:

- LEP Plan implementation: complete all tasks identified in the LEP Plan through June 2014 including action items like identification and translation of vital documents, employee training, and initial work on evaluation of LEP training. (Ongoing)
- Annually update staff language resource list to provide in-house translation services as needed for multiple languages. (Ongoing)
- Participate in working group on language and translation needs for agency-wide web site redesign. (Ongoing)
- Conduct stakeholder outreach for Regional Transportation Plan update that targets and measures participation by low income and minority communities. (Throughout 2013-14)

- Adopt a new Public Involvement Policy for Transportation Planning, incorporating results of annual community summit, online public involvement survey and annual report. Policy will include evaluation and measurement tactics. (First-Second Quarter 2013-14)
- Conduct stakeholder outreach for final approval of regional flexible funding projects. (First Quarter 2013-14)
- Submit annual Title VI Environmental Justice report to ODOT
- Conduct outreach to engage stakeholders and the public on findings regarding three scenario alternatives for Climate Smart Communities project. (Second Quarter 2013-14)
- Continue to engage stakeholders and community organizations in the SW Corridor through selection of shared investment strategies (Phase 1) and initiation of a transit project (NEPA) and other project implementation. (Ongoing)
- Use Title VI/EJ/LEP analysis to define and implement outreach plans for Division/Powell corridor study. (Throughout 2013-14)
- Convene the first annual community summit, seeking input from the public to help shape public involvement processes. (annual event)
- Conduct an annual online survey of public involvement through Metro's online panel, Opt In, currently made up of more than 18,000 members.
- Develop the first annual public involvement report for Metro, reviewing and evaluating public involvement processes across the agency.

Tangible Products Expected in FY 2014-2015:

- Participate in working group on language and translation needs for agency-wide web site redesign. (Ongoing)
- Implement Metro's diversity action plan to promote diverse representation of citizen representatives on Metro advisory committees. (Ongoing)
- LEP Plan implementation: complete all tasks identified in the LEP Plan through June 2015 including action items like establishing a process to obtain feedback on language assistance measures. (Throughout 2014-15)
- Conduct outreach regarding a draft proposed scenario for Climate Smart Communities project. (First Quarter 2014-15)
- Implement public involvement strategy for Regional Transportation Plan update. (Second-Third Quarter 2014-15)
- Continue to engage stakeholders and community organizations in the SW Corridor throughout the transit project (NEPA) and other project implementation. (Ongoing)
- Continue to engage stakeholders and community organizations in the Division/Powell corridor. (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 *Objectives* and *Tangible Products* sections of this planning activity description.

Funding History:

Fiscal Year	Total Budget	FTE Comparison
2011-12	$62,182	0.45
2012-13	$53,940	0.45

FY 2013-14 Costs and Funding Sources:

Requirements:				**Resources:**		
Personal Services	$	53,165		PL	$	19,934
Interfund Transfers	$	8,736		STP	$	38,324
Materials & Services	$	74,084		Metro	$	64,386
TOTAL	**$**	**122,644**		*TOTAL*	**$**	**122,644**
Full-Time Equivalent Staffing						
Regular Full-Time FTE		0.5				
TOTAL		**0.5**				

Estimated FY 2014-15 Costs and Funding Sources:

Requirements:				**Resources:**		
Personal Services	$			PL	$	
Interfund Transfers	$			STP	$	
Materials & Services	$			Metro	$	
TOTAL	**$**	**128,766**		*TOTAL*	**$**	**128,766**
Full-Time Equivalent Staffing						
Regular Full-Time FTE		0.525				
TOTAL		**0.525**				

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.
- 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.
- Guide preparation of a master plan for the region's ITS communications infrastructure.
- Update the region's ITS Architecture Plan for consistency with the National and State ITS Architecture Plans, and with the Regional TSMO Plan.
- Continue to strengthen the Transportation Policy Alternatives Committee's (TPAC) institutional capacity regarding TSMO by establishing an ad hoc TPAC subcommittee focused on joint demand and system management policy and funding decisions.
- Serve as a regional liaison to advance research, education, and training on transportation management and operation issues relevant to the region.
- 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.

Previous Work:

In FY 2012-13, the Regional Mobility Program:

- Administered TSMO projects sub-allocated in the 2012-15 MTIP.
- Coordinated sub-allocation process for 2014-15 MTIP funds for TSMO.
- Completed the Multimodal Arterial Performance Management RCTO project.
- Participated in monthly TransPort meetings and organized ad-hoc TPAC work group on travel options and operations.
- Coordinated TSMO-related professional development and training opportunities.
- Completed Regional Safety Plan.
- Prepared CMP resource guide as part of 2016-18 Regional Flexible Fund Allocation process.

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 the liaison for TSMO policy development and implementation. It facilitates the sharing of best practices with and among partner agencies. 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. It will also lead a master planning effort for the region's ITS communications network. The program will work with the Regional Travel Options program to coordinate an ad hoc regional transportation management policy and funding subcommittee of TPAC as needed. 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 2016-18 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. It will provide support for applying systems engineering to regionally-funded ITS projects.

Congestion Management Process

The Regional Mobility program supports the federal mandates to maintain a CMP and promote TSMO, including intelligent transportation systems (ITS). The program will implement actions identified in the Arterial Performance Management Regional Concept of Traffic Operations (RCTO) to advance the region's performance measurement capabilities on arterial streets. The Regional Mobility Corridor Atlas will be update to provide safety and system performance data for CMP performance monitoring in order to support development of the 2040 RTP, 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 2013-15:

- Amendment(s) to FY2014-2018 MTIP to advance funding of priority projects as identified in the 2010 Regional TSMO Plan (ONGOING)
- Support implementation of the Arterial Performance Measure Regional Concept of Operations (RCTO) to expand real-time, multimodal traffic surveillance and performance data collection capabilities including signal controller software enhancements. (ONGOING)
- Regional ITS Architecture Update (2013-14 – UPWP will be amended upon completion of scope)
- ITS Communications Master Plan (2013-14 – UPWP will be amended upon completion of scope)
- Regional Mobility Corridor Atlas Update (2013-14)

Entities Responsible for TSMO Activity

Policymaking

- Metro Council
- Joint Policy Advisory Committee on Transportation (JPACT)
- Transportation Policy Alternatives Committee (TPAC)

Cooperation, Collaboration & Grant Recipients

- Metro (Lead Agency)
- TransPort and subcommittees
- Oregon Transportation Research and Education Consortium (OTREC)/ Portland State University
- Federal Highway Administration (FHWA)
- Federal Highway Administration (FHWA)
- Oregon Department of Transportation (ODOT)
- TriMet
- Counties of Clackamas, Multnomah & Washington
- Cities of Beaverton, Gresham, Hillsboro, Portland, Tigard
- C-TRAN
- SW Regional Transportation Council
- Washington State Department of Transportation

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
2011-12	$192,225	1.13
2012-13	$60,000	0.76

FY 2013-14 Costs and Funding Sources:

Requirements:				**Resources:**		
Personal Services	$	201,760		PL	$	112,523
Interfund Transfers	$	61,935		STP	$	81,271
Materials & Services	$	6,268		Other	$	60,000
				Metro	$	16,169
TOTAL	**$**	**269,963**		*TOTAL*	**$**	**269,963**
Full-Time Equivalent Staffing						
Regular Full-Time FTE		1.49				
TOTAL		**1.49**				

Estimated FY 2014-15 Costs and Funding Sources:

Requirements:				**Resources:**		
Personal Services	$			PL	$	
Interfund Transfers	$			STP	$	
Materials & Services	$			Other	$	
				Metro	$	
TOTAL	**$**	**283,461**		*TOTAL*	**$**	**283,461**
Full-Time Equivalent Staffing						
Regular Full-Time FTE		1.56				
TOTAL		**1.56**				

Transportation System Management & Operations (TSMO) Program – Regional Travel Options

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 the 2012-2017 RTO Strategic Plan. (ONGOING)
- Support regional coordination and collaboration around travel options marketing. Convene marketing working group of partners. Provide support for partner agency marketing activities. Support regional implementation of statewide collaborative marketing campaign in cooperation with ODOT. (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 2012-13, the Regional Travel Options Program:

- Managed eleven grant projects carried out over Fiscal Years 11-12 and 12-13 Totaling $533,000
- Transitioned to 2012-2017 RTO Strategic Plan
- Enhanced coordination between regional partners engaged in employer outreach activities. Provided technical assistance and materials to support partners work.
- Managed Drive Less Connect (DLC) for the Portland region. DLC is a multi-state ridematching system covering Idaho, Oregon and Washington
- Supported regional collaborative marketing initiatives to promote travel options and safety, including "Be Seen. Be Safe," "Transit Is," and seasonal promotions for rideshare, biking and walking.
- Continued work on a project focused on and designed for the Latino community in Hillsboro, Cornelius and Forest Grove. Bike and walk maps were printed in both Spanish and English and a series of outreach events were held to promote active transportation

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 42,000,000 vehicle miles of travel annually by 2015. The expected VMT reductions are based upon past program performance, expected revenues, and improving measurement and cost-effective investments.

Tangible Products Expected in FY 2013-15:

Regional Travel Options:

- Develop and update tools to support coordination of RTO partners marketing activities including a marketing plan, calendar and shared marketing materials. (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. Reprinting of map scheduled for FY 2015. (ONGOING)
- Update local travel options guides and other print and web-based information about travel options. (ONGOING)
- Manage and support Drive Less Connect ridematching database. (ONGOING)
- Monitor and report progress on programs and projects carried out by Metro, TriMet, SMART, and RTO grant recipients. (ONGOING)
- Implement and manage FY 13-15 Regional Travel Options grants. (ONGOING)

Entities Responsible for RTO Activity:

- Metro Council – Policy making
- Joint Policy Advisory Committee on Transportation (JPACT) – Policy making
- Transportation Policy Alternatives Committee (TPAC) – Policy making
- 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
- 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

- Organizing People, Activating Leaders – 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
2011-12	$2,041,526	6.2
2012-13	1,791,267	6.46

FY 2013-14 Costs and Funding Sources:

Requirements:				**Resources:**		
Personal Services	$	656,911		FTA, RTO STP	$	1,913,224
Interfund Transfers	$	157,948		Metro	$	127,070
Materials & Services	$	1,225,435				
TOTAL	**$**	**2,040,294**		TOTAL	**$**	**2,040,294**
Full-Time Equivalent Staffing						
Regular Full-Time FTE		5.66				
TOTAL		**5.66**				

FY 2014-15 Costs and Funding Sources:

Requirements:				**Resources:**		
Personal Services	$			FTA, RTO STP	$	
Interfund Transfers	$			Metro	$	
Materials & Services	$					
TOTAL	**$**	**2,142,309**		TOTAL	**$**	**2,142,309**
Full-Time Equivalent Staffing						
Regular Full-Time FTE		5.94				
TOTAL		**5.94**				

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.
- Continue to work with Oregon Freight Advisory Committee to identify statewide freight project needs and seek support for funding of priorities.
- Participate in the Portland Freight Committee and the implementation of the Portland Freight Master Plan, meeting SAFETEA-LU provisions for coordination of freight movement.
- 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.
- Coordinate with the Oregon Transportation Plan, Regional Transportation Plan (RTP), corridor refinement plans, and local Transportation System Plans (TSP) to ensure consideration and integration of freight policies and strategies as directed by the Regional Transportation Functional Plan.
- Participate in ODOT's National Highway System review as part of the Federal Aid Urban Boundary and Functional Classification update.
- Support and coordinate on enhancements to freight analysis tools including the update of the Commodity Flow Forecast, Metro's truck module of the travel forecast model, and the Portland Oregon Regional Transportation Archive Listing (PORTAL).
- Collaborate with the Port of Portland and other stakeholders, to support the region's export initiative and leverage it 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.
- Coordinate with industrial land use planning efforts to ensure that current and future freight movement needs are addressed.
- Track regional projects with significant implications for freight movement such as the I-5 Columbia Crossing.
- Maintain a Regional Freight Program outreach component including web page, presentations, and informational materials.

Previous Work:

In FY 2012-13 major freight program tasks completed include:

- Development of detailed scope, budget, obtain funding and execute intergovernmental agreements for efforts to enhance the Greater Portland Export Initiative.
- Participate on ODOT's National Hwy System Expansion working group and design sub-committee.
- Participated on ODOT's Freight Route Capacity Rulemaking Advisory Committee.
- Continue to participate in monthly Portland Freight Committee and quarterly State Oregon Freight Advisory Committee.

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. The focus of the work program for FY 2013-15 will be on coordination with freight stakeholders, local jurisdictions and partners; and enhancing data collection and analysis tools. Specific major activities will include collaborating with the Port of Portland on the Greater Portland Export Initiative project, with an emphasis on producing an atlas that depicts the characteristics of the region's export economy. 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 2013-15:

- Complete Greater Portland Export Atlas (2013)
- Participate in 2013 Portland-Vancouver Commodity Flow Forecast project (2014)
- Update Freight Element of 2040 RTP (2104)
- 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. (ON-GOING).
- Participate in quarterly West Coast Corridor Coalition meetings as held (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
2011-12	$146,142	0.795
2012-13	$229,341	1.32

FY 2013-14 Costs and Funding Sources:

Requirements:				**Resources:**		
Personal Services	$	74,462		STP	$	82,000
Interfund Transfers	$	13,245		Metro	$	9,385
Materials & Services	$	3,678				
TOTAL	**$**	**91,385**		*TOTAL*	**$**	**91,385**
Full-Time Equivalent Staffing						
Regular Full-Time FTE		0.51				
TOTAL		**0.51**				

Estimated FY 2014-15 Costs and Funding Sources:

Requirements:				**Resources:**		
Personal Services	$			STP	$	
Interfund Transfers	$			Metro	$	
Materials & Services	$					
TOTAL	**$**	**95,954**		*TOTAL*	**$**	**95,954**
Full-Time Equivalent Staffing						
Regular Full-Time FTE		0.5355				
TOTAL		**0.5355**				

Climate Smart Communities Scenarios Project

Description:

Oregon passed a bill in 2007 that set goals for reducing greenhouse gas (GHG) emissions in the state. House Bill 3543 states that Oregon will reduce emissions to 10 percent below 1990 levels by 2020, and to 75 percent below 1990 levels by 2050. In 2009, Oregon enacted House Bill 2001, which requires Metro to use scenario planning to develop a preferred scenario that accommodates planned population and job growth and reduces GHG emissions from light vehicles. House Bill 2001 was a broad-based transportation bill that focused on sustainable transportation funding, sustainable transportation systems, and ensuring that the state of Oregon begins to address climate change. The law also requires Metro to adopt the preferred scenario after public review and consultation with local governments, and local government implementation through scheduled updates to local transportation and land use plans.

The Oregon Land Conservation and Development Commission subsequently set light duty vehicle GHG gas emissions reduction targets for each of Oregon's six metropolitan areas in June 2011. In November 2012, the Commission established administrative rules directing Metro to complete the scenario planning and adopt a preferred scenario by December 31, 2014. In the future, Oregon's five other metropolitan planning organizations may also conduct scenario planning.

Metro launched the Climate Smart Communities Scenarios (CSCS) project in January 2011 to respond to House Bill 2001. While the CSCS project is directed to address Oregon greenhouse gas emissions reduction goals for light vehicles, Metro is considering impacts on public health, the economy, the environment and equity as part of the planning effort. Metro's CSCS planning process will result in adoption of a preferred transportation and land use scenario for the Portland metropolitan region that includes policies and strategies for reducing GHG emissions to meet the LCDC target. The adopted scenario will update regional policies and describe a general course of action for achieving the GHG emissions reduction target through policies, investments and actions at the state, regional and local levels.

The required scenario planning includes stakeholder engagement and further development of data, tools and policies in the region to support greenhouse gas emissions reduction efforts. This work will build on existing efforts to implement the 2040 Growth Concept and the RTP. Metro will lead this effort in collaboration with DLCD, ODOT, TriMet, local governments and other stakeholders. Local governments are required to update their local plans, as needed, to implement the preferred scenario.

Objectives:

- Advance achievement of local and regional goals and desired outcomes through consideration of the fiscal, economic, equity, environmental and community benefits and impacts. (ONGOING)
- Demonstrate leadership in meeting state and regional goals for reducing greenhouse gas emissions. (ONGOING)
- Meaningfully engage and consult with local governments and other stakeholders at project milestones and during development and adoption of the preferred scenario to build ownership and support. (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 regional GHG emissions analysis. (ONGOING)

Previous Work:

- Engaged local governments and other stakeholders to share project information and early findings. From January to September 2012, Metro councilors and staff shared the Phase 1 findings and other project information through briefings to city councils, county boards, county-level coordinating committees, state commissions, Metro advisory committees, regional and state conferences and other meetings. Staff also regularly convened a local government staff technical working group.
- Convened workshops and focus groups with community and business leaders on the public health, equity/environmental justice, and environmental outcomes that are most important to consider in the scenario evaluation process. Reports documenting the workshops can be downloaded from the project website.
- Developed a community investment-based framework to guide development of three alternative scenarios to be tested.
- Prepared case studies, local government staff workshops, on-line survey, Metro newsfeeds, and other supporting engagement activities in support of the project.

Methodology:

- 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.
- Implement public participation plan that addresses Title VI/Environmental Justice and includes engagement of vulnerable communities and other stakeholders prior to key decision milestones.
- Conduct technical modeling and analysis to document performance of the base year (2010), future year (2035) alternative scenarios and final preferred scenario to report on benefits and impacts of scenarios across public health, equity, economy and environmental outcomes.

Tangible Products Expected in FY 2013-2015:

- Quarterly progress reports. (ONGOING)
- Report documenting analysis of three scenario 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. (FIRST QUARTER 2013-14)
- Memos and/or reports to document scenarios analysis, public engagement activities, methods and tools, key findings, policy implications and recommendations for reducing transportation-sector GHG emissions. (ONGOING)
- Legislation adopting amendments a preferred land use and transportation scenario. This is anticipated to include to the 2040 Growth Concept map and Regional Framework Plan (RFP) that reflect the recommended investments, tools and actions that are needed to achieve preferred scenario and monitor implementation. (SECOND QUARTER 2014-15)

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
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
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:

The funding history narrative covered through FY 2012-13 both the RTP and the Climate Smart Communities work. These two projects have been split into separate narratives beginning in the 2013-15 UPWP.

Fiscal Year	**Total Budget**	FTE Comparison
2011-12	$2,110,058	11.965
2012-13	$1,497,674	9.099

FY 2013-14 Costs and Funding Sources:

Requirements:				**Resources:**		
Personal Services	$	496,723		PL	$	116,132
Interfund Transfers	$	131,604		Metro	$	106,864
Materials & Services	$	132,776		Other	$	567,506

Computer	$	29,398			$	
					$	
TOTAL	$	**790,502**		TOTAL	$	**790,502**
Full-Time Equivalent Staffing						
Regular Full-Time FTE		4.16				
TOTAL		**4.16**				

Estimated FY 2014-15 Costs and Funding Sources: Included with RTP

Requirements:				**Resources:**		
Personal Services	$			PL	$	
Interfund Transfers	$			Metro	$	
Materials & Services	$				$	
Computer	$				$	
					$	
TOTAL	$	**830,026**		TOTAL	$	**830,026**
Full-Time Equivalent Staffing						
Regular Full-Time FTE		4.37				
TOTAL		**4.37**				

RESEARCH AND MODELING

GIS Mapping and 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. 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 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.
- Transportation System Monitoring: An inventory of transportation-related data is maintained and updated 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.

Objectives:

Provide:

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

Previous Work:

- Maintained the information in RLIS, providing quarterly updates to subscribers
- Managed contract to acquire orthophotography
- Made 2012 aerial photos available via web service
- Purchased building permit records
- Conducted distributed editing test projects with regional partners
- Completed regional bicycle network data refinement project
- Completed regional sidewalk data refinement project
- Coordinated collection of auto and truck count data useful to Metro Planning Department programs (e.g., count data from the regional jurisdictions) and entered the data in a database
- Compiled Highway Performance Monitoring System (HPMS) vehicle classification counts, and Automatic Traffic Recorder (ATR) counts from the Oregon Department of Transportation (ODOT)
- Established a web site that summarizes Daily VMT and Daily VMT per capita, transit, and population data for the Portland Federal-Aid Urban Area as well as the Metropolitan Statistical Area
- Compiled TriMet patronage and new fare structure information
- Collected parking cost information for key areas within the Portland Central Business District (CBD) and the Lloyd Area
- Researched gasoline prices per gallon for the Portland Area, Oregon, the West Coast, and the U.S., and prices per barrel of oil nationally

- 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 – National Transit Database)
- Provided information to those seeking system performance data (e.g., traffic counts, Daily VMT per capita, transit ridership comparisons of top 50 reporting agencies in U.S. – including Portland)
- Assembled transportation system performance data for inclusion into the next Metro Performance Measures document

Methodology:

Tangible Products Expected in fiscal years 2013-15:

- Fulfill the needs of Metro Planning and Development, including map updates as needed (ONGOING)
- Fulfill the needs of Metro Sustainability Center, including map updates as needed (ONGOING)
- Deliver RLIS Live quarterly updates (ONGOING)
- Complete annual aerial photo contracts (March 2014 and March 2015)
- Complete regional demographic data maintenance plan (October 2013)
- Collect and compile regional auto and vehicle classification count data useful to the Metro Research Center's Transportation Research and Modeling Services (TRMS) unit (e.g., count data from the regional jurisdictions and ODOT) (ONGOING)
- Collect and compile Highway Performance Monitoring System (HPMS) vehicle classification counts, and Automatic Traffic Recorder (ATR) counts from the Oregon Department of Transportation (ODOT) (ONGOING)
- Collect and compile regional system monitoring data (VMT, transit patronage, auto driving and operating costs, parking costs, gasoline costs per gallon, and oil per barrel) (ONGOING)
- Assemble data from reports that compare transit, traffic congestion, and other statistics from cities throughout the United States (ONGOING)
- Provide response to system performance data requests (e.g., traffic counts, daily Vehicle Miles of Travel (VMT) per capita) (ONGOING)
- Support the Metro Performance Measures 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 (CMP) through the provision of traffic count data, VMT information, transit fare/ patronage data, and other information elements (ONGOING)
- Update the System Monitoring webpage (that is included in Metro's website) with the most recent VMT and national transit data comparisons (ONGOING)
- Collect cutline count data in 2014 to help calibrate the TRMS model. Traffic counts are required for 393 locations in the Metro Area, and data is requested from 12 jurisdictions in the Portland Area. Requests for count data will be made starting in January 2014, and throughout the year. In 2015, whatever Cutline Count Data, has not been processed the previous year, will be checked and entered into the database. All other products required for the previous year are also required for the 2014-2015 fiscal year (March 2015).

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
2011-12	$1,600,932	9.74
2012-13	$1,530,797	8.91

FY 2013-14 Costs and Funding Sources:

Requirements:				**Resources:**		
Personal Services	$	1,106,240		PL	$	55,909
Interfund Transfers	$	339,588		ODOT Support	$	27.315
Materials & Services	$	230,000		FTA- RTO STP	$	8,973
Computer	$	145,347		TriMet Support	$	111,189
				Metro	$	1,038,313
				Other	$	579,477
TOTAL	**$**	**1,821,176**		TOTAL	**$**	**1,821,176**
Full-Time Equivalent Staffing						
Regular Full-Time FTE		9.48				
TOTAL		**9.48**				

Estimated FY 2014-15 Costs and Funding Sources:

Requirements:				**Resources:**		
Personal Services	$			PL	$	
Interfund Transfers	$			ODOT Support	$	
Materials & Services	$			FTA- RTO STP	$	
Computer	$			TriMet Support	$	

				Metro	$	
				Other	$	579,477
TOTAL	**$**	**1,912,235**		TOTAL	**$**	**1,912,235**
Full-Time Equivalent Staffing						
Regular Full-Time FTE		9.95				
TOTAL		**9.95**				

Economic, Demographic and 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 planner's 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 analyze economic impacts of climate change assumptions 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 in order to 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 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 2007-08, a consultant was brought in to assist staff in developing a more streamlined version of our land use allocation and forecasting model – MetroScope. The consultant assisted Metro in developing a code-connected version of MetroScope that embedded a 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. This work was successfully completed by the consultant with significant contributions by Metro staff as well.

In 2009, MetroScope was put to use in evaluating over 50 alternative land use and transportation scenarios. These land use scenarios were used in framing the range of feasible alternative growth assumptions for next urban growth report and regional transportation plan update.

In 2010, MetroScope was employed to analyze the potential socio-economic impacts of the Columbia River Crossing, impact of Urban/Rural reserves, and Regional Investments. MetroScope was used to evaluate a "no build" 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 2011-12, Metro staff completed a two-year effort to deliver a coordinated population and employment growth forecast for cities and counties in the Metro area. This forecast was prepared at the TAZ level and adopted at the close of 2012 by Metro Council and acknowledged by the State. This work was completed with close collaboration with local municipal planning partners. Completion of this work satisfies state forecast and growth distribution mandates. The current TAZ forecast distribution will be used in updating the 2014 RTP.

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 2010. Subsequent actions have allowed us to complete full circle the periodic review cycle which ends with an adopted TAZ growth forecast distribution. We will be gearing up for the beginning of the next cycle that includes periodic review of Metro's UGB to accommodate expected growth and updates to the regional transportation plan.

To recap the last few years, the Metro Council enacted several policy decisions that triggered the need to update the current 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 all of milestones in the update of the TAZ forecast, with the TAZ forecast distribution completed and officially adopted by Metro Council through ordinance 12-1292A. Characteristics include:

- 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 in the last 2 years:

- Finalize land use assumptions with Metro policy makers and stakeholders for the 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.
- Completed a “gamma” version TAZ forecast distribution for employment and housing suitable to meet mandated growth forecast requirements (ORS 195.036) and provide the socio-economic forecast inputs for the upcoming Metro RTP update
- Set the technical stage for research and land use analysis for the next periodic review and urban growth report in 2014.

Next steps In 2012/13 (and beyond):

- Now that the (gamma) TAZ forecast has been finalized and adopted, we will be refreshing our land use model – MetroScope and the regional econometric for the next periodic review cycle; setting the table for revision and model calibrations to a 2012 base year.
- Carry out research tasks that will both inform the next urban growth report and help make model improvements that address the potential accuracy future land use distributions (a stated preference residential location survey and real estate redevelopment, subject to funding, has been identified as necessary research topics)
- Publish final TAZ allocations results; make data available to municipal planners
- Research elements planned for 2012/13 and beyond include:
- New regional growth forecast (7 county MSA) from 2012 to 2045 (includes range forecast) in support of a 2014 UGR and setting the stage for the next cycle of growth distributions;
- improve travel time consistency between MetroScope’s embedded travel demand model and the more detailed TRMS travel model;

- collect data, update of the base year from 2010 to 2012 for regional economic model and calibrate MetroScope to the new base year (consistent with intended base year adjustments for the transportation demand model)

MetroScope Version 4 Model Refinements – anticipated work items for 2013/14:

- 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 2014/15:
- 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
- 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)
- 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 2013/14:

- Completion of a residential and non-residential redevelopment supply methodology suitable for analyzing residential and employment land need for the UGR / periodic review, and suitable for use in MetroScope growth scenario application
- Preliminary data from a pilot project conducted for a state preference survey and study – in progress – in order to examine residential location preferences
- Completion of a new regional growth forecast (7 county MSA) from 2012 to 2045
- Incremental progress in formalizing land development monitoring system

Entities Responsible for Activity:

- Metro – Lead Agency
- Oregon Office of Economic Analysis and Portland State Population Research Center – Population (and economic) 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
2011-12	$517,340	3.415
2012-13	$373,916	2.45

FY 2013-14 Costs and Funding Sources:

Requirements:				Resources:		
Personal Services	$	325, 294		PL	$	130,261
Interfund Transfers	$	99,857		TriMet	$	6,937
	$			Metro	$	681
				Metro/Local Match	$	128,285
TOTAL	**$**	**425,151**		TOTAL	**$**	**425,151**
Full-Time Equivalent Staffing						
Regular Full-Time FTE		2.6				
TOTAL		**2.6**				

Estimated FY 2014-15 Costs and Funding Sources:

Requirements:				Resources:		
Personal Services	$			PL	$	
Interfund Transfers	$			Section 5303	$	
	$			Metro	$	
TOTAL	**$**	**446,409**		TOTAL	**$**	**446,409**
Full-Time Equivalent Staffing						
Regular Full-Time FTE		2.73				
TOTAL		**2.73**				

Model Development Program

Description:

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

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

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

- 2011 Travel Behavior Survey: Data summaries and tabulations were prepared that summarize the key characteristics found within the survey observations.

New Models

- Personal Transport Model: A new dynamic tour based model was developed. Results from the 2011 travel behavior survey were used in the model estimation.
- Personal Transport Model: The current trip based model was validated to reflect the findings of the 2011 travel behavior survey in terms of trip rates, trip patterns, mode choice, etc.
- Static and Dynamic Assignment Models: A peak spreading algorithm was developed to distribute the diurnal profile of trips in accordance with the degree of congestion.
- Dynamic Traffic Assignment: Application improvements were developed with regard to the application of Dynamic Traffic Assignment software. This was especially relevant in the area of traffic signal plans and the development of dynamic evaluation measures.
- Personal Transport Model: Support was provided to Portland State University with regard to research in the area of pedestrian travel. Ultimately, this research will be used to enhance the pedestrian components within the regional travel model.
- Emission Modeling: Emission modeling procedures were refined as the Metro application of the MOVES air quality software was refined.

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: Model application code was modified to address specific needs (e.g., model application GUI, isolation of BRT transit skims in mode choice).

Statewide and National Professional Development

- Oregon Modeling Steering Committee: Staff participated on the OMSC and many affiliated subcommittees.
- Transportation Research Board Committees: Staff served on TRB committees that help shape national planning guidelines. Examples include service on the Transportation Planning Applications Committee and the task force on non-motorized travel.

Methodology:

Survey and Research

- 2011 Travel Behavior Survey: As warranted, tabulations will continue to be prepared to aid in the understanding of the travel characteristic in the region.

New Models

- Personal Transport Model: Sensitivity testing will be conducted using the new dynamic tour based model. These tests are necessary to ensure that the performance of the model is reasonable.
- Personal Transport Model: The PSU research with regard to pedestrian travel will be integrated into the regional travel demand model. A re-estimation of the model is required for this activity.
- Personal Transport Model: The demand model base year will be updated from 2010 as to reflect more current conditions.
- Bike Routing Algorithm: The bike routing algorithm will be reviewed to improve efficiency and to add additional sensitivity to the urban environment. If warranted, the tool may be moved to the Emme4 software environment.
- Truck Model: Based upon the results from the Port led activity to update the regional commodity flow database, the regional truck model will be reviewed and updated, as warranted.
- Dynamic Traffic Assignment: Application methods will continue to be refined as to improve the efficiency of the DTA application.

Model Maintenance

- Modeling Network Attributes: Metro will review and update, as necessary, the modeling network assumptions (e.g., uncongested speeds, vehicle throughput capacities, transit line itineraries, and forecast volumes at externals).
- Travel Demand Model Input Data: The model input data will be modified as warranted. Such things as intersection densities, household and employment accessibility, and parking cost assumptions will be adjusted.
- Travel Demand Model Computer Code: Model application code will be modified to address specific needs.

Statewide and National Professional Development

- Oregon Modeling Steering Committee: Staff will continue to participate on the OMSC and the many affiliated subcommittees.
- Transportation Research Board Committees: Staff will continue to serve on TRB committees that help shape national planning guidelines. Examples include service on the Transportation Planning Applications Committee and the task force on non-motorized travel.

Tangible Products Expected in FY 2013-2015:

FY2013-2014

Survey and Research

- 2011 Travel Behavior Survey: As warranted, survey data summaries and tabulations. (First/Second Quarter)

New Models

- Personal Transport Model: Documentation of dynamic tour based model sensitivity testing. (First/Second Quarter).
- Personal Transport Model: Documentation of new trip based model that integrates the PSU research with regard to pedestrian travel. (Third Quarter)
- Dynamic Traffic Assignment: Documentation that includes refined methods of application. (Ongoing)

Model Maintenance

- Modeling Network Attributes: Modify networks, as necessary. (As warranted).
- Travel Demand Model Input Data: The model input data will be modified as warranted. (As warranted)
- Travel Demand Model Computer Code: Model application code will be modified to address specific needs. (As warranted)

Statewide and National Professional Development

- Oregon Modeling Steering Committee: Staff participation on OMSC. (Ongoing).
- Transportation Research Board Committees: Staff participation on TRB. (Ongoing).

FY2014-2015

New Models

- Personal Transport Model: Documentation of new base year model application. (Third/Fourth Quarter)
- Bike Routing Algorithm: Documentation of new bike routing algorithm and its application in EMME4. (First/Second Quarter)
- Truck Model: Documentation of truck model. (Fourth Quarter)
- Dynamic Traffic Assignment: Documentation that includes refined methods of application. (Ongoing)

Model Maintenance

- Modeling Network Attributes: Modify networks, as necessary. (As warranted).
- Travel Demand Model Input Data: The model input data will be modified as warranted. (As warranted).
- Travel Demand Model Computer Code: Model application code will be modified to address specific needs. (As warranted)
- Statewide and National Professional Development
- Oregon Modeling Steering Committee: Staff participation on OMSC. (Ongoing)
- Transportation Research Board Committees: Staff participation on TRB. (Ongoing).

Entities Responsible for Activity:

- Survey and Research
- Metro- Product Owner/Lead Agency
- New Models
- Metro – Product Owner/Lead Agency
    - Pedestrian model work in collaboration with PSU
    - Truck model work in collaboration with the Port of Portland
    - Emission modeling in collaboration with the DEQ

Model Maintenance

- Metro – Product Owner/Lead Agency

Statewide and National Professional Development

- Metro in collaboration with other professionals

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
2011-12	$843,236	2.9
2012-13	$860,307	4.837

FY 2013-14 Costs and Funding Sources:

Requirements:				**Resources:**		
Personal Services	$	530,660		PL	$	89,175
Interfund Transfers	$	162,899		STP	$	115,860
	$			ODOT Support	$	11,259
	$			Section 5303	$	302,350
				TriMet Support	$	60,629
				Metro	$	114,286
					$	
TOTAL	**$**	**693,559**		TOTAL	**$**	**693,559**
Full-Time Equivalent Staffing						
Regular Full-Time FTE		4.11				
TOTAL		**4.11**				

Estimated FY 2014-15 Costs and Funding Sources:

Requirements:				**Resources:**		
Personal Services	$			PL	$	
Interfund Transfers	$			STP	$	
Materials & Services	$			ODOT Support	$	
Computer	$			Section 5303	$	
				TriMet Support	$	
				Metro	$	
				Other	$	
TOTAL	**$**	**728,237**		TOTAL	**$**	**728,237**
Full-Time Equivalent Staffing						

Regular Full-Time FTE		4.32				
TOTAL		**4.32**				

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 survey data tabulations to jurisdictions; provided modeling support to Clackamas County, the City of Damascus, Forest Grove, TriMet, and the City of Portland).
- Provided data and modeling services to private consultants and other non-governmental clients (e.g., support to the Columbia River Crossing Project, modeling support services to Lane Council of Governments); 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 2013-15:

- 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)

Entities Responsible for Activity:

Metro – in collaboration with clients

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
2012-13	$172,786	0.979

FY 2013-14 Costs and Funding Sources:

Requirements:				**Resources:**		
Personal Services	$	182,879			$	
Interfund Transfers	$	56,139		STP	$	34,303
Computer		41,069		ODOT Support	$	27,439
	$			TriMet Support	$	46,245
				Metro	$	3,926
				Other	$	206,404
TOTAL	**$**	**318,317**		TOTAL	**$**	**318,317**
Full-Time Equivalent Staffing						
Regular Full-Time FTE		1.39				
TOTAL		**1.39**				

Estimated FY 2014-15 Costs and Funding Sources:

Requirements:				**Resources:**		
Personal Services	$				$	
Interfund Transfers	$			STP	$	
Computer				ODOT Support	$	
	$			TriMet Support	$	
				Metro	$	

				Other	$	
TOTAL	**$**	**334.233**		TOTAL	**$**	**334,233**
Full-Time Equivalent Staffing						
Regular Full-Time FTE		1.46				
TOTAL		**1.46**				

ADMINISTRATION SERVICES

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.

Funding History:

MAP-21 Implementation

FY 2013-14 Costs and Funding:

Requirements:				**Resources:**		
Personal Services	$	971,155		PL	$	835,215
Interfund Transfers	$	374,151		STP	$	418,808
Materials & Services	$	298,998		Section 5303	$	114,621
				Metro	$	275,661
TOTAL	**$**	**1,644,305**		TOTAL	**$**	**1,644,305**
Full-Time Equivalent Staffing						
Regular Full-Time FTE		8.42				
TOTAL		**8.42**				

Estimated FY 2014-15 Costs and Funding:

Requirements:				**Resources:**		
Personal Services	$			PL	$	
Interfund Transfers	$			STP	$	
Materials & Services	$			Section 5303	$	
				Metro	$	
TOTAL	**$**	**1,726,519**		TOTAL	**$**	**1,726,519**
Full-Time Equivalent Staffing						
Regular Full-Time FTE		8.84				
TOTAL		**8.84**				

METRO CORRIDOR PLANS AND PROJECTS OF REGIONAL SIGNIFICANCE

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:

- Selected Stakeholder Advisory Committee and held four meetings with the committee to review work products.
- Selected consultant team.
- Conducted public involvement including: two rounds of public open houses at two locations, public review of the Existing Conditions Report and the Trail Alignment Analysis.
- Completed the Existing Conditions Report
- Completed the Trail Alignment Analysis
- Produced a draft of the Design Framework Report. The final report will be completed by the end of the fiscal year.

Methodology:

- Inventory, access 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 2013-15.

- **Public Involvement,** including two final public open houses.

- **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.
- **Final Westside Trail Master Plan** document that incorporates all previous reports.
- **Adoption** or acceptance of the master plan by the applicable jurisdictions.

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 July 2014. 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
2011-12	$335,000	0.25
2012-13	$335,000	0.25

FY 2013-14 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**				

Estimated FY 2014-15 Costs and Funding Sources:

Requirements:				**Resources:**		
Personal Services	$				$	
Interfund Transfers	$				$	
Materials & Services	$				$	
TOTAL	**$**			TOTAL	**$**	
Full-Time Equivalent Staffing						
Regular Full-Time FTE						
TOTAL						

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.

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.

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:

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.

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

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

Funding History:

Fiscal Year	Total Budget	FTE Comparison
2011-12	$110,450	
2012-13	$110,450	

FY 2013-14 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						

FY 2014-15 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						

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 assessment 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 alternative assessment 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 assessment 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) included a recommendation for future study of HCT in the Powell/Division Corridor. A BRT in the Powell/Division corridor has strong regional and jurisdictional support. The recommendations from the EMCP study included detailed transit findings from the analysis and near term implementation plans.

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 2013-14 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 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 2013-15

- Finalize detailed scope, schedule and budget (Fall 2013)
- Execute intergovernmental agreements (Fall 2013)
- Execute funding agreements (Fall 2013)
- Establish decision-making structure including Steering Committee (Fall 2013)
- Issue consultant contracts (Fall 2013)
- Commence transit assessment (Fall 2013)
- Define the problems, opportunities and constraints (Fall/Winter 2013)
- Completed evaluation of existing conditions and develop evaluation criteria (Spring 2014)
- Definition of transit alternatives (Spring 2014)
- Evaluation and refinement of preferred option and related transportation improvements and land use investments (Summer 2014)

Note: Final Steering Committee recommendations and local and regional decisions are not scheduled until FY 2014-15. Final products in 2014-15 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.

Funding History:

Fiscal Year	Total Budget	FTE Comparison
2012-13	$221,775	0.96

FY 2013-14 Costs and Funding Sources:

Requirements:				Resources:		
Personal Services	$	292,310		Powell/Division STP	$	441,348
Interfund Transfers	$	54,641			$	
Materials & Services	$	94,398				
TOTAL	**$**	**441,348**		TOTAL	**$**	**441,348**
Full-Time Equivalent Staffing						
Regular Full-Time FTE		2.455				
TOTAL		**2.455**				

Estimated FY 2014-15 Costs and Funding Sources:

Requirements:				Resources:		
Personal Services	$				$	
Interfund Transfers	$				$	
Materials & Services	$					
TOTAL	**$**	**463,415**		TOTAL	**$**	**463,415**
Full-Time Equivalent Staffing						
Regular Full-Time FTE		2.58				
TOTAL		**2.58**				

Southwest Corridor Plan

Description:

The Southwest Corridor Plan coordinates land use and transportation planning efforts to develop a shared 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 south 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.

Phase I of the Southwest Corridor Plan is on track to be completed in June 2013. At that time, the Steering Committee will be asked to recommend a preferred shared investment strategy for implementation. This will include three main elements:

- The Southwest Corridor Plan, which includes implementing actions for land use, policy changes, development incentives, and parks and nature projects;
- The Southwest Transportation Plan, which includes a set of prioritized projects that support the land use vision for roadway and active transportation and general direction for transit; and
- The Southwest Corridor Transit Alternatives Analysis, which includes a direction for an investment in high capacity transit and describes a next step into the NEPA process.

Progress towards the Southwest Corridor Plan vision is contingent upon a continued shared investment by project partners. The shared investment strategy will lay out implementing actions, roles and responsibilities. The project partners, in the SWCP Charter and the Vision, Goals and Objectives, agreed that working together towards a common goal for the Southwest Corridor provided an opportunity to leverage and target local, regional, state and federal resources as well as supporting and encouraging private investment. Phase II of the Southwest Corridor Plan will be focused on implementation, at the local, regional and state levels.

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/winter 2009/10, 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 Plan: 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. Major accomplishments by year include:

FY 2010-11:

- Defined a framework for integrated planning and decision-making for community investment strategy, began scoping and chartering process, developed scope and budget with local match
- Worked with City of Portland, City of Tualatin, City of Tigard and City of Sherwood to identify and provide technical support to their land use planning efforts in the Southwest Corridor
- Developed a detailed work plan, including technical work and public engagement
- Convened project advisory committees.

FY 2011-12:

- Adopted project charter, defining the agreements between 13 project partners
- Established decision-making structure, including Steering Committee
- Completed evaluation of existing conditions and developed evaluation criteria
- Approved Southwest Corridor Vision, Goals and Objectives

FY 2012-13:

- Identified wide range of projects in four categories: high capacity transit; roadway; active transportation; and parks and natural resources
- Narrowed high capacity transit projects to six options for further study
- Combined local land use visions into one corridor land use vision to guide investments
- Defined five shared investment strategies based on the corridor land use vision
- Evaluated the shared investment strategies
- Steering Committee recommendation to Metro Council, JPACT, city councils on preferred shared investment strategy
- Significant public outreach throughout the year, including an online interactive “planning game” to assess public values on investments in four categories and to identify desired transit connections between key places

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

Major Products and Activities Expected in FY 2013-14

- Local jurisdictions review strategy and adopt resolutions in support of investment strategy
- JPACT and Metro Council adopt community investment strategy and amend RTP
- Early opportunity project implementation – roadway, active transportation, safety, parks and habitat projects

- Development opportunity implementation – support city policy changes, development incentives, coordination of other investments to support community visions
- Develop work plan and decision/process architecture for DEIS for HCT alternative(s) in Southwest Corridor
- Refine project alternatives and recommend for further study

Major Products and Activities Expected in FY 2014-15

- Revise purpose and need, publish in federal register
- Detailed definition of transit alternatives
- Continued collaboration with project partners to support community vision and implement shared investment strategy

Future years:
June 2016: Publish DEIS for HCT investment in Southwest Corridor
June 2017: Locally Preferred Alternative for an HCT investment

Entities Responsible for Activity:

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

Funding History:

Fiscal Year	Total Budget	FTE Comparison
2011-12	$2,476,000	7.615
2012-13	$2,450,844	11.4

FY 2013-14 Costs and Funding Sources:

Requirements:				**Resources:**		
Personal Services	$	562,974		Other (Bond to be paid back with regional funds)	$	1,956,000
Interfund Transfers	$	150,980			$	
Materials & Services	$	1,242,047				
TOTAL	**$**	**1,956,000**		TOTAL	**$**	**1,956,000**
Full-Time Equivalent Staffing						

Regular Full-Time FTE		5.31				
TOTAL		**5.31**				

Estimate FY 2014-15 Costs and Funding Sources:

Requirements:				**Resources:**		
Personal Services	$			FTA 5339 OR-39-0006-00	$	
Interfund Transfers	$			Other (Bond to be paid back with regional funds)	$	
Materials & Services	$					
TOTAL	**$**	**2,053,800**		TOTAL	**$**	**2,053,800**
Full-Time Equivalent Staffing						
Regular Full-Time FTE		5.58				
TOTAL		**5.58**				

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
2011-12	$155,681	0.865
2012-13	$149,211	1.02

FY 2013-14 Costs and Funding Sources:

Requirements:				**Resources:**		
Personal Services	$	252,549		PL	$	199,843
Interfund Transfers	$	71,537		ODOT Support	$	
Materials & Services	$	4,393		Section 5303	$	102,497
Computer	$	14,811		Metro	$	40,950
TOTAL	**$**	**343,290**		TOTAL	**$**	**343,290**
Full-Time Equivalent Staffing						
Regular Full-Time FTE		1.745				
TOTAL		**1.745**				

Estimated FY 2014-15 Costs and Funding Sources:

Requirements:				**Resources:**		
Personal Services	$			PL	$	
Interfund Transfers	$			ODOT Support	$	
Materials & Services	$			Section 5303	$	
Computer	$			Metro	$	

TOTAL	**$**	**360,455**		TOTAL	**$**	**360,455**
Full-Time Equivalent Staffing						
Regular Full-Time FTE		1.83				
TOTAL		**1.83**				

Multimodal Arterial Performance Management Regional Concept of Operations

Description:

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

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

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

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

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

Objectives

Transportation Operations Objectives:

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

Planning Objectives:

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

Previous Work:

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

The RCTO project kicked off in FY 2010-11, with the scope development and consultant selection, completed. In FY 2012-13, the project completed:

- Proof of concept demonstration project
- Provide before and after evaluation of demonstration project
- Institutional framework for multimodal arterial performance management system
- Final guidance report for deployment

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).

In phase 1 of the RCTO, the region identified specific multimodal arterial performance measures to automate and deficiencies in the existing local and central traffic signal software systems have been identified that inhibit the region's ability to automate multimodal performance measures. Phase 2 of the RCTO will provide the systems engineering documentation that describes the user needs and requirements so software developers can bid the project and modify the existing local and central traffic signal software. Ultimately, the software changes enable automation of multimodal arterial performance data collection, and provide operational enhancements to the central traffic signal system that all agencies in Oregon using the software benefit from the proposed changes.

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 2013-15:

- Systems engineering including concept of operations and system requirements for software enhancements to the Voyage and TranSuite software used in signal controllers and central server, respectively. (2013)

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
2011-12	$150,000	
2012-13	$150,000	

FY 2013-14 Costs and Funding Sources:

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

Estimated FY 2013-14 Costs and Funding Sources:

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

East Metro Connections Plan Implementation

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

Estimated 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
2011-12	$561,216	3.18
2012-13	$0	

FY 2013-14 Costs and Funding Sources:

Requirements:				**Resources:**		
Personal Services	$	104,636		TRB- TCAPP	$	175,000
Interfund Transfers	$	18,497			$	
Materials & Services	$	51,866				
TOTAL	**$**	**175,000**		TOTAL	**$**	**175,000**
Full-Time Equivalent Staffing						
Regular Full-Time FTE		.845				
TOTAL		.845				

FY 2014-15 Costs and Funding Sources:

Requirements:				**Resources:**		
Personal Services	$			TRB- TCAPP	$	
Interfund Transfers	$				$	
Materials & Services	$					
TOTAL	**$**	**183,750**		TOTAL	**$**	**183,750**
Full-Time Equivalent Staffing						
Regular Full-Time FTE		.89				
TOTAL		**.89**				

Metropolitan Export Atlas & Infrastructure Investment Action Plan

Description:

The Metropolitan Export Initiative led by Greater Portland Inc, a regional partnership focused on economic development, calls for a doubling of exports from the region over the next five years. The Metropolitan Export Atlas and Infrastructure Investment Action Plan will improve the region's shared understanding of its export economy as a means of informing policy and investment decisions related to multimodal freight infrastructure, work force access, and site and district readiness.

Objectives:

- Create a common understanding of the Portland –Vancouver region's export economy.
- Facilitate job creation by strengthening the region's ability to export its products and services.
- Explore challenges and opportunities for expanding role of freight rail service to the region's shippers.
- Inform land use and transportation policy and investment decisions, particularly regarding trucking and rail infrastructure necessary for movement of goods and services out of the region.

Previous Work:

This work is intended to support the Metropolitan Export Initiative being led by Greater Portland Inc. In addition to its goal of doubling the region's exports, the Export Initiative has three main objectives:

- Create and retain export related jobs, and maintain Greater Portland's standing as a leading export region.
- Diversify export industries, increasing the number of companies exporting and the markets they access.
- Create a strong local export culture and a global reputation for Greater Portland as a competitive trading region.

The Export Initiative seeks to achieve these objectives through four core strategies:

- Leverage primary exporters in computers and electronics.
- Catalyze under-exporters in manufacturing.
- Improve the export pipeline for small businesses.
- Brand and market Greater Portland's global edge ("We Build Green Cities")

The Metropolitan Export Atlas is intended to support the Export Initiative and its core strategies and builds on previous work completed by Metro and its partners, including:

- Regional Industrial Site Readiness project
- Regional Transportation Plan, including the Regional Freight Plan
- Urban Growth Report
- Brownfields program
- Greater Portland Inc.'s Comprehensive Economic Development Strategy

Methodology:

Metro will serve as project manager for this effort, with significant support from the Port of Portland, City of Portland, Business Oregon, and Greater Portland Inc. The project will be completed in two phases.

Phase I will produce a Metropolitan Export Atlas depicting the characteristics of the region's export economy. Data elements will include:

- *Industry mix* – employment by industry and district, historical and future trends
- *Export Snapshot* - export by industry and district, export market data and trends, opportunities and strategies
- *Supply chain* - companies by employees, exports, industry clusters, growth potential
- District and site opportunities and constraints –
- *Sites and buildings* – buildable land, development readiness, land values, available buildings
- *Infrastructure for moving materials, products, employees and ideas* – an assessment of the region's transportation and data transfer systems including marine, air, rail, roadways, transit, active transportation, and broadband. Includes a look at the projects currently planned for and funded in the 2012-15 MTIP.
- *Incentive programs and resources* – enterprise zones, urban renewal
- *People* – workforce characteristics, multimodal access to jobs, educational/training facilities

Phase II will develop an Export Infrastructure Investment Action Plan identifying short, medium and long term policy and investment actions needed to catalyze the region's export economy. The plan will include identification and prioritization of needed investments in site development and infrastructure. Particular attention will be given to addressing freight rail access and infrastructure needs.

Tangible Products Expected in FY 2013-15:

- Scope development and consultant selection (SECOND QUARTER 2013-14)
- Metropolitan Export Atlas (FIRST QUARTER 2014-15)
- Export Infrastructure Investment Action Plan (THIRD QUARTER 2014-15)
- Stakeholder engagement (ONGOING)

Entities Responsible for TSMO Activity:

Metro – Lead Agency
ODOT – Contract Manager
Port of Portland – Collaborate/Cooperate
City of Portland – Collaborate/Cooperate
Business Oregon – Collaborate/Cooperate
Greater Portland Inc – Collaborate/Cooperate
Joint Policy Advisory Committee (JPACT)
Metro Policy Advisory Committee (MPAC)
Transportation Policy Alternatives Committee (TPAC
Metro Technical Advisory Committee (MTAC)

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
2011-12	$0	
2012-13	$0	

FY 2013-14 Costs and Funding Sources:

Requirements:				**Resources:**		
Personal Services	$			PL	$	
Interfund Transfers	$			STP	$	200,000
Materials & Services	$	222,891		ODOT Support	$	
				TriMet Support	$	
				Metro	$	22,891
TOTAL	**$**			*TOTAL*	**$**	**222,891**
Full-Time Equivalent Staffing						
Regular Full-Time FTE						
TOTAL						

FY 2014-15 Costs and Funding Sources:

Requirements:				**Resources:**		
Personal Services	$			PL	$	
Interfund Transfers	$			STP	$	
Materials & Services	$			ODOT Support	$	
				TriMet Support	$	
				Metro	$	
TOTAL	**$**			*TOTAL*	**$**	
Full-Time Equivalent Staffing						
Regular Full-Time FTE						
TOTAL						

OTHER PROJECTS OF REGIONAL SIGNIFICANCE

ODOT - Development Review

Description:

ODOT reviews local land use actions and participates in development review cases when those actions may have safety or operational impacts (for all modes of travel) on the state roadway system, or if they involve access (driveways) to state roadways. This includes work with jurisdiction partners and applicants, and products may include written responses or mitigation agreements. This work includes review of quasi-judicial plan amendments, code and ordinance text amendments, transportation system plan amendments, design and architectural review, site plans, conditional uses, variances, land divisions, master plans/planned unit developments, annexations, urban growth boundary expansions and recommendations for industrial land site certifications. ODOT also works to ensure that long-range planning projects integrate development review considerations into the plan or implementing ordinances, so that long-range plans can be implemented incrementally over time.

Objectives:

- Make recommendations for mitigation of safety and operational impacts of development on the state roadway system as appropriate
- Work collaboratively with local jurisdictions and applicants to develop mitigation agreements
- Review land use actions for Transportation Planning Rule, Oregon Highway Plan, Access Management Rule and ODOT permit compliance and make recommendations as appropriate

Previous Work:

Work during the 2012-2013 fiscal year included review of over 1,000 land use actions, with approximately 80 written responses and 50 mitigation agreements.

Methodology:

General methodology steps include:

- Intake of local/regional jurisdiction notice of land use actions
- Review for impact on state roadway system; review of plan amendments and development site plan review for TPR (comprehensive plan amendment/zone change), Oregon Highway Plan, access and permit considerations as appropriate
- Work with partners and applicants as necessary to determine appropriate mitigation
- Recommend conditions of approval as appropriate regarding the proposed land use action for mitigation of safety and operational impacts of development and ODOT permit requirements.

Tangible Products Expected in 2013-2015:

- Products occur throughout the planning period, depending on development/land use proposals and timing of notice (Q3 2013 – Q2 2015)
- May include response letters and mitigation agreements.

Entities Responsible for Activity:

Cities and Counties – Product Owner/Lead Agency for local land use process

ODOT – Product Owner/Lead Agency; Cooperate/Collaborate/Make Recommendations

Department of Land Conservation and Development (DLCD) – 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
2011-12	$250,000	
2012-13	$250,000	

Estimated 2013-15 Costs and Funding Sources:

Requirements:				**Resources:**		
Personal Services	$			PL	$	
Interfund Transfers	$			STP	$	
Materials & Services	$			ODOT Support	$	
Computer	$			Section 5303	$	
				TriMet Support	$	
				Metro	$	
				Other	$	
TOTAL	**$**			TOTAL	**$**	
Full-Time Equivalent Staffing						
Regular Full-Time FTE						
TOTAL						

ODOT - Communications and Outreach Project

Description:

ODOT Region 1 Planning, Major Projects and Funding units work on a variety of projects and plans that include outreach and communication. ODOT would like to improve the clarity and dynamism of this communication. ODOT is also interested in better communicating with stakeholders and members of the public who have typically not been involved in government efforts. This work task will focus on enhancement of a variety of communication tools, including:

- enhanced web usage
- videos
- SmartPhone apps
- crowdsourcing
- visual communications (mapping, graphics)
- online documents
- techniques/strategy for enhanced outreach to underserved communities

Objectives:

- Enhanced communication and outreach with partners and the public

Previous Work:

Not applicable

Methodology:

- Develop scope of work for communication/outreach project
- Identify issues/opportunities
- Gather information about existing conditions
- Identify range of solutions
- Identify recommendations, including prioritization of solutions

Tangible Products Expected in 2013-2015:

- Scope for project (Q3 2013)
- Recommendations for strategy/techniques for enhanced outreach to underserved communities (Q4 2014)
- Templates and protocols for communication tool enhancement (Q4 2014)
- Recommendations regarding communication tool implementation (Q4 2014)
- Implementation of tools and strategy (Q1 2015)

Entities Responsible for Activity:

Oregon Department of Transportation – Product Owner
Stakeholders, community organizations - Cooperate

Schedule for Completing Activities:

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

Funding History:

N/A – new project

Estimated 2013-15 Costs and Funding Sources:

Requirements:				**Resources:**		
Personal Services	$			PL	$	
Interfund Transfers	$			STP	$	
Materials & Services	$			ODOT Support	$	
Computer	$			Section 5303	$	
				TriMet Support	$	
				Metro	$	
				Other	$	
TOTAL	**$**			TOTAL	**$**	
Full-Time Equivalent Staffing						
Regular Full-Time FTE						
TOTAL						

ODOT - Transportation and Growth Management (TGM)

Description:

Oregon's Transportation and Growth Management (TGM) Program supports community efforts to expand transportation choices for people. By linking land use and transportation planning, TGM works in partnership with local governments to create vibrant, livable places in which people can walk, bike, take transit or drive where they want to go. The ODOT/DLCD Transportation and Growth Management (TGM) program provides grants to regional and local jurisdictions to conduct land use and transportation planning. ODOT and DLCD then work in partnership with regional or local agencies/jurisdictions on the planning efforts.

Objectives:

- Partner with DLCD and regional or local governments to conduct land use and transportation planning efforts receiving TGM grant awards.
- Provide technical assistance for planning efforts with regard to consistency and compliance with the Oregon Transportation Plan, Oregon Highway Plan, Transportation Planning Rule, and other applicable state transportation plans, regulations and standards.

Previous Work (FY 2012-13):

- Sherwood Town Center Plan
- Metro Regional Active Transportation Plan
- Tacoma Station Area Plan (City of Milwaukie)
- Oregon City Transportation System Plan
- Wilsonville Transportation System Plan
- TV Highway Corridor and Focus Area Plan

Methodology:

Methodology is dependent on work product, but generally includes standard planning steps (identifying the problem, existing conditions review, needs assessment, development of alternatives, narrowing of alternatives, recommendations, funding) consistent with the Oregon Highway Plan, Transportation Planning Rule and the Regional Transportation Functional Plan.

Tangible Products Expected in 2013-2015:

- Portland Division-Midway Neighborhood Street Plan (Q2 2014)
- Portland Central City MMA (Q2 2014)
- Sherwood Transportation System Plan Update (Q2 2014)
- Tigard Triangle District Plan (Q2 2014)
- Clackamas County Active Transportation Plan (Q2 2014)
- Washington County Multimodal Performance Measures and Level of Service Standards (Q2 2014)
- Washington County Neighborhood Greenway Streets Plan (Q2 2014)

Additional TGM grants will be awarded in Q3 2013 for slated project completion in Q2 2015.

Entities Responsible for Activity:

Oregon Department of Transportation – Product Owner
DLCD – Product Owner

Cities and Counties – Collaborate
Metro – Cooperate
TriMet – Cooperate
Community groups and organizations/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:

Biennium	TOTAL **Grant Budget**	FTE Comparison
2011-12	$ 1,011,600	
2012-13	$ 855,500	

Estimated 2013-15 Costs and Funding Sources:

Requirements:				**Resources:**		
Personal Services	$			PL	$	
Interfund Transfers	$			STP	$	
Materials & Services	$			ODOT Support	$	
Computer	$			Section 5303	$	
				TriMet Support	$	
				Metro	$	
				Other	$	
TOTAL	**$**			TOTAL	**$**	
Full-Time Equivalent Staffing						
Regular Full-Time FTE						
TOTAL						

ODOT - Active Traffic Management Strategy and Analysis

Description:

ODOT Region 1 will continue examining opportunities to improve traffic flow on Region 1 Freeways by analyzing ways to make better use of the existing system. C-BOS (Corridor Bottleneck Operations Study) examined the Portland Area Regional freeway network to find ways to enhance safety and operations in a financially constrained reality. Some corridors experience problems, but feasible solutions were not identified. Those corridors are potential candidates for ATMS treatments, which require only small amounts of funding and have minor to no impacts. This study will examine the Portland Metropolitan area freeway network to find potential candidate corridors, identify what other metropolitan regions have done, and look in corridors for types of treatments given the corridor constraints, opportunities and potential funding.

Objectives:

- Identify problem areas
- Create strategy for addressing problem areas

Previous Work:

- C-BOS

Methodology:

TBD

Tangible Products Expected in FY 2014-2015:

ATMS strategy and concept report (2015)

Entities Responsible for Activity:

Oregon Department of Transportation – Lead
Other stakeholders - Cities and counties in the Metro region

Schedule for Completing Activities:

- Identify problem areas (2013-14)
- Create strategy and concepts for addressing problem areas (2015)

Funding History:

None

Estimated FY 2013-15 Costs and Funding Sources:

Requirements:				**Resources:**		
Personal Services	$	200,000		ODOT SPR	$	200,000

TOTAL	**$**	**200,000**		TOTAL	**$**	**200,000**
Full-Time Equivalent Staffing						
Regular Full-Time FTE						
TOTAL						

ODOT - Before and After Study of ODOT Investment

Description:

ODOT has invested significantly in the regional transportation system. However, we have rarely reported the results of those investments. This project will examine these investments by studying the pre and post conditions, and determine the effect the project had on the original problem. Key areas of focus include the safety and operational impacts of auxiliary lanes, changes in lane configurations, acceleration and deceleration lanes or braided ramps (limited examples).

Objectives:

- Identify projects
- Gather data from pre- and post- conditions
- Write report with findings of analysis

Previous Work:

None

Methodology:

None

Tangible Products Expected in FY 2012-2013:

- Report on pre- and post- conditions

Entities Responsible for Activity:

Oregon Department of Transportation – Lead
Other stakeholders: None

Schedule for Completing Activities:

- Report summarizing effects of investment (2014)

Funding History:

None

Estimated FY 2013-15 Costs and Funding Sources:

Requirements:				**Resources:**		
Personal Services	$	30,000		ODOT SPR	$	30,000
TOTAL	**$**	**30,000**		TOTAL	**$**	**30,000**
Full-Time Equivalent Staffing						

Regular Full-Time FTE						
TOTAL						

ODOT - C-BOS (Corridor Bottleneck Operations Study) Concept Development

Description:

ODOT Region 1 will continue examining opportunities to improve traffic flow on Region 1 Freeways by analyzing ways to make better use of the existing system. C-BOS (Corridor Bottleneck Operations Study) examined the Portland Area Regional freeway network to find ways to enhance safety and operations in a financially constrained reality. Project purpose is to prepare a technical operational analysis and develop solution concepts for five (5) highway corridors in the Portland metropolitan region: I-5, I-205, I-84, I-405, US 26 (Sunset Hwy). A successful final product will provide a menu of cost effective, smaller-scale projects that ODOT can work from as small allocations of funding become available. This is a continuation of last biennium's work program.

Objectives:

- Identify and investigate potential solution concepts
- Conduct targeted outreach

Previous Work:

None

Methodology:

None

Tangible Products Expected in FY 2012-2013:

None

Entities Responsible for Activity:

Oregon Department of Transportation – Lead
Other stakeholders - Cities and counties in the Metro region

Schedule for Completing Activities:

- Identify problem areas (2015)

Funding History:

None

Estimated FY 2013-15 Costs and Funding Sources:

Requirements:				**Resources:**		
Personal Services	$	200,000		ODOT SPR	$	200,000

TOTAL	**$**	**200,000**		TOTAL	**$**	**200,000**
Full-Time Equivalent Staffing						
Regular Full-Time FTE						
TOTAL						

ODOT - Regional Safety Outlook

Description:

ODOT has long administered funding through its safety program. Currently, safety funding and programs are changing. This effort will identify strategies for addressing safety needs of all modes in the context of recent funding and policy shifts in transportation safety. Similarly, a scan of national literature will be conducted to examine the ways DOTs are addressing safety or administering safety programs. This report will also look at different safety issues, potential treatments and provide strategic focus to safety issues in the Portland Metropolitan Area.

Objectives:

- Identify problem areas
- Create strategy for addressing problem areas
- Conduct targeted outreach

Previous Work:

None

Methodology:

None

Tangible Products Expected in FY 2012-2013:

- Report on Safety outlook for ODOT Region 1

Entities Responsible for Activity:

Oregon Department of Transportation – Lead
Other stakeholders: Cities and Counties

Schedule for Completing Activities:

- Report on Safety outlook for ODOT Region 1 (2014)

Funding History:

None

Estimated FY 2013-15 Costs and Funding Sources:

Requirements:				**Resources:**		
Personal Services	$	200,000		ODOT SPR	$	200,000
TOTAL	**$**	**200,000**		TOTAL	**$**	**200,000**

Full-Time Equivalent Staffing						
Regular Full-Time FTE						
TOTAL						

ODOT - Active Transportation Implementation Strategy

Description:

ODOT Region 1 will gather data to investigate issues related to Active Transportation on ODOT facilities. This work will include identifying Hot Spots and Needs, identifying opportunities to partner, developing concepts for issues, and providing a regional ODOT strategy for addressing Active Transportation issues. Partnerships will be formed with local governments, advocacy organizations and examine opportunities for freight-bicycle partnerships.

Objectives:

- Identify problem areas
- Create strategy for addressing problem areas
- Conduct targeted outreach

Previous Work:

None

Methodology:

None

Tangible Products Expected in FY 2012-2013:

- Regional Active Transportation Strategy

Entities Responsible for Activity:

Oregon Department of Transportation – Lead

Other stakeholders:
Cities and Counties in the Metro region
Tri-Met
Organizations and advisory committees serving regional bicycle, pedestrian, and transit needs
General public

Schedule for Completing Activities:

- Identify problem areas (2013-14)
- Create strategy for addressing problem areas (2015)

Funding History:

None

Estimated FY 2013-15 Costs and Funding Sources:

Requirements:				**Resources:**		
Personal Services	$	250,000		ODOT SPR	$	250,000

TOTAL	**$**	**250,000**		TOTAL	**$**	**250,000**
Full-Time Equivalent Staffing						
Regular Full-Time FTE						
TOTAL						

ODOT - Functional Classification Review

Description:

The state highway classifications for state roadways in Region 1 have not been reviewed for some time. Recent access management regulation calls for review of the functional classification system at 5-year intervals. This work task would include a review of the existing state highway classifications for state-owned routes in Region 1 and make recommendations regarding any changes to the classification of roadways. Note that this work task should not be confused with local functional classification (which may differ from state functional classifications) and the ongoing FHWA/ODOT work with regard to MAP-21 implementation and National Highway System (NHS) route expansion (which differs from state functional classifications).

Objectives:

- Review Oregon Highway Plan state highway functional classifications or roadways in Region 1 and ascertain/recommend if changes are warranted

Previous Work:

- Review of expressway designations in Region 1 and development of recommendations for designation revisions

Methodology:

- Develop scope of work
- Examine existing conditions
- Outreach with local jurisdictions and stakeholders (pedestrian, bicycle, freight, communities, others)
- Recommend any changes to state highway functional classification designations

Tangible Products Expected in 2013-2015:

- Scope for project (Q4 2013)
- Recommendations for state highway functional classification designations (Q3 2014)
- OTC Adoption (if warranted) (Q1 2015)

Entities Responsible for Activity:

Oregon Department of Transportation – Lead Agency
TriMet – Cooperate

Metro – Cooperate
Cities and Counties – Cooperate
Community organizations and stakeholders - Cooperate

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
2011-12	N/A	
2012-13	$20,000	

Estimated 2013-15 Costs and Funding Sources:

Requirements:				**Resources:**		
Personal Services	$			PL	$	
Interfund Transfers	$			STP	$	
Materials & Services	$			ODOT Support	$	
Computer	$			Section 5303	$	
				TriMet Support	$	
				Metro	$	
				Other	$	
TOTAL	**$**			TOTAL	**$**	
Full-Time Equivalent Staffing						
Regular Full-Time FTE						
TOTAL						

ODOT - Interagency Coordination and ODOT Policy and Plan Implementation

Description:

ODOT coordinates with and provides technical assistance and policy direction to local jurisdictions as they develop their transportation system plans (TSPs), TSP refinement plans, concept plans, 2040 Center, Main Street, Station Community and Corridor Plans, sub-area land use plans, and other legislative plan 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. This work task also covers participation and training for others with regard to ODOT statewide policy, rule or standard changes and implementation.

Objectives:

- Provide technical assistance for local planning efforts with regard to consistency and compliance with the Oregon Transportation Plan, Oregon Highway Plan, Transportation Planning Rule, and other applicable state transportation plans, regulations and standards.
- Coordination with ODOT TDD Planning, Metro, DLCD and TriMet to ensure consistent and complete review for compliance with the Transportation Planning Rule, Regional Transportation Functional Plan and Oregon Highway Plan.
- Participate in ODOT policy development and implementation.
- Provide technical assistance, education and training regarding statewide policy development and implementation.

Previous Work:

- Participation in Washington County Coordinating Committee Transportation Advisory Committee (WCCC TAC)
- Participation in East Multnomah County Transportation Committee (EMCTC)
- Participation in Clackamas Transportation Advisory Committee (CTAC)
- Participation on ODOT Least Cost Planning (Mosaic) TAC.
- Rollout of Oregon Highway Plan and Transportation Planning Rule amendments and training to ODOT Region 1 staff, jurisdictions and consultants.
- Participation in statewide Oregon Sustainable Transportation Initiative (OSTI).
- Coordination with jurisdictions on state policy changes and implementation.
- Participation in TSP planning efforts: Washington County, Milwaukie, Lake Oswego, Tualatin, Clackamas County, Gresham, Wilsonville (TGM funded), Oregon City (TGM funded), Wood Village (TGM funded)
- Participation on City of Portland Networks Policy Expert Group (PEG)
- Participation on City of Portland Barbur Concept Plan TAC
- Participation on Aloha-Reedville Plan TAC

Methodology:

Methodology is dependent on work product and generally includes involvement on technical advisory committees, review of draft plan products/documents, and information-sharing about statewide initiatives, policy changes, and policy implementation.

Tangible Products Expected in 2013-2015:

Schedule occurs throughout 2013-2015.

- Participation on TSP technical advisory committees, including Forest Grove, Hillsboro, Portland, and Sherwood (Q3 2013 – Q2 2015)
- Submittal of written and oral comments on draft and final local TSP-related documents (Q3 2013 – Q2 2015)
- Participation on Technical Advisory Committees for legislative plan amendments/plan development (Q3 2013 – Q2 2015)
- Attendance at County Coordinating Committees (Q3 2013 – Q2 2015)
- Submittal of written and oral comments on draft and final local plan documents (Q3 2013 – Q2 2015)
- Continued assistance and training with regard to Oregon Highway Plan and Transportation Planning Rule amendment implementation, including development of guidance and training materials and assistance with multi-modal mixed use area implementation (Q3 2013 – Q2 2015)
- Multi-modal mixed use area (MMA) reviews (Q3 2013 – Q2 2015)
- Continued involvement with Least Cost Planning/Mosaic (Q3 2013 – Q2 2015)

Entities Responsible for Activity:

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

Regional partner agencies – Cooperate/Collaborate
Cities and Counties – Cooperate/Collaborate
Department of Land Conservation and Development (DLCD) – Cooperate/Collaborate
Community groups and organizations/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
2011-12	$297,057	
2012-13	$297,057	

Estimated 2013-14 Costs and Funding Sources:

Requirements:				Resources:		
Personal Services	$			PL	$	
Interfund Transfers	$			STP	$	
Materials & Services	$			ODOT Support	$	

Computer	$			Section 5303	$	
				TriMet Support	$	
				Metro	$	
				Other	$	
TOTAL	**$**			TOTAL	**$**	
Full-Time Equivalent Staffing						
Regular Full-Time FTE						
TOTAL						

ODOT - Portland Metropolitan Area Coordination

Description:

This work plan item covers ODOT representation/participation on Metro technical committees (TPAC and MTAC), UPWP development and administration, and stewardship of MTIP-funded local agency planning.

Objectives:

- Regional coordination; administration/support of MPO planning program.

Previous Work:

- Attendance at TPAC and MTAC meetings
- UPWP review and development
- Processing of invoices and IGA amendments

Methodology:

None

Tangible Products Expected in 2013-2015:

- Attendance at MTAC and TPAC meetings (Q3 2013 – Q2 2015)
- UPWP review and development (Q1/Q2 2015)
- Processing of invoices and IGA amendments (Q3 2013 – Q2 2015)

Entities Responsible for Activity:

ODOT – Product Owner/Lead Agency

Metro – Cooperate/Collaborate

Regional and Local Partners – Coordinate

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
2011-12	$30,000	
2012-13	$30,000	

Estimated 2013-15 Costs and Funding Sources:

Requirements:				**Resources:**		
Personal Services	$			PL	$	
Interfund Transfers	$			STP	$	
Materials & Services	$			ODOT Support	$	
Computer	$			Section 5303	$	
				TriMet Support	$	
				Metro	$	
				Other	$	
TOTAL	**$**			TOTAL	**$**	
Full-Time Equivalent Staffing						
Regular Full-Time FTE						
TOTAL						

ODOT - Metro Regional Long Range Projects

Description:

ODOT participates in regional long range projects through policy analysis, traffic analysis, project scoping and prioritization, development of transportation performance measures, and other work associated with the implementation of, and any amendments to, Metro's Regional Transportation Plan, Modal Plans, Urban Growth Management Functional Plan, Regional Transportation Functional Plan, Urban/Rural Reserves, Climate Change Scenario work, and other regional long range planning projects. Work includes participation on regional Technical Advisory Committees or Work Groups, Metro-TriMet-ODOT-DLCD Agency Coordination meetings, and submittal of written and oral comments on draft and final regional plan documents. This work task does not include ODOT attendance at TPAC or MTAC (see ODOT – Portland Metropolitan Area Coordination).

Objectives:

- Support and provide technical and policy analysis for regional long range planning projects
- Coordinate with Metro, TriMet, DLCD and local jurisdictions on grants and on regional long range plan consistency with the Oregon Highway Plan, Transportation Planning Rule, Oregon Sustainable Transportation Initiative, Regional Transportation Plan, Regional Transportation Functional Plan and Urban Growth Management Functional Plan.

Previous Work:

- Co-Lead on SW Corridor Transportation Plan (sub-plan of SW Corridor Plan)
- TAC participation and review of documents for East Metro Connections Plan
- Participation in Regional Safety Action Plan
- Participation in Metro-TriMet-ODOT-DLCD Agency Coordination meetings
- Development and review of ODOT Alternative Mobility Standards research project final report
- Climate Change Scenario work participation

Methodology:

Methodology is dependent on work product and generally includes involvement on technical advisory committees, review of plan products/documents, and information-sharing about statewide initiatives, policy changes, and policy implementation.

Tangible Products Expected in 2013-2015:

Schedule occurs throughout 2013-2015.

- Committee participation and document/product review for the following long range planning efforts:
    - Regional Transportation Plan update
    - Climate Change Scenario work
    - Powell-Division planning work
    - SW Corridor planning work
- Continued technical assistance in the development and review of potential alternative transportation performance measures in Metro area.

Entities Responsible for Activity:

Oregon Department of Transportation – Product Owner
Metro – Cooperate/Collaborate
TriMet – Cooperate/Collaborate
Regional partner agencies – Cooperate/Collaborate
Cities and Counties – Cooperate/Collaborate
Department of Land Conservation and Development (DLCD) – Cooperate/Collaborate
Community groups and organizations/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
2011-12	$77,500	
2012-13	$77,500	

Estimated 2013-15 Costs and Funding Sources:

Requirements:				**Resources:**		
Personal Services	$			PL	$	
Interfund Transfers	$			STP	$	
Materials & Services	$			ODOT Support	$	
Computer	$			Section 5303	$	
				TriMet Support	$	
				Metro	$	
				Other	$	
TOTAL	**$**			TOTAL	**$**	
Full-Time Equivalent Staffing						
Regular Full-Time FTE						
TOTAL						

I-5 Columbia River Crossing

The Columbia River Crossing project is led by the Oregon Department of Transportation (ODOT) and Washington State Department of Transportation (WSDOT). The goal of the project is to implement solutions to the seismic risk, 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, the existing bridge, with its wooden pilings set in liquefiable soil, could fail in an earthquake and the current high crash rate will result in more collisions.

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 recommend a 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. TheI-5 bridges across the Columbia River do not meet current seismic standards, leaving them vulnerable to failure in an earthquake.
2. 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.
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. 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.
6. 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.

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 the co-lead federal agencies for project. As such they oversee the National Environmental Policy Act (NEPA) process that governs proposed actions on an interstate facility and provide additional oversight related to federal financing, operations and permitting.

Objectives/Products/Deliverables:

The project includes a mix of bridge, public transit, and highway solutions, including:

- Replacement I-5 bridge over the Columbia River
- Improvements to safety and capacity in 5-mile corridor and interchanges
- Light rail transit extension to Vancouver
- Improvements to the bicycle and pedestrian facilities

In the 2013-2015 timeframe, the project schedule calls for:

- Applying for needed federal, state and local permits related to construction
- Issuing and RFQ and RFQ for a design-build contract to construct the replacement I-5 bridge
- Setting toll rates for pre-completion tolling
- Initiating the procurement process to construct a light rail/local traffic bridge across North Portland Harbor

Accomplishments of This Program To Date:

- Identifying the project's goals and evaluation criteria for decision-making
- Generating and screening about 70 potential solutions, narrowing them to 12 multi-modal preliminary alternatives, and selecting five alternatives to study in the Draft Environmental Impact Statement
- Analyzing effects of the five Draft EIS alternatives, publishing the results and reaching consensus on a Locally Preferred Alternative

- Conducting archeological investigations, geotechnical borings, land surveys, test pile installation study, noise abatement research, travel origin and destination survey, and economic analysis
- Receiving validation of project need, analytical processes through independent expert reviews.
- Receiving a biological opinion to meet the requirements of the federal Endangered Species Act
- Achieving a signed Memorandum of Agreement under Section 106 of the National Historic Preservation Act
- Advancing preliminary bridge, transit, highway, local roadway and pathway engineering designs to about 25 percent
- Regularly conducting a risk-based cost estimation process
- Publishing the Final EIS
- Receiving the federal record of decision; this affirmed the selection of the locally preferred alternative and allowed the project to move into pre-construction, financial planning and permitting.
- Engaging thousands of people to receive input at more than 1,000 public events

Funding Summary (as of 12/01/2012):

ODOT Funding Sources

Date	Source	Amount Committed (in millions)	Amount Authorized (in millions)
Prior to 2004	Federal Earmark (Pre-EIS Work)	$1.31	$1.31
2005-2009	SAFETEA-LU Federal	$5.61	$5.61
2005-2009	SAFETEA-LU (State Match)	$0.64	$0.64
2005-2007	OTIA III (State Funds)	$5.00	$5.00
2006	Federal Earmark	$0.79	$0.79
2007	ODOT Federal Funds	$4.24	$4.24
2007	ODOT Federal Funds (State Funds)	$0.36	$0.36
2007	FY07 IMD Funds (Corridors of the Future (COF))	$7.50	$7.50
2008	FY08 IMD Funds	$0.68	$0.68
2008	FY08 IMD Funds (State Match)	$0.57	$0.06
2009	FY09 IMD Funds	$3.33	$3.33
2009	FY09 IMD Funds (State Match)	$0.28	$0.28
2009	ODOT JTA	$27.67	$27.67

2009	ODOT JTA (State Match)	$2.33	$2.33
2010	FY10 IMD Funds	$1.00	$1.00
2010	FY10 IMD Funds (State Match)	$0.08	$0.08
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)		$1.94
2011	FY11 IMD Funds	$3.00	$3.00
2011	FY11 IMD Funds (State Match)	$0.25	$0.25
	ODOT TOTAL Funding Before Transfer to WSDOT	$99.13	$99.13
	Transfer out FY07 IMD Funds (COF) to WSDOT	($7.50)	($7.50)
	ODOT TOTAL Funding After Transfer	**$91.63**	**$91.63**

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	$2.00
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
2012	Federal NHS	NHS-0051(268)	400506A	IN	$15.93	$15.93
2011-2013	TPA (State Funds) decrease	No	400506A	AZ	($1.92)	($1.92)
2012	Match (State Funds)	NO	400506A	AA	$0.76	$0.76
				WSDOT TOTAL Funding Before Transfer From ODOT	$125.74	$124.87
				Transfer FY07 IMD Funds (COF) From ODOT	$7.50	$7.50
				WSDOT TOTAL Funding After Transfer	$133.24	$132.37
				WSDOT and ODOT TOTAL Funding Authorized After Transfer		**$224.00**

Expenditure Summary (through 12/01/2012)

ODOT Expenditures	$ 7,479 ,916.00
WSDOT Expenditures	$ 25,964,463.00
Consultant Services/Contracts	$ 131,520,172.00
TOTAL	**$ 164,964,551.00**

Clackamas County Regional Freight ITS Project

Description:

The Clackamas County Regional Freight ITS Project is a two part process. It includes the creation of Freight ITS Plan in Phase 1 and the prioritized implementation of that plan in Phase 2. The Freight ITS Plan would become an amendment to the County ITS Plan. This project would be consistent with the regional ITS architecture and goals of the Metro TransPort Technical Advisory Committee.

The Freight ITS project will develop a county-wide Freight ITS Plan for the County and all of its Cities. The Phase 2 construction projects are expected to be focused on Freight ITS improvements in the following freight corridors / employment areas:

- OR 224 (Milwaukie Expressway),
- OR 212 / 224 Clackamas Highway, 82nd Drive
- 82nd Drive between the Gladstone Interchange and OR 213N (82nd Avenue)
- The City of Wilsonville, and
- Other areas identified in the planning process

Objectives:

- Identify and engage variety of project stakeholders such as the County, Cities, ODOT, and the freight community to understand desires, goals, barriers and opportunities related to freight mobility and safety within Clackamas County.
- Review existing ITS or other relevant plans and policies to understand the framework available or needed to support freight ITS or low-cost projects.
- Analyze existing conditions for safety, operations, and land use/routing.
- Identify an ITS project "toolbox" of ITS or other low-cost capacity improvements that address existing (or future) safety and operations concerns.
- Review and as needed document any needed changes to architectures or ITS plans at the state, Metro (TransPort) and County levels.
- Develop ITS project selection criteria based on project need, cost and funding availability. Individual projects will be selected and prioritized for adoption in this Clackamas County Freight ITS Plan. Future projects will also be identified for future implementation as additional funding becomes available.
- The Freight ITS Plan will include a set of project specifications or plans as needed. These plans or specifications will be the basis of the procurement process used to implement Phase 2 of the project.
- Incorporate Freight ITS PLAN into the Clackamas County ITS Plan and Clackamas County Transportation System Plan.
- In the second phase of the project, prioritize and select Freight ITS improvement(s) for construction.

Previous Work:

None

Methodology:

This project will be completed in two step process. First a freight mobility study would be undertaken in the three known congested subareas to design a series of ITS freight priority projects that would improve the reliability arterial freight routes within Clackamas County. This ITS Freight Plan would

evaluate key barriers to freight movement and recommend specific ITS improvements and other operations and design improvements. The ITS Freight Plan will be amendment to the County ITS Plan.

In the second phase of the project, the list of ITS Freight improvements would be prioritized. This project would then construct as many of the system management the freight priority improvements as possible on the arterial freight routes. This could include a variety of ITS improvement such upgrading traffic signal equipment and timing or providing travel information to inform freight trip decisions. There may also be some operational project elements such as minor roadway geometric improvements that better accommodate freight while staying in balance with the needs of other modes.

Tangible Products Expected in FY 2014-2015:

- Consultant selection and scope development. (FIRST QUARTER)
- Stake holder involvement and input. (ONGOING)
- Develop Freight ITS Plan and incorporate into existing Clackamas County ITS Plan. (SECOND AND THIRD QUARTER)
- Prioritize projects from Freight ITS Plan (FOURTH QUARTER)
- Cost Estimate (FOURTH QUARTER)

Entities Responsible for Activity:

Clackamas County	Product Owner/Lead Agency
Oregon Department of Transportation	Cooperate/Collaborate
Metro	Cooperate/Collaborate
City of Wilsonville	Cooperate/Collaborate
City of Milwaukie	Cooperate/Collaborate
City of Gladstone	Cooperate/Collaborate
Washington County	Cooperate/Collaborate

Schedule for Completing Activities:

The first phase of Freight ITS project is anticipated to take six to nine months to complete. Work is anticipated to start late 2014 (First Quarter) and continue onto summer of 2015 (Fourth Quarter).

Funding History:

None

FY 2014-15 Costs and Funding Sources:

Requirements:				**Resources:**		
Personal Services						
Clackamas County				CMAQ Fed Fund	$	150,000
ODOT	$			Other (Match)	$	17,168
Metro	$					

Materials & Services						
Consultant Contract	$					
TOTAL	**$**	**167,168**		TOTAL	**$**	**167,198**
Full-Time Equivalent Staffing						
Regular Full-Time FTE						
TOTAL						

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:

The State of Oregon 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 serves as a roadmap for Oregon to lead the nation in the electrification of transportation. Oregon is pushing ahead with a great sense of urgency. Some environmental issues require a long-range view, but developing the PEV market is very much about right now. Oregon's strategy is about building on the momentum that the state has already made by pursuing what is called the "eyeballs and seats" strategy. Having people experience PEVs both visually and physically can overcome many reservations about the vehicles. Thus, Oregon wants to get more people inside PEVs and get more PEVs on the road, so that people see them as a usual part of highway-vehicle makeup—as a vehicle whose time has arrived.

This project builds on the statewide PEV market and community plan to address next-generation deployment strategies for the state. The plan serves as a roadmap 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 five 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.us), which acts as a statewide resource for PEVs.

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 2012-2013:

- Maintain the public EV website (www.evroadmap.us); add articles, fact sheets, news and information of use to the EV community
- Create outreach material (electronic and paper). Ensure that stakeholders have access to materials and key facts; provide materials to those who are involved in EV promotion
- Reach out to fleet managers
- Conduct periodic surveys in the region on EV awareness and perceptions
- Reach out to prospective regional partners in utilities, municipal government, business, environmental groups, retailers etc. to engage them in promotional activities
- 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
- Maintain 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

Entities Responsible for Activity:

- Oregon Transportation Research and Education Consortium (OTREC) based at Portland State University – Lead agency
- Metro – cooperate/collaborate
- ODOE/Columbia Willamette Clean Cities Coalition – cooperate/collaborate
- ODOT – cooperate/collaborate
- PGE – cooperate/collaborate
- Drive Oregon – cooperate/collaborate
- Citizens Utility Board – cooperate/collaborate

Other stakeholders:

- Cities and counties in the Metro region
- Public and private fleet managers in the Metro region
- Regional partner agencies
- Transportation Policy Alternatives Committee (TPAC)
- Joint Policy Advisory Committee on Transportation (JPACT)
- NAFA Fleet Management Association
- Community groups and organizations involved in climate planning, equity, land use and transportation issues
- General public

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
2011-12	$75,000	1.0
2012-13	$35,000	.5

FY 2013-14 Costs and Funding Sources:

Requirements:				**Resources:**		
Personal Services	$	60,000		JPACT funding	$	70,000
Materials & Services	$	15,000		Other (match)	$	5,000
TOTAL	**$**	**75,000**		TOTAL	**$**	**75,000**
Full-Time Equivalent Staffing						
Regular Full-Time FTE		1.0				
TOTAL		**1.0**				

Estimated FY 2014-15 Costs and Funding Sources:

Requirements:				**Resources:**		
Personal Services	$	30,000		JPACT funding	$	30,000
Materials & Services	$	5,000		Other (match)	$	5,000
TOTAL	**$**	**35,000**		TOTAL	**$**	**35,000**
Full-Time Equivalent Staffing						
Regular Full-Time FTE		0.5				
TOTAL		**0.5**				

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:

- Organization
- Documentation of forecasts
- Documentation of conditions before project implementation
- Documentation of conditions after project opening
- Proposed analyses
- Findings and recommendations
- 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. The data will be processed through FY 2013.

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 2014.

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:

- Project scope – the physical components of the project, including environmental mitigation;
- Service levels – the operating characteristics of the guideway, feeder bus services, and other transit services in the corridor;
- Capital costs – the TOTAL costs of construction, vehicles, engineering, management, testing and other capital expenses;
- Operation and maintenance costs – incremental operating/maintenance costs of the project and the transit system; and,
- 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:
- Predictions – predictions for the five characteristics developed at the conclusion of preliminary engineering, along with any changes made to those estimates during final design;
- 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,
- 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 2014:

- 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, 2013.

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 Division (CPD).

The CPD 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.

Schedule for Completing Activities:

Processing of data from "after" surveys – Winter/Spring 2013
Analysis of capital costs, project scope, service levels and operating costs – summer 2013
Analysis of transit ridership – Summer/Fall 2013
Draft report complete – December 2013

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 13-14.

FY 2013-14 Costs and Funding Sources:

	Personal Services	$	20,000		Mall/I-205 Federal Grant	$	60,000
	Materials & Services	$	40,000			$	
	TOTAL	**$**	**60,000**		TOTAL	**$**	**60,000**
	Full-Time Equivalent Staffing		.5				
	TOTAL		**.5**				

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

Task 5 – Proposed Analyses

Ridership Modeling	$	40,000

Tasks 6 & 7 – Proposed Analyses

Report Writing	$	20,000
TOTAL	**$**	**515,000**

Bus Stop Development Program (Fy14 – Fy15)

Description:

For a number of years, TriMet has been focusing on the complete experience of transit riders, including emphasis of 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 unique and highly visible 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 98% completion milestone (on-site constraints have hindered some installations) and should be functionally complete in FY 2014.
- The FY 2014 program investment of $25,000 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, addition of rectangular rapid flash beacon systems at unsignalized intersections and other improvements that integrate stops with the streetscape.
- These improvements make stops more accessible and safe 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 based on individual site conditions and needs, but approximately 40 locations and 6 crossing improvements, 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 $275,000 will be utilized in FY 2014 and increased to $350,000 in FY 2015.

Shelter & Seating Expansion

- TriMet continues to increase the number of bus shelters from a TOTAL of 885 five years ago to approximately 1,170 as of December 2012. TriMet expects to sustain the shelter expansion effort with approximately 15 new shelters each year in FY 2014 and FY 2015. A program investment of $100,000 will be utilized per year.
- Seating benches have also been installed at over 30 bus stops in the past fiscal year. TriMet expects to sustain the seating bench expansion efforts with approximately 30 new sites in FY 2014 and FY 2015.

- 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 FY14.
- 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 each year in FY14 and FY15.

This is a capital development program primarily using CMAQ funds in FY 2014 (FY 15 funding is TBD), 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 complete experience of transit – 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 TriMet's Transit Investment Program (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 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, 99W and Crescent Connection (in Beaverton).

Tangible Products Expected in FY 2014 & FY2015:

- Preparation of work programs, schedules and budgets for each sub-program. (ONGOING)
- Targeted community outreach to clarify 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)
- Construction 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
2011-12	$1,404,454	2
2012-13	$617,952	2

FY 2014 Costs and Funding Sources (FY2015 funding – TBD):

Requirements:				**Resources:**		
Personal Services	$	143,190		CMAQ	$	$467,206
Interfund Transfers	$			TriMet	$	56,474
Materials & Services	$	$380,490				
TOTAL	**$**	**523,680**		TOTAL	**$**	**523,680**
Full-Time Equivalent Staffing						
Regular Full-Time FTE		2				
TOTAL		**$143,190**				

Reflects FFY 2014 Allocation of $523,680. Approximately $143,190 or 27.5% of the program budget is devoted to planning and design activities. These funds support 2FTEs doing planning and design work.

Requirements:			**Resources:**		
Bus Shelter Expansion	$	100,000	CMAQ	$	467,206
Pavement and ADA Improvements	$	275,000	TriMet	$	56,474
Bus Stop Signs and Poles	$	25,000			
Solar Lighting	$	30,000			
Streamline Treatments	$	90,680			
TOTAL	**$**	**520,680**	TOTAL	**$**	**523,680**

Full-Time Equivalent Staffing	
Planning and Design	2.0
TOTAL	**2.0**

TriMet Employer Outreach Program

Description:

RTO efforts contribute to achieving the regional goal of 50 percent non-SOV mode split by 2035 by driving down the regional SOV rate.

The TriMet transportation demand management (TDM) program serves employers and colleges of all sizes in the Portland metro region with non-SOV travel options, transportation program assistance, transit pass programs and transportation surveys for Oregon DEQ's Commute Options compliance. The TriMet outreach program reduces vehicle miles traveled by educating employers, offering promotional campaigns, meeting with employees, online employer communications and supplying materials for using the transportation options in the region. TriMet supplies transportation survey data in aggregate to Metro RTO program, plus assists partners with transit operations information and opportunities to participate in campaigns.

Objectives:

- Increase the use of non-SOV travel options for commute trips among employers and colleges (measure travel mode splits with transportation surveys)
- Market and provide multimodal travel options to employers, employees, commuters, plus college staff and students
- Increase awareness of travel options in coordination with regional campaigns and local partner efforts
- Provide education about travel options in suburban areas including those not served well by transit

Previous Work:

Key work program accomplishments for the 2011-12 fiscal year include the following:

- Increased non-SOV mode split for employers working with the TriMet Employer Outreach program from 27.1% in 2009 to 38.5% in 2011.
- Increased transportation program enrollment to 1,512 worksites; a 4% increase compared to the end of the fiscal year in June 2011 with 1,454
- Increased number of employer worksites offering transit subsidies to 1,094; a 2% increase compared to the end of the fiscal year in June 2011 with 1,067
- Increased the total number of TriMet employer programs offered at worksites to 1,030[1]; a 4% increase over the previous fiscal year with 983 worksites. The number or worksites with TriMet employer programs represents an increase of 34.6% over the past ten years.
- Enrolled 69 new employers in TriMet employer pass programs; an 18% increase over the previous fiscal year with 56 new pass programs

Methodology:

- Employer and College Outreach
- Completed 6,945 contacts with 2,089 employers and colleges; 204 of these employers were first-time contacts

[1] Due to the name change of a pass program in April, the quarterly FTA report for April-June 2012 did not include the total number of renewed Monthly pass program contracts in our database query and was reported as 465 worksites. The actual number of worksites is 1,030.

- Participated in 335 planning, informational meetings, outreach and public events with employers, colleges, business associations, community associations, citizens' advisory committees, and RTO partner organizations.

- Employee Communications
- Promoted multi-modal transportation options at 84 transportation fairs to 12,354 attendees.
- Distributed 1,221 New Employee Kits to 115 employers to promote mode choices to new hires. NEK's contain information on all transportation options and are branded with the regional campaign message, DriveLessSaveMore.

- Employee Transportation Surveys
- Processed Employee Commute Option surveys for 522 worksites. Surveys are conducted for any employer free of charge whether for DEQ or a TriMet program. Reviewed results with employers plus supplied recommendations for transportation programs.
- Employer Transportation Programs
- TriMet incentivizes employers to offer a transit subsidy with an Emergency Ride Home (ERH) program paid by TriMet's general fund. Enrolled 21 employers in the ERH program for a total of 823 participating employers. Provided 79 cab rides.

Tangible Products Expected in FY 2013-2015:

- Estimated two-year vehicle miles reduction (VMR) is 34,385,606 to 51,578,409; estimated cost of Metro investment is $0.01 to $0.02 per VMR.

- Employer and College Outreach
    - Supply transportation options materials quarterly to 10 colleges (2013-14 and 2014-15)
    - Promote Carefree Commuter Challenge and Bike Commute Challenge to employers (First Quarter 2013-14); promote Bike Commute Challenge (First Quarter 2014-15)
    - Promote upcoming new service Portland-Milwaukie Light Rail: identify target employers within half-mile of alignment (Third Quarter 2014-15)
    - Promote upcoming new service Portland-Milwaukie Light Rail: prepare transportation program materials for employers; distribute mailer to employers within half-mile of alignment (Fourth Quarter 2014-15); follow up mailer with calls to employers (First Quarter 2015-16)
    - Distribute minimum six issues annually of the toWork employer, online newsletter (2013-14 and 2014-15)
    - Conduct survey of employer satisfaction with TriMet programs (Third Quarter 2015-16)
- Employee Communications
    - Promote multi-modal transportation options at minimum of 80 transportation fairs with goal of reaching 10,000 attendees (2013-14 and 2014-15)
    - Provide commuter safety campaign timed with daylight savings change (Second Quarter 2013-14 and Second Quarter 2014-15)
- Employee Transportation Surveys, minimum 475 worksites annually (2013-14 and 2014-15)
    - Conduct transportation surveys with employers for DEQ compliance (Second through Fourth Quarters 2013-14 and Second through Fourth Quarters 2014-15)
    - Conduct transportation surveys with employers for TriMet transportation programs (Fourth Quarter 2013-14 through First Quarter 2014-15 and Fourth Quarter 2014-15 through First Quarter 2015-16)

Entities Responsible for Activity:

The TriMet Outreach program is staffed by 5.25 people within TriMet's Customer Information Services department (formerly Marketing).

Other stakeholders:

Metro Regional Travel Options Workgroup

Regional partner agencies

Employers in the Metro region

Cities and counties in the Metro region

Transportation Policy Alternatives Committee (TPAC)

Joint Policy Advisory Committee on Transportation (JPACT)

Metro Policy Advisory Committee (MPAC)

Other area transit providers, including South Metro Area Regional Transit (SMART) and C-TRAN

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
2008-09	$412,409	5.25
2009-10	$424,781	5.25
2010-11	$437,524	5.25
2011-12	$450,649	5.25
2012-13	$464,171	5.25

FY 2013-14 Costs and Funding Sources:

Requirements:				Resources:		
Personal Services	$			PL	$	
Interfund Transfers	$			STP	$	
Materials & Services	$			ODOT Support	$	
Computer	$			Section 5303	$	
CMAQ	$	420,940		TriMet Support	$	43,231
				Metro	$	
				Other	$	

TOTAL	**$**			*TOTAL*	**$**	
Full-Time Equivalent Staffing						
Regular Full-Time FTE		5.25				
TOTAL		**5.25**				

Estimated FY 2014-15 Costs and Funding Sources:

Requirements:				**Resources:**		
Personal Services	$			PL	$	
Interfund Transfers	$			STP	$	
Materials & Services	$			ODOT Support	$	
Computer	$			Section 5303	$	
CMAQ	$	433,569		TriMet Support	$	44,528
				Metro	$	
				Other	$	
TOTAL	**$**			*TOTAL*	**$**	
Full-Time Equivalent Staffing						
Regular Full-Time FTE		5.25				
TOTAL		**5.25**				

Regional Over-Dimensional Truck Route Plan

Description:

Prepare a strategic plan for the efficient and safe movement of over-dimensional truck loads within and through the Portland Metro region. Identify and map the strategic routes for moving over-dimensional freight and identify the existing system constraints. Identify and recommend potential solutions and transportation improvement needs to maintain and enhance the efficient movement of regional over-dimensional freight.

Objectives:

- Identify and map the primary truck routes used for moving over-dimensional loads within and through the Portland Metro region.
- Identify and document existing physical and operational constraints (i.e., low-clearance railroad crossings and bridge structures, utility lines, weight-restricted bridges, inadequate turning radius at key intersections, etc.)
- Recommend transportation system improvements and planning-level cost estimates.

Previous Work:

In 2007, the Portland Bureau of Transportation conducted an analysis of over 6,000 state and city permit records issued in 2006 to define the existing nature of over-dimensional movements and the clearance requirements of permitted loads. The analysis found that construction equipment (cranes and excavators) along with log loaders and steel plates as the most commonly permitted commodities and account for more than half of the over-dimension loads transported. The analysis also identified both the median and largest sized trucks using city streets to move these commodities in order to provide insight on the appropriate routing and minimum clearance requirements for these vehicles. While the orderly and efficient movement of these over-sized and over-weight commodities are crucial to the economic well being of the Metro region, their transport can create negative impacts to the local neighborhoods in respect to excessive roadway damage, noise, pollution and traffic congestion.

The Washington County 2020 Transportation Plan strategy 16.1 calls for coordination of planning, development, maintenance and operation of an efficient and safe freight system with the private sector and government agencies in the Portland metropolitan area. Moreover, the adopted Portland Freight Master Plan calls for preparing a strategy for truck routes that serve the movement of over-dimensional loads as an implementing action. Developing a strategy to transfer the US 30 Bypass designation from Lombard to Columbia Blvd is also a recommended action in the Freight Master Plan to improve freight mobility and to enhance community livability in the St. Johns neighborhood.

Since ODOT, Washington County and the City of Portland all issue separate permits for oversize and overweight loads, there is a need for a more comprehensive and consistent regional approached for routing over-dimensional vehicles throughout the metro region and to identify current height restrictions and other operational constraints on the regional transportation network.

Methodology:

This project will identify the most commonly used and the preferred routes for the movement of over-dimensional vehicles and document the minimum clearance requirements to accommodate over-sized

loads in the Metro region. The focus of this project will be to develop a seamless over-dimensional vehicle route system that transcends jurisdictional boundaries. Physical and operational constraints that impede safe and efficient freight movement on identified regional truck routes will be defined and recommend transportation improvements and planning-level cost estimates to remove these constraints will be developed.

Tangible Products Expected in FY 2012-2013:

The following outlines the major tasks and deliverables anticipated for this project:

Task 1: Project Management

Provide status reports, cost reports and reimbursement requests. Review consultant invoices, completion reports, cost summaries and list of final products. Review and edit consultant deliverables. Prepare summaries of stakeholder meetings including agendas, information materials and comments. Prepare completion of project close-out.

Task 2: Stakeholder Involvement

Develop a review structure for local staff, stakeholder interests and partnering agencies to engage in the analysis and planning process. Provide adequate opportunity for stakeholder participation and input throughout the project duration and respond to stakeholder values and issues. Deliverable: Formation of Stakeholder Working Group (SWG) membership and meeting schedule.

Task 3: Background and Existing Conditions Analysis

Prepare a map of the primary over-dimensional truck routes within and through the Portland Metro region.

Prepare assessment of existing transportation infrastructure affecting over-dimensional truck movements (bridge structures, overhead signals, sign bridges, weight-restricted bridges, etc). Inventory existing bridge clearances and document the minimum clearance requirements to accommodate over-sized vehicles. Document existing local, State and regional policies and regulations affecting freight mobility and over-dimensional trucks within the Metro region. Deliverable: Background and Existing Conditions Analysis Technical Memo with associated maps and graphics.

Task 4: Identify Needs, Constraints, Opportunities and Solutions

Identify existing physical and operational constraints that impede safe and efficient over-dimensional truck movements within the Metro region. Identify conflicts between freight mobility and community livability issues based on existing local, State and regional policies, regulations and other conditions. Identify the constraints, opportunities, and related issues associated with transferring the US 30 Bypass to Columbia Blvd. Identify a range of potential solutions for addressing both over-dimension freight mobility and community livability needs within the Metro region. Deliverable: Needs, Constraints, Opportunities, and Solutions Technical Memo.

Task 5: Define and Evaluate Alternatives

Define and evaluate both potential capital transportation and operational improvements based on

identified needs, constraints, opportunities, and solutions. Describe the required transportation improvements to accommodate the regional movement of over-dimensional vehicles. Deliverable: Alternatives Evaluation Technical Memo.

Task 6: Capital Improvements and Cost Analysis

Identify capital transportation improvements based on the evaluation of identified alternatives and prepare planning-level costs estimates. Conduct cost feasibility analysis of the identified capital improvements based on freight mobility and community livability needs. Deliverable: Capital Improvements and Cost Analysis Technical Memo.

Task 7: Recommended Improvements and Actions

Recommend both short and long-term capital transportation system improvements and/or other policy and operational strategies based on evaluation of alternatives and cost feasibility analysis. Deliverable: Recommended Improvements and Actions Technical Memo.

Entities Responsible for Activity:

The City of Portland will be the lead agency for this project. It is anticipated that a project consultant will conduct the technical planning and engineering analysis and cost estimates and final report preparation. The consultant will also participate in all stakeholder and public involvement activities to provide technical support.

Lead agencies/partners:

- Portland Bureau of Transportation - Lead Agency/Project Manager
- Metro - Partner agency
- Clackamas County - Partner agency
- Washington County - Partner agency
- Oregon Department of Transportation - Partner agency

Other stakeholders:

- Portland Freight Committee
- Cities and counties in the Metro region
- Metro Regional Freight Technical Advisory Committee
- Port districts, including Port of Portland and Port of Vancouver
- Federal Highway Administration (FHWA)
- Community groups and organizations involved in climate planning, equity, land use and transportation issues

Schedule for Completing Activities:

It is anticipated this project will begin by October 1, 2013, or a later start date within the 2013-15 FY if stipulated by the agencies/partners identified above. The project duration is estimated to be 12 months long pending final approval of the proposed scope of work.

Funding History:

n/a

FY 2013-14 Costs and Funding Sources:

Requirements:				**Resources:**		
	$			STP		$100,000
	$			Local Match		$11,445
	$					
	$					
TOTAL	**$**	**111,445**		TOTAL	**$**	**111,445**
Full-Time Equivalent Staffing						
Regular Full-Time FTE						
TOTAL						

Estimated FY 2014-15 Costs and Funding Sources:

Requirements:				**Resources:**		
TOTAL	**$**			TOTAL	**$**	
Full-Time Equivalent Staffing						
Regular Full-Time FTE						
TOTAL						

French Prairie Bridge Connectivity

Description:

The Interstate 5 Boone Bridge, the only existing connection across the Willamette in the Wilsonville area, is considered unsafe for pedestrians and cyclists. The French Prairie Bridge will provide a critical missing link to restore a seamless, non-highway connection between Portland and Eugene. The bridge will connect the Portland region with the French Prairie area by linking the Ice Age Tonquin Trail with the Champoeg Trail and the Willamette Valley Scenic Bikeway. The French Prairie Bridge would also serve as a needed rapid-incident, emergency response system allowing authorized vehicles a bypass when the Boone Bridge is blocked. The bridge will give ODOT and other responsible authorities the ability to clean-up faster; and police, fire, and other emergency vehicles will have better access to incidents. Currently, when traffic incidents occur near Boone Bridge, I-5 and the entire surrounding freeway system can shut-down for hours.

Objectives:

- Safe bicycle and pedestrian access
- Improved connectivity between the Willamette Valley Scenic Bikeway and new regional Ice Age Tonquin Trail.
- Emergency access to highway accidents for police, fire and safety vehicles responding to incidents occurring on I-5.
- Tourism development
- Practical, cost-effective transportation solution with multiple public benefits.

Previous Work:

A preliminary alternatives analysis and selection of preferred location occurred in previous City master planning efforts. The current work effort will revisit these previous studies to determine if the conclusions are still valid before initiating feasibility analysis for the proposed location and concept planning efforts.

Methodology:

The French Prairie Bridge will be the only bike-ped bridge over the Willamette River located within a 30-mile (48 km) stretch between Newberg and Oregon City. The lack of any river crossing other than Interstate-5 at Boone Bridge forces cyclists to take significant risks by traveling on a six-lane freeway with no separation from high-speed trucks and cars.

Tangible Products Expected in FY 2012-2013:

- Issue RFP and contract for consultant services for feasibility analysis, design, environmental, and public outreach.
- Feasibility report including alternatives analysis and preferred location for bridge, preliminary cost estimate for bridge at preferred location, environmental considerations and impacts at preferred location, identification of needed right of way, identification of stakeholders, identification on funding alternatives.
- Establishment of a stakeholder group and initiation of public outreach efforts.
- Entities Responsible for Activity:

Lead Agency: City of Wilsonville

Partners and Stakeholders:

Metro – funding partner
Oregon Department of Transportation – Cooperate/Collaborate
Clackamas County - The City of Wilsonville and
Federal Highway Administration (FHWA)
Old Town Neighborhood Association
Charbonneau Country Club
Cycle Oregon, BTA, and other organizations and advisory committees serving regional bicycle and pedestrian needs
Clackamas County will 'own' the bridge and commit land to the bridge on each shore of the Willamette.
Tualatin Valley Fire & Rescue District (TVFRD)
Clackamas County Sheriff's Office
Friends of French Prairie

Schedule for Completing Activities:

- October 30, 2013: Issue RFP and contract for consultant services for feasibility analysis, design, environmental, and public outreach.
- June 30, 2013: Feasibility report including alternatives analysis and preferred location for bridge, preliminary cost estimate for bridge at preferred location, environmental considerations and impacts at preferred location, identification of needed right of way, identification of stakeholders, identification on funding alternatives.
- March 30, 2013: Establishment of a stakeholder group and initiation of public outreach efforts.

FY 2013-14 Costs and Funding Sources:

Requirements:				**Resources:**		
City Staff & Professional Consultant Services	$	665,000		Metro	$	600,000
	$			Other	$	65,000
TOTAL	**$**	**655,000**		TOTAL	**$**	**665,000**
Full-Time Equivalent Staffing						
Regular Full-Time FTE						
TOTAL						

Estimated FY 2014-15 Costs and Funding Sources:

Requirements:				**Resources:**		
City Staff & Professional Consultant Services	$	665,000		STP	$	600,000
Interfund Transfers	$			Local Match	$	65,000
TOTAL	**$**	**665,000**		TOTAL	**$**	**665,000**
Full-Time Equivalent Staffing						
Regular Full-Time FTE						
TOTAL						

Hillsboro Regional Center: Oak and Baseline Project

Description:

In Hillsboro, the Baseline/Oak couplet (Oregon Highway 8) has long had some negative impacts on the City. The couplet is a deterrent to business investment due to the poor condition of the sidewalk zone, the rapidly-moving traffic, and the lack of on-street parking (except on one side of Oak). The streets create a barrier between the low-income, ethnically diverse neighborhood to the south, and the City's core (including important government and commercial functions) lying to the north. Both streets are undesirable to walk or bike along and difficult to walk or bike across. Bus stops are difficult for pedestrians to access. Moreover, the couplet fails to direct people driving and others to the nearby Main Street business district.

The City is considering several alternatives to improve conditions along Oak and Baseline. One alternative is the concept of a "road diet" to reduce the number of vehicle lanes on stretches of Baseline and Oak and repurpose that right-of-way to other uses such as on-street parking, pedestrian curb extensions, enhanced street "furniture" including lighting and trees, way-finding elements, consideration for bike facilities, and other active transportation safety features, while providing sufficient mobility for freight and people driving. The current study, funded by Metro's Regional Flexible Fund program, is intended to evaluate the road diet concept as part of the City's broader study of alternatives.

Objectives:

- To select a preferred design alternative that improve the conditions on Baseline and Oak to make it a more pleasant and inviting environment for all modes of travel.
- In addition obtain all necessary state approvals for the project.
- The final report will describe the preferred concept for improving the Baseline Oak corridor and scope of work for implementation (permits, plan amendments, legal actions, etc.).
- The concept plans will include proposed plans, cross-sections, locations of pedestrian and bicyclist facilities and amenities, transit facilities and amenities, and concept-level signal modifications.

Previous Work:

This project is set to begin in fiscal year 2013-2014 with drafting the scope of services that will contribute to a successful project outcome. In addition, refinement of the scope of services will be completed.

Methodology:

As part of the Metro-funded work, the City of Hillsboro intends to work with its partner agencies (including ODOT, Washington County, TriMet, and Metro), the Greater Hillsboro Chamber of Commerce, the Downtown property owners/businesses, adjoining cities (Cornelius and Forest Grove) as well as affected businesses, property owners, and residents to consider whether a road diet is desirable to the community and if so, develop a plan for how it could best be implemented in this location.

Tangible Products Expected in FY 2012-2013:

- Finalize scope of work and share with Technical Advisory Group. (First Quarter of 2013-14)

This project is projected to begin in fiscal year 2013-2014.

- Finalize scope of work and share with Technical Advisory Group (third quarter of 2013-2014)

- Community, property owner and stakeholder outreach (fourth quarter of 2013 – 2014)
- Data collection and analysis to identify appropriate planning and design objectives (fourth quarter 2013-2014)
- Identify development opportunities and constraints of blocks along Oak and Baseline (first quarter of 2014-2015)
- Develop up to six road diet design alternatives and No-build or baseline project data with consultant, all partner agency staff and community partners input.
- Select a preferred design alternative and obtain necessary state approvals.
- Concept-level (15%) design plans for the preferred alternative
- Final report documenting prior work, analysis, process, and scope of work for the next phase of the project (EA/PE)

Entities Responsible for Activity:

City of Hillsboro – Lead Agency
Metro – Cooperate/Collaborate
Oregon Department of Transportation – Cooperate/Collaborate
TriMet – Cooperate/Collaborate
Greater Hillsboro Chamber of Commerce – Collaborate

Other stakeholders:
Washington County
Forest Grove
Cornelius
Metro Regional Freight Technical Advisory Committee
Regional Transportation Council (RTC) of metropolitan Washington County
Oregon Transportation Commission (OTC)
Land Conservation and Development Commission (LCDC)
Department of Land Conservation and Development (DLCD)
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.

FY 2013-14 Costs and Funding Sources:

Requirements:				**Resources:**		
Personal Services	$	7,000		PL	$	
Interfund Transfers	$			STP	$	
Materials & Services	$	2,000		ODOT Support	$	3,000

Computer	$	1,000		Section 5303	$	
				TriMet Support	$	2,000
				Metro	$	4,000
				Other	$	
TOTAL	**$**	**10,000**		TOTAL	**$**	**10,000**
Full-Time Equivalent Staffing						
Regular Full-Time FTE						
TOTAL						

Estimated FY 2014-15 Costs and Funding Sources:

Requirements:				**Resources:**		
Personal Services	$	40,000		PL	$	
Interfund Transfers	$			STP	$	
Materials & Services	$	460,000		ODOT Support	$	
Computer	$	10,000		Section 5303	$	
				TriMet Support	$	
				Metro	$	
				Other	$	
TOTAL	**$**	**490,000**		TOTAL	**$**	**460,000**
Full-Time Equivalent Staffing						
Regular Full-Time FTE						
TOTAL						

South Metro Area Regional Transit (SMART)

Description:

SMART provides transit service within the City of Wilsonville and operates connecting service in Portland, Canby, Tualatin, and Salem. SMART also provides door-to-door dial-a-ride service 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, promotes 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) Program and collaborates with other area transit agencies and jurisdictions in planning outreach programs and promotions.

SMART is operated by the City of Wilsonville and is supported by a Wilsonville payroll tax and by federal, state, and local grant funding. SMART typically does not receive funding for planning, other than CMAQ funds for the Options Program. However, in 2012, SMART was awarded a flexible fund grant from ODOT to conduct a *Transit Integration Project* for SMART's fixed and dial-a-ride transit service within the I-5 corridor between Wilsonville and Portland. The planning elements associated with these funds are outlined in the Tangible Products section below.

Objectives:

- Reduce drive alone trips and increase awareness of transportation options available in Wilsonville and the region.
- Build transit ridership on SMART, TriMet, CAT, and Cherriots.
- Create service efficiencies with integrated service for fixed-route and dial-a-ride transit service within the I-5 corridor.
- Support 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.

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 drive alone trips in and around Wilsonville.

Key accomplishments in FY2012-13 included "Wilsonville Sunday Streets" – a first for an Oregon suburban community to host an open streets event for area residents to enjoy active transportation in traffic free streets along a five mile loop with interactive entertainment and activities. An estimated 4,000 people attended this first time event.

Marketing and outreach to commuters and residents for local services rideshare, bicycling, walking, and regional connections continue to be the main focus of SMART Options Program activities.

Methodology:

The SMART Options program will continue to work closely with and report to Metro's Regional Travel Options program and working groups to coordinate travel options outreach and activities throughout Wilsonville and the region. SMART will coordinate with regional transit providers for the Transit Integration Project, and report to FTA and ODOT.

Tangible Products Expected in FY 2013-15:

SMART Options Program:

- Assess transit system demands due to Oregon Institute of Technology moving their main Portland area campus to Wilsonville. (Ongoing)
- 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)
- Support multi-use regional trail efforts such as the Tonquin Trail and Graham Oaks Nature Park. (ONGOING)
- Continue the *Walk Smart and Bike Smart* programs.(ONGOING)
- Distribute *Wilsonville Walks* maps via local shops and community events (ONGOING)
- Distribute *Wilsonville Bikes* maps via local shops and community events (ONGOING)
- Promote ridesharing as a viable transportation option (ONGOING)
- Continue *SMART ART on the Bus* program with Wilsonville students.(ONGOING)
- Coordinate and host bicycle, walking and transit related events. (ONGOING)
- 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 ECO 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 annual bicycle and pedestrian counts at key Wilsonville intersections to coincide with regional and national efforts. (Fourth quarter of 2013, 2014)

- Transit Integration Project:
- Transit Integration Project Kick-off (Second quarter of 2013)
- Public involvement plan (Second quarter of 2013)
- Stakeholder outreach (Second quarter 2013)
- Public involvement (Third and fourth quarter 2013)
- Phase 1 final report (Fourth quarter 2013)
- Service implementation and phase two (First quarter 2013 through fourth quarter 2014)
- Phase 2 Final Report (Fourth quarter 2014)
-

Entities Responsible for Activity:

The City of Wilsonville's South Metro Area Regional Transit – Product Owner / Lead Agency
Other stakeholders:
Regional partner agencies
Other area transit providers
Federal Transit Administration (FTA)
Oregon Department of Transportation (ODOT)
Community groups and organizations involved in transportation issues
Metro's RTO Program Partners and Stakeholders – Cooperate / Collaborate
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
2011-12	$72,900	1.0
2012-13	$73,676	1.0

FY 2013-15 Costs and Funding Sources:

Requirements:				**Resources:**		
Personal Services FY13-15				STP Transfer Funds for Transit Integration Project	$	175,000
Interfund Transfers FY 13-15				CMAQ	$	
				Local Match	$	
TOTAL	**$**			TOTAL	**$**	**175,000**
Full-Time Equivalent Staffing						
Regular Full-Time FTE		2.0				
TOTAL		**2.0**				

Aloha-Reedville Study and Livable Community Plan

Description:

The Aloha-Reedville Study and Livable Community Plan is a three year (completion by March, 2014) jointly funded study between the Federal Highway Administration (FHWA) and the Department of Housing and Urban Development (HUD.) The joint grant is the Community Challenge/TIGER II grant awarded to Washington County (OR) in October, 2010. The 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 remains 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 study is working with economic analysts and the community to better understand the issues, needs, opportunities and constraints, and is in the process of developing potential alternatives to address 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 includes 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 has collected 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 [2]impact on affordability and accessibility, and will include the 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 creates plans to increase nearby residential opportunities and improve local streetscape and infrastructure to provide greater customer base and improved access for both customers and employees. Data to support this outcome will include 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

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

The project is coordinating with several concurrent local and regional plans and is helping 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 with Sustainable Communities Regional Planning Grant Program activities. The Aloha-Reedville Study is coordinating closely with the City of Hillsboro's Tualatin Valley Highway Corridor Refinement Plan (funded by a $331,000 Transportation Growth Management grant) and will incorporate 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 is undertaking 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 ensure 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 is tracking the project's [3]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.

Previous Work:

Metro's 2040 Growth Concept (adopted 1995) was developed to guide long-range growth in the Portland Metro region, including communities within 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

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

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 began by conducting an extensive existing conditions research and established baseline metrics that will be used evaluate program outcomes. The first phase of the project included 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 developed a strategy for allowing intensive public participation in the project as it moves forward. Targeted outreach efforts are directed at low-income, minority, and special-needs populations. Project Advisory and Technical Advisory Committees were also established.

As the project moves forward, project staff will continue working with the broader public to explore alternatives for strategic infrastructure investment and partnerships for revitalization. Special outreach efforts continue to ensure that underrepresented communities are able to participate meaningfully through workshops and other engagement activities.

Areas of particular focus are 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 assist in the 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 is 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 2012-2013:

- Quarterly progress reports (cc of FHWA reports - ONGOING and/or upon request) – Provided March 31, June 30, September 30, 2012 (December 30, 2012 will be provided on/before January 31, 2013.)
- 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.
- Monthly Project Management Team meetings with department directors, division managers.
- Coordinated efforts with City of Hillsboro TGM Tualatin Valley Highway Corridor Refinement Planning (TVCP) efforts (ONGOING) – included hosting joint community-wide open houses in May and October, 2012, 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/alohareedville). Available documents to include: Public Involvement Plan, accepted Existing Conditions Report and 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. Materials provided in English and Spanish.
- Consultant contracts (SECOND QUARTER) – completed two for Latino/Latino and immigrant communities outreach with Centro Cultural de Washington County and the Center for Intercultural Organizing. Also contracted the National Charrette Institute to assist in the project development process.
- Convened nine meetings of the Citizen Advisory Committee - CAC (FIRST – FOURTH QUARTERS0 – agendas and meeting materials posted on the project website.
- Convened two meetings of the Technical Advisory Committee - TAC (FIRST, THIRD QUARTER) – agendas and meeting materials posted on the project website
- Provided periodic project updates to the Leadership Coordinating Committee - LCC (THIRD-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.
- Draft Existing Conditions Report (FIRST QUARTER) – provided CAC, TAC and community review opportunities, incorporated feedback and CAC, TAC accepted the report in March, 2012.
- Refined Phase 3 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 3 Public Involvement Plan (FOURTH QUARTER) – currently underway at time of this report.
- Convened a HUD-sponsored partnership meeting (FIRST QUARTER) including HUD and FHWA project administrators (federal and regional) and Metro, City of Hillsboro, City of Beaverton, Washington County elected officials and representatives from Oregon State and Federal legislative offices.
- Convened FHWA Project Management Improvement Team meeting (SECOND QUARTER) including FHWA project auditors. Report concluded project is being managed effectively and meeting all task and budget targets.
- Hosted FHWA sponsored beta test (THIRD QUARTER) of North Carolina State University research effort on Livability Performance Indicators. Day-long workshop included U.S. Department of Transportation representative, NCSU research personnel, Metro, City of Beaverton, City of Hillsboro, Oregon State Extension Service and county staff.
- Convened (jointly with TVCP staff) open house in May (SECOND QUARTER).
- Convened (FOURTH QUARTER) two open houses, community workshop and community celebration October 11 – 13, 2013.
- Convened two faith-based organizations round table discussions (THIRD-FOURTH QUARTER) to further best practices in outreach to under-served communities and to coordinate community assistance efforts.
- Launched public engagement tool (FOURTH QUARTER) Meeting In A Box in English and Spanish. Tool provides opportunity for community-led discussions on housing, transportation and economic issues

with a way to report discussions and outcomes to project team. MIAB is available as a delivered kit (materials and videos) or download from the project website (in both languages.)
- Project managers and key staff attended annual Sustainable Communities Grantee Conference (FOURTH QUARTER.)

Tangible Products Expected in FY 2013-2014:

- Quarterly progress reports (cc of FHWA reports - ONGOING and/or upon request.)
- Monthly FHWA update reports on/before the 10th of each month.
- Monthly Project Management Team meetings with department directors, division managers.
- Phase 3 consultant scope and budget refinements (FIRST CALENDAR QUARTER.)
- Phase 3 public involvement scope refinements (FIRST CALENDAR QUARTER.)
- Coordinate efforts with City of Hillsboro TGM Tualatin Valley Highway Corridor Refinement Planning efforts (ONGOING.) Emphasis will shift to TVCP Focus Area planning to address transportation; housing and economic impacts of South Hillsboro Planning Area build-out.
- Maintain Aloha-Reedville website (www.co.washington.or.us/alohareedville). 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, project alternatives visualization, public engagement approaches, etc.)
- Identified preferred alternatives – end product of Phase 2 (FIRST CALENDAR QUARTER)
- Draft implementation plans and strategies (THIRD QUARTER)
- Final deliverable plans, strategies and overarching executive report (FOURTH QUARTER)
- Community engagement (ONGOING.)
- Provide up to eight community organization grants (FIRST – THIRD QUARTER) to support leadership development and project engagement with historically under-represented community groups.

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 Administrators Office
Washington County Board of County Commissioners
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
Centro Cultural de Washington County
Aloha – Reedville Business Association
City of Hillsboro 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 Sheriff's Office
Organizations serving minority, elderly, disabled, and non-English speaking residents needs

Tualatin Valley Fire and Rescue
Clean Water Services
Tualatin Hills Parks and Recreation District
Community Alliance of Tenants (CAT)
Asian Pacific American Network of Oregon (APANO)
Organizing People, Activating Leaders (OPAL)
Oregon Somali Family Education Center (OSFEC)
Adelantes Mujeres

Organizations and advisory committees serving regional bicycle, pedestrian, and transit needs

Schedule for Completing Activities:

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

FY 2011 – 2014 Funding Sources:

	Funding Source	
2011-14	*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**

Council Creek Regional Trail - Master Plan

Description:

This project would entail the production of the Council Creek Regional Trail (CCRT) Master Plan Report. Report identifies a preferred alignment of a multipurpose trail (i.e. bike, walking and potentially equestrian sections). The study area extends approximately 15 Miles. The Master plan will include preliminary design costs estimates, and an implementation plan.

Objectives:

The Project is to plan the CCRT to serve as a primary transportation and recreational facility for bicycle and pedestrian travel. Area jurisdictions are looking for ways to increase transportation choices in the corridor by adding more bicycle and pedestrian options, increasing transit options, and ensuring good connections between these options.

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. Scope of work for the Master Plan project has been prepared.

Methodology:

This Master Plan project has been divided up into the following key components:

- Existing Conditions Analysis
- Preliminary Trail Alignment Alternatives
- Additional Alternatives Analysis
- Preferred Alignment
- Plan Implementation Factors
- Master Plan Production

Tangible Products Expected:

- Fully Executed Consultant Contract and Notice to Proceed (3rd Quarter FY 2012-13)
- Public Involvement Plan (3rd Quarter FY 2012-13)
- Existing Conditions Analysis (4th Quarter FY 2012-13)
- Preliminary Trail Alignment Alternatives (2nd Quarter FY 2013-14)
- Additional Alternatives Analysis (2nd Quarter FY 2013-14)
- Preferred Alignment (3rd Quarter FY 2013-14)
- Plan Implementation Factors (4th Quarter FY 2013-14)
- Master Plan Production (1st Quarter FY 2014-15)

Entities Responsible for Activity:

City of Forest Grove – Product Owner/Lead Agency
Oregon Department of Transportation – Cooperate/Collaborate
ODOT, Metro, Cornelius, Hillsboro, Banks, Washington County – Cooperate/Collaborate

Other stakeholders:
Clean Water Services
State Parks and Recreation
Community groups and organizations, 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
2012-13	$56,000	
2013-14	$140,000	
2014-15	$47,000	

FY 2013-14 Costs and Funding Sources:

Requirements:				**Resources:**		
Personal Services	$					
Interfund Transfers	$			STP	$	172,000
Materials & Services	$					
Computer	$					
				Other	$	25,000
TOTAL	**$**			TOTAL	**$**	**197,000**
Full-Time Equivalent Staffing						
Regular Full-Time FTE						
TOTAL						

Estimated FY 2014-15 Costs and Funding Sources:

Requirements:				**Resources:**		
Personal Services	$					
Interfund Transfers	$			STP	$	47,000
Materials & Services	$					
Computer	$					
				Other	$	0
TOTAL	**$**			TOTAL	**$**	**47,000**
Full-Time Equivalent Staffing						
Regular Full-Time FTE						
TOTAL						

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. City Council reaffirmed the appointments to the Transportation Steering Committee and Transportation Topic Specific Team in 2011, the development of the TSP was scheduled to resume March 2012. In July of 2012 the City of Damascus was notified by ODOT that the agreement between ODOT and the City for funding and completion of the TSP was being terminated by ODOT for cause. The City Council approved a Professional Services contract with Kittelson and Associates to complete the TSP for the City. A 12-

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 – Cooperate/Coordinate
Metro - Cooperate/Collaborate
Clackamas County - Cooperate/Collaborate
Happy Valley- Cooperate/Collaborate

Funding History:

Fiscal Year	Total Budget	FTE Comparison
2011-12	$1,404,454	
2012-13	$295,000	

FY 2013-14 Costs and Funding Sources:

Requirements:				**Resources:**		
Personal Services	$	?			$	?
Interfund Transfers	$				$	
Materials & Services	$				$	
TOTAL	**$**	?		TOTAL	**$**	?
Full-Time Equivalent Staffing						
Regular Full-Time FTE						
TOTAL						

Cedar Creek Trail/Tonquin Trail: Roy Rogers to SW Murdock

Description:

This project would entail the planning, preliminary engineering design and construction of the West Fork of the Tonquin Trail: the Cedar Creek Trail through the eastern edge of Sherwood Old Town and extend due north through the Cedar Creek corridor to SW Roy Rogers Road at the northern boundary of the City. The trail will be 10-12 feet wide and be approximately 2.6 miles long. This project will include preliminary engineering design, costs estimates, environmental permitting requirements, and construction of the trail.

Objectives:

The Project is to plan, design and construct the Cedar Creek Trail to serve as a primary transportation and recreational facility for bicycle and pedestrian travel through the central portion of the City of Sherwood along the Cedar Creek corridor.

Previous Work:

The Cedar Creek Trail Feasibility Study was completed in 2010 and the entire Ice Age Tonquin Trail Master Plan was completed in the winter of 2012 and will be adopted/approved by Metro in the spring of 2013. The regional Ice Age Tonquin Trail extends from the Willamette River north through Wilsonville, Tualatin and Sherwood to the Tualatin River. The City will use the Master Plan to further refine the alignment as well as coordinate with the other jurisdictions on design elements of the trail.

Methodology:

The project has been divided up into the following key components:

- Plan the alignment from the north side of Highway 99W north to Roy Rogers Road within the Cedar Creek Corridor
- Preliminary Engineering Design for the entire trail segments
- Construction of the trail

Tangible Products Expected:

- Fully Executed Consultant Contract and Notice to Proceed (3rd Quarter FY 2012-13)
- Public Involvement Plan (3rd Quarter FY 2012-13)
- Existing Conditions Analysis (4th Quarter FY 2012-13)
- Preferred Alignment (3rd Quarter FY 2013-14)
- Plan Implementation Factors (4th Quarter FY 2013-14)

Entities Responsible for Activity:

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

Other stakeholders:
Clean Water Services
Tualatin River National Wildlife Refuge

ODOT, Metro, Washington County – Cooperate/Collaborate

Oregon State Parks and Recreation

Oregon Fish and Wildlife
Cities of Tualatin and Wilsonville

Community groups and organizations bicycle, pedestrian, and transit needs
Organizations and advisory committees serving regional 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
2012-13	$ 1,358,564	
2013-14	$ 557,227	
2014-15	$ 3,781,301	

DRAFT FY 2013-14 Unified Planning Work Program Funding Summary

03/14/2013

	ODOT Key #	PL [1]	14 STP* (FFY 13) Metro 18089	STP* (FFY 11) Metro 18088	Freight STP* 18005	Powell/Division STP* 18015	TSMO STP 18312	ODOT Support Funds	14 Sec 5303*	13 Sec 5303*	TriMet Support	TRB TCAPP	RTO STP/5307 17277, 17278	Other Anticipated Funds	Metro/ Local Match	Total
METRO																
Transportation Planning																
1	Metropolitan Transportation Improvement Program (MTIP)	225,684	148,932	40,014	-	-	-	-	52,668	16,117	-	-	-	-	38,822	522,237
2	Transportation System Management& Operations (TSMO) - Regional Travel Options	-	-	-	-	-	-	-	-	-	-	-	1,913,224	-	127,070	2,040,294
3	Title VI and Environmental Justice	19,934	36,590	1,734	-	-	-	-	-	-	-	-	-	-	64,386	122,644
4	Regional Freight Plan	-	82,000	-	-	-	-	-	-	-	-	-	-	-	9,385	91,385
5	Transportation System Management& Operations (TSMO) - Regional Mobility Program	112,523	81,271	-	-	-	60,000	-	-	-	-	-	-	-	16,169	269,963
6	Regional Transportation Planning	406,652	153,341	33,381	-	-	-	-	9,857	57,191	-	-	-	-	38,133	698,555
7	Climate Smart Communities Scenarios Project	116,132	-	-	-	-	-	-	-	-	-	-	-	567,506	106,864	790,502
Research and Modeling																
1	GIS Mapping and Land Information	55,909	-	-	-	-	-	27,315	-	-	111,189	-	8,973	579,477	1,038,313	1,821,176
2	Economic, Demographic and Land Use Forecasting	130,261	681	-	-	-	-	158,987	-	-	6,937	-	-	-	128,285	425,151
3	Model Development Program	89,175	115,860		-	-	-	11,259	209,158	93,192	60,629	-			114,286	693,559
4	Technical Assistance Program	-	34,303	-	-	-	-	27,439	-	-	46,245	-	-	206,404	3,926	318,317
Administrative Services																
1	Management & Coordination/Grants Management	835,215	389,272	29,536	-	-	-	-	114,621	-	-	-	-	-	275,661	1,644,305
Metro Corridor Plans																
1	Powell/Division Transit Corridor Plan	-	-	-	-	441,348	-	-	-	-	-	-	-	-	-	441,348
2	Southwest Corridor Plan	-	-	-	-	-	-	-	-	-	-	-	-	1,956,000	-	1,956,000
3	Corridor Refinement and Project Development	199,843	-	-	-	-	-	-	102,497	-	-	-	-	-	40,950	343,290
4	East Metro Connection Plan	-		-	-	-	-	-	-	-	-	175,000	-	-	-	175,000
5	Metropolitan Export Atlas & Infrastructure Investment Action Plan	-	-	-	200,000	-		-	-	-	-	-	-	-	22,891	222,891
	Metro Subtotal	2,191,328	1,042,250	104,665	200,000	441,348	60,000	225,000	488,801	166,500	225,000	175,000	1,922,197	3,309,387	2,025,141	12,576,617
	GRAND TOTAL	2,191,328	1,042,250	104,665	200,000	441,348	60,000	225,000	488,801	166,500	225,000	175,000	1,922,197	3,309,387	2,025,141	12,576,617

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

[1] PL funds include $132,609 carryover from FY 12 and ODOT match.

OTHER PROJECTS OF REGIONAL SIGNIFICANCE

FY 2013-15 UNIFIED PLANNING WORK PROGRAM FUNDING SUMMARY

2/1/2013

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
Portland to LO Trail Master Plan	*14397*	*Metro*	100,000					10,450	110,450
Westside Trail Master Plan: Willamette-Tualatin	*15586*	*Metro*					300,000	35,000	335,000
ODOT Planning Program (All Naratives)		*ODOT*						2,284,557	2,284,557
I-5 Columbia River Crossing		*ODOT*						224,000,000	224,000,000
Clackamas County Regional Freight ITS	*18001*	*Clackamas County*		150,000				17,168	167,168
Market Research & Public Readiness Campaign for Transportation Electrification		*OTREC*						110,000	110,000
South Corridor I-205/Ptld Mall LR Before/After Evaluation		*TriMet*					60,000		60,000
Bus Stop Development Program	*15552*	*TriMet*		467,206		56,474			523,680
Employer Outreach Program		*TriMet*							-
Regional Over-Dimensional Truck Route Plan	*18024*	*City of Portland*	100,000					11,455	111,455
French Prairie Bridge Connectivity	*17264*	*City of Wilsonville*	1,250,000					143,068	1,393,068
Hillsboro Regional Center: Oak & Baseline	*18004*	*City of Hillsboro*	500,000					57,227	557,227
SMART	*16684*	*City of Wilsonville*	175,000						175,000
Aloha-Reedville Study & Livability Community Plan		*Washington Co*					2,000,000	1,243,907	3,243,907
Council Creek Trail: Banks to Hillsboro	*17272*	*City of Forest Grove*	218,444					25,002	243,446
Damascus TSP		*City of Damascus*							
Cedar Creek/Tonquin Trail: Roy Rogers to SW Murdock	*18026*	*City of Sherwood*	860,000					98,431	958,431
GRAND TOTAL			3,203,444	767,206	-	56,474	2,360,000	228,036,265	234,423,389