BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF CERTIFYING THAT THE PORTLAND METROPOLITAN AREA IS IN COMPLIANCE WITH THE FEDERAL TRANSPORTATION PLANNING REQUIREMENTS AND ADOPTING THE FISCAL YEAR 2013-15 UNIFIED PLANNING WORK PROGRAM	))))	RESOLUTION NO. 13-4426 Introduced by Chief Operating Officer Martha Bennett with the concurrence of Council President Tom Hughes

WHEREAS, the Unified Planning Work Program (UPWP) as shown in Exhibit A attached hereto, describes all Federally-funded transportation planning activities for the Portland-Vancouver metropolitan area to be conducted in FY 2013-14 and FY 2014-15; and

WHEREAS, the FY 2013-15 UPWP indicates Federal funding sources for transportation planning activities carried out by Metro, Southwest Washington Regional Transportation Council, Clackamas County and its cities, Multnomah County and its cities, Washington County and its cities, TriMet, and the Oregon Department of Transportation; and

WHEREAS, approval of the FY 2013-15 UPWP is required to receive Federal transportation planning funds; and

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

WHEREAS, the FY 2013-15 UPWP is consistent with the proposed Metro Budget submitted to the Metro Council; now therefore

BE IT RESOLVED by the Metro Council:

1. That the FY 2013-15 UPWP attached hereto as Exhibit A is hereby adopted.
2. That the FY 2013-15 UPWP is consistent with the continuing, cooperative, and comprehensive planning process and is given positive Intergovernmental Project Review action.
3. That Metro's Chief Operating Officer is authorized to apply for, accept, and execute grants and agreements specified in the UPWP.
4. That staff shall update the UPWP budget figures, as necessary, to reflect the final Metro budget.
5. That staff shall submit the final UPWP and self-certification findings to the Federal Highway Administration and Federal Transit Administration.

ADOPTED by the Metro Council this 2 day of May 2013.

Tom Hughes, Council President

Approved as to Form:

Alison Kean Campbell, Metro Attorney

Exhibit A

FY 2013-15
Unified Planning Work Program

Transportation Planning in the Portland/Vancouver Metropolitan Area

Draft

April 5, 2013

FY 2013-15
Unified Planning Work Program

Transportation Planning in the Portland/Vancouver Metropolitan Area

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

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.

Stay in touch with news, stories and things to do.

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

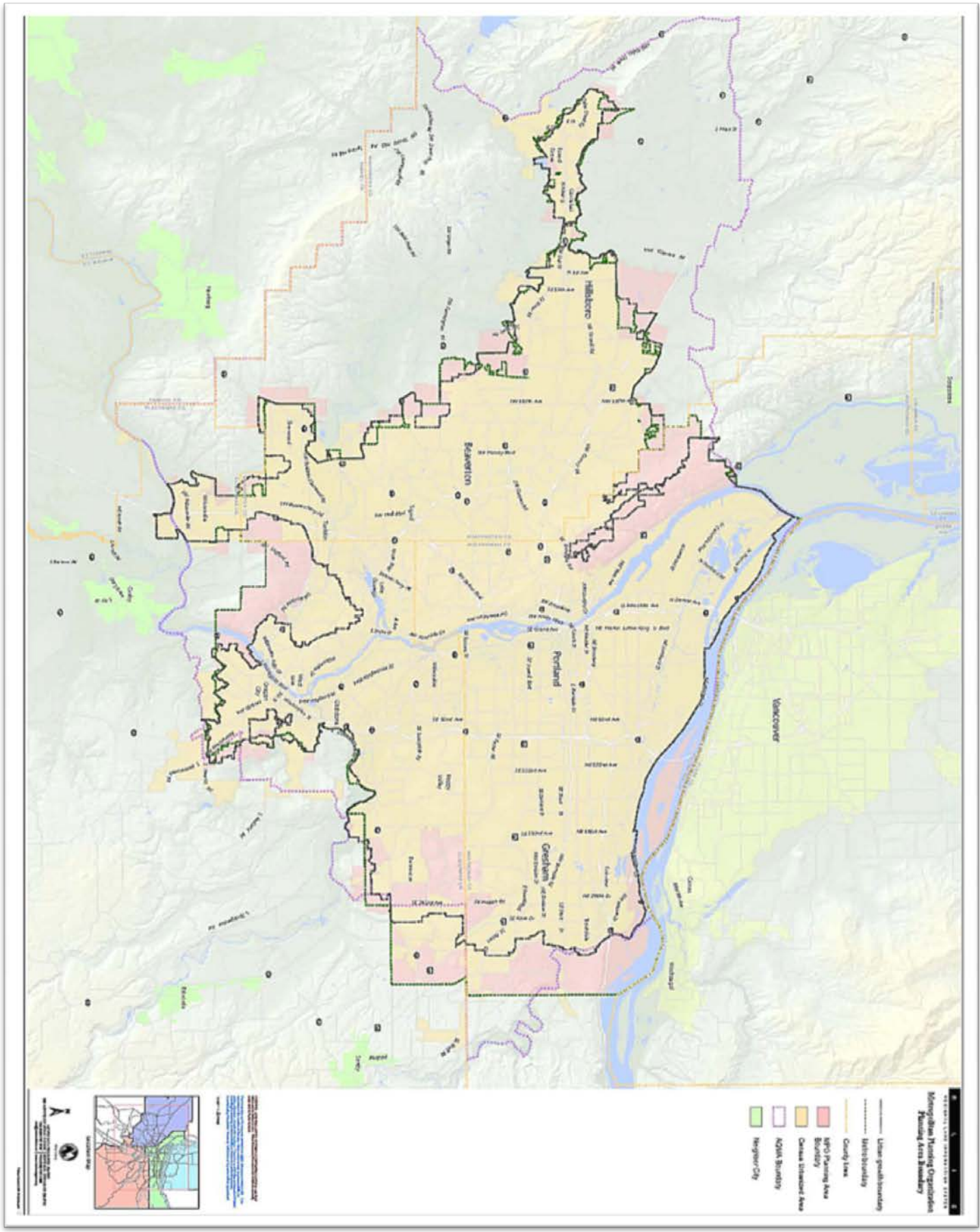
This section describes the management process to define the types of adjustments that require an amendment to UPWP and which of these can be accomplished as administrative actions by staff versus legislative action by TPAC, JPACT and the Metro Council.

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
NOAA Boundary
Hangtown 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 MTIP. 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:

Policy

- Engage 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.
- 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.
- Participate in ODOT's National Highway System review as part of the Federal Aid Urban Boundary and Functional Classification update.
- Track industrial land use planning efforts to ensure that current and future freight movement needs are addressed.

Coordination

- 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.
- Maintain a Regional Freight Program outreach component including web page, presentations, and informational materials.

Projects

- Support and collaborate 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.

- Track regional projects with significant implications for freight movement such as the I-5 Columbia Crossing.

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 (2014)
- 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	$	13,425		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 2013-15:

- 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**				

MPO 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,
- quadrennial review and annual self-certification of meeting MPO requirements,
- certifications and assurances filing to demonstrate capacity to fulfill MPO requirements,
- public participation in support of MPO activities,
- air quality modeling support for MPO programs, and
- 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
- TRANSPORT Subcommittee of TPAC
- Ad-hoc working groups

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

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

Metro belongs to the Oregon MPO Consortium (OMPOC), a coordinating body made up of representatives of all six Oregon MPO boards. OMPOC was founded in 2005 to build on common MPO experiences and to advance the practice of metropolitan transportation planning in Oregon. OMPOC meets three times each year and operates under its own bylaws. Metro Councilor Carlotta Collette is

the current chair of OMPOC and has served as vice-chair in previous years. Metro also participates in the quarterly MPO & Transit District coordination meetings convened by ODOT, and attended by all six MPOs, several transit districts, ODOT, FHWA and other state and federal agencies, as needed.

Objectives:

Provide a regional setting for cooperative, continuous, and comprehensive transportation planning. (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)

Previous Work:

Work completed in the 2012-13 fiscal year included:

- Adoption of the 2013-15 UPWP.
- Completion of quarterly and year-end planning progress reports submitted to FTA and FHWA via ODOT.
- Coordination with the 2013-14 Metro budget.
- Completion of the 2012 Quadrennial Review.
- Completion of annual self-certification.
- Organization of 12 JPACT, 12 TPAC meetings, and regional freight committee meetings, as well as coordination of agenda items on Metro Council, MPAC, MTAC meetings as needed.
- Execution of planning related contracts, procurements and grants.
- Provision of MPO staff support.

Tangible Products Expected in FY 2013-14:

- Update to the Metropolitan Planning Area boundary.
- Update of the MPO Public Participation Plan.
- Full implementation of the MOVES mobile emissions model.
- 2014-15 update amendment to the 2013-15 UPWP.
- Completion of quarterly and year-end planning progress reports submitted to FTA and FHWA via ODOT.
- Coordination with the 2014-15 Metro budget.
- Completion of annual self-certification.
- Organization of 12 JPACT, 12 TPAC meetings, and regional freight committee meetings, as well as coordination of agenda items on Metro Council, MPAC, MTAC meetings as needed.
- Execution of planning related contracts, procurements and grants.
- Provision of MPO staff support.

Tangible Products Expected in FY 2014-15:

- Adoption of the 2015-17 UPWP.
- Completion of quarterly and year-end planning progress reports submitted to FTA and FHWA via ODOT.
- Coordination with the 2014-15 Metro budget.
- Completion of annual self-certification.
- Organization of 12 JPACT, 12 TPAC meetings, and regional freight committee meetings, as well as coordination of agenda items on Metro Council, MPAC, MTAC meetings as needed.
- Execution of planning related contracts, procurements and grants.
- Provision of MPO staff support.

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:

- 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)

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 are continuing to research if and how the trail project can move forward. 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. All of the following is tentative and is on hold until the project can move forward.

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

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 2013-15:

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 2013-15:

- 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:

In FY 2012-13, Metro and partners completed the East Metro Connections Plan (EMCP) corridor refinement plan (previously known as the East Multnomah County Corridor Refinement Plan work program). 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 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. The effort evaluated different types of potential investments in Fairview, Gresham, Troutdale, Wood Village and Multnomah County. The plan also coordinated with a larger influence area spreading further south into Clackamas County, the cities of Damascus and Happy Valley.

East Metro Connections Plan Implementation will advance project development of key priorities that were recommended by the East Metro Connections Plan. The project will work with partner jurisdictions to complete plan amendments and seek funding for key priorities. Project development for FY2013-15 includes advancing design refinements for a multimodal corridor along 238th/242nd and the 'southeast gateway' investment area.

Objectives:

- Implement East Metro Connections Plan key priorities that identify needed projects to serve locally desired land uses and stimulate community and economic development.
- Continue local and regional plan amendments.
- With partner jurisdictions, seek funding for key priorities.
- Advance project development for NE 238th Drive: Halsey Street to Glisan Street Freight and Multimodal Improvements
- Advance project development of the southeast gateway investment area.

Previous Work:

In June 2012, The East Metro Connections Plan (EMCP) was endorsed by local cities, the county commission, and Metro council. Amendments to the RTP commenced in early 2013 and are anticipated to be complete by summer 2013. Metro and partners applied for and received a grant from the Transportation Research Board (TRB) to commence project development on key priorities from the plan.

In FY 2012-2013, Metro and partners accomplished the following work as part of the EMCP:

- Final recommendation by the steering committee for the East Metro Connections Plan.
- Final endorsements of recommendations by plan area city councils and county commission.
- Adoption of recommendations by JPACT and Metro Council.
- Adoption of amendments to the 2035 RTP.
- Commenced local and regional plan amendments, including updates to transportation system plans.

Methodology:

This project will build on previous work from the East Metro Connections Plan. The East Metro Connections Plan (EMCP) is the first "mobility corridor refinement" plan identified in the 2035 Regional Transportation

Plan to be implemented in our region. A mobility corridor refinement plan aims to better integrate land use, community and economic development, environmental and transportation goals when identifying projects along major transportation corridors. EMCP project partners included the cities of Fairview, Gresham, Troutdale and Wood Village, Multnomah County, ODOT, and Metro. Additional participating entities included Damascus, Portland, Clackamas County, the Port of Portland and TriMet. Key milestones in the previous work included:

- April 2011: Project Goals Defined
- Summer – Fall 2011: Problem Statement and Identification of Existing Needs
- Fall 2011 – Early 2012: Initial Strategies to Address Future Needs
- March 2012: Strategies for Improvements Identified
- March – May 2012: Corridor Themes and Preliminary Action Plan
- June-July 2012: Final Action Plan and Steering Committee Recommendation

Proposed bundles of projects, or "investment packages", defined through the process noted above, have been grouped by the following three primary themes:

1. **North/south connections** - Proposed projects improve the arterial road network connecting I-84 and US 26 and provide for regional mobility needs as well as access to key destinations in the plan area. Projects developed on designated freight routes will be developed to accommodate freight, and be designed accordingly.
2. **Downtowns and employment areas** - Proposed projects improve way-finding, mobility and access to downtowns and jobs.
3. **Regional mobility** - Proposed projects capitalize on previous investments by making the existing system smarter and more efficient through changes to signal timing, signage, enhanced transit service, and multimodal connections. Consistent with the Regional High Capacity System Plan, EMCP recommends advancing an alternative analysis for the Powell/Division transit corridor. EMCP also recommends the designation of a new regional multimodal connection between the Sandy River and the Springwater Corridor Trail.

The project scope will be to improve the land use and transportation conditions and mobility in the project area by supporting the priorities that emerged from the EMCP recommendation. This work program will include project development along a critical north/south connection in two areas: NE 238th Drive: Halsey Street to Glisan Street Freight and Multimodal Improvements; and the 'southeast gateway' investment area. Metro will be the local lead agency to assist in design refinements from the corridor study in preparation for engineering and construction from the local owners of the respective facilities, Multnomah County and Gresham. The work program is expected to take approximately 16 months to complete depending on funding and partner preferences.

In addition, the East Metro Connections Plan included a recommendation for future study of HCT in the Powell/Division Corridor. The recommendations from the EMCP study included detailed transit findings from the analysis and near term implementation plans that are reflected in the Powell Division Transit Corridor Plan.

Tangible Products Expected in FY 2013-15:

- Complete local and regional plan amendments (2014).
- Advance project development of the NE 238th Drive: Halsey Street to Glisan Street Freight and Multimodal Improvements in preparation for preliminary engineering (summer 2014)
- Advance project development of the southeast gateway investment area (summer 2014).

Entities Responsible for Activity:

Metro – Lead agency
Multnomah County – cooperate/collaborate
City of Gresham – cooperate/collaborate
Oregon Department of Transportation – cooperate/collaborate
TriMet – cooperate/collaborate

All jurisdictions in the corridor, including the Cities of Gresham, Fairview, Wood Village, Troutdale, Port of Portland and representatives from the East Multnomah County Transportation Committee – cooperate/collaborate

Estimated Schedule for Completing Activities:

This anticipated 16 work program commenced in spring of 2013 is expected to be substantially completed by June 30, 2014.

Funding History:

Fiscal Year	**Total Budget**	FTE Comparison
n/a	n/a	n/a

FY 2013-15 Costs and Funding Sources:

Requirements:				**Resources:**		
Personal Services	$	193,053		TRB- TCAPP	$	274,853
Interfund Transfers	$	17,000			$	
Materials & Services	$	59,800				
TOTAL	**$**	**274,853**		TOTAL	**$**	**274,853**
Full-Time Equivalent Staffing						
Regular Full-Time FTE		.96				
TOTAL		**.96**				

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	n/a	n/a
2012-13	n/a	n/a

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	**$**			*TOTAL*	**$**	**600,000**
Full-Time Equivalent Staffing						
Regular Full-Time FTE		3.90				
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	**$**			*TOTAL*	**$**	**225,000**
Full-Time Equivalent Staffing						
Regular Full-Time FTE		1.46				
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		5.56				
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	$			PL	$	
Interfund Transfers	$			STP	$	
Materials & Services	$			ODOT Support	$	
Computer	$			Section 5303	$	
				TriMet Support	$	
				Metro	$	
				Other	$	
TOTAL	**$**			*TOTAL*	**$**	**200,000**
Full-Time Equivalent Staffing						
Regular Full-Time FTE		1.30				
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	$			PL	$	
Interfund Transfers	$			STP	$	
Materials & Services	$			ODOT Support	$	
Computer	$			Section 5303	$	
				TriMet Support	$	

				Metro	$	
				Other	$	
TOTAL	**$**			*TOTAL*	**$**	**75,000**
Full-Time Equivalent Staffing						
Regular Full-Time FTE		0.49				
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:

Fiscal Year	Total Budget	FTE Comparison
2011-12	$110,000	
2012-13	$110,000	

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	**$**			*TOTAL*	**$**	**200,000**
Full-Time Equivalent Staffing						
Regular Full-Time FTE		1.30				
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	$			PL	$	
Interfund Transfers	$			STP	$	
Materials & Services	$			ODOT Support	$	
Computer	$			Section 5303	$	

				TriMet Support	$	
				Metro	$	
				Other	$	
TOTAL	**$**			*TOTAL*	**$**	**200,000**
Full-Time Equivalent Staffing						
Regular Full-Time FTE		1.30				
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 2013-2015:

- 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	$			PL	$	
Interfund Transfers	$			STP	$	
Materials & Services	$			ODOT Support	$	
Computer	$			Section 5303	$	
				TriMet Support	$	
				Metro	$	
				Other	$	
TOTAL	**$**			*TOTAL*	**$**	**300,000**
Full-Time Equivalent Staffing						
Regular Full-Time FTE		1.95				
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	**$**			TOTAL	**$**	**100,000**
Full-Time Equivalent Staffing						
Regular Full-Time FTE		0.65				
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	**$**			TOTAL	**$**	**660,000**
Full-Time Equivalent Staffing						
Regular Full-Time FTE		4.29				
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	0.39
2012-13	$30,000	0.39

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	**$**			TOTAL	**$**	**60,000**
Full-Time Equivalent Staffing						
Regular Full-Time FTE		0.39				
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	**$**			TOTAL	**$**	**350,000**
Full-Time Equivalent Staffing						
Regular Full-Time FTE		2.28				
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	Amount Authorized
		(in millions)	(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 Redistributio n	STP-0051(268)	400506A	IM	$10.00	$10.00
2011	FY11 IMD	IMD-0051(268)	400506A	CK	$2.00	$2.00

	Funds					
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 2013-2015:

- 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 13-14:

- 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, Drive Less, Save More.

- 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 2013-2015:

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 2013-2015:

- 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, 2014: 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, 2014: 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
Organizations serving minority, elderly, disabled, and non-English speaking residents needs

Services
Washington County Sheriff's Office
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:

2011-14	***Funding Source***	
	Washington County In-kind Match (personnel)	$801,907.00
	Metro Construction Excise Tax Award, June 2010	$442,000.00
	Federal Highway Administration TIGER II Grant	$1,500,000.00
	Department of Housing and Urban Development Community Challenge Grant	$500,000.00
	TOTAL	**$3,243,907.00**

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

	PL [1]	14 STP* (FFY 13) Metro	STP* (FFY 11) Metro	Freight STP*	Powell/Division STP*	TSMO STP	ODOT Support Funds	14 Sec 5303*	13 Sec 5303*	TriMet Support	TRB TCAPP	RTO STP/5307	Other Anticipated Funds	Metro/ Local Match	Total
ODOT Key #		18089	18088	18005	18015	18312						17277, 17278			
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

Southwest Washington Regional Transportation Council

Unified Planning Work Program
for
Fiscal Year 2014
July 1, 2013 to June 30, 2014

April 19, 2013

Southwest Washington Regional Transportation Council
1300 Franklin Street
Vancouver WA 98660

Telephone: (360) 397-6067
Fax: (360) 397-6132
Relay Service: #711 or (800) 833-6388

RTC's Website: http://www.rtc.wa.gov

Southwest Washington Regional Transportation Council

Unified Planning Work Program
for
Fiscal Year 2014
July 1, 2013 to June 30, 2014

April 19, 2013

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

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

Title VI Compliance

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

Americans with Disabilities Act (ADA) Information:

Materials can be provided in alternative formats by contacting

Southwest Washington Regional Transportation Council (RTC)

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

Relay Service: #711 or (800) 833-6388

FY 2014 UPWP for Clark County: Contents

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

UNIFIED PLANNING WORK PROGRAM: INTRODUCTION

UPWP PURPOSE

The Unified Planning Work Program is prepared annually by the Southwest Washington Regional Transportation Council (RTC). The financial year FY 2014 UPWP runs from July 1, 2013 through June 30, 2014. RTC's UPWP is developed in coordination with Washington State Department of Transportation, C-TRAN and local jurisdictions. As part of the continuing transportation planning process, all regional transportation planning activities proposed by the MPO/RTPO, Washington State Department of Transportation and local agencies are documented in the UPWP.

The UPWP focuses on transportation tasks that are priorities for federal and state transportation agencies as well as local jurisdictions. The planning activities relate to multiple modes of transportation and include planning issues significant to the Metropolitan Transportation Plan (MTP) for the Clark County region and Regional Transportation Plans (RTPs) for the rural counties of Skamania and Klickitat. The federal transportation Act, Moving Ahead for Progress in the 21st Century (MAP-21), provides direction for regional transportation planning activities. MAP-21 was signed into law by President Obama in July 2012. It sets the policy and programmatic framework for transportation investments. 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 with Intermodal Surface Transportation Efficiency Act (ISTEA) in 1991.

UPWP OBJECTIVES

The Work Program describes regional transportation planning issues and projects to be addressed during the next fiscal year. Throughout the year, the UPWP serves as the guide for planners, citizens, and elected officials to track transportation planning activities. It also provides local and state agencies in the Portland/Vancouver and RTPO region with a useful basis for coordination. If necessary, the Work Program is kept current during the course of the fiscal year by UPWP amendment carried through an RTC Board resolution adoption process.

SOUTHWEST WASHINGTON REGIONAL TRANSPORTATION COUNCIL (RTC): MPO/RTPO

RTC is the Metropolitan Planning Organization (MPO) for the Clark County, Washington portion of the larger Portland/Vancouver urbanized area (Figure 1, map). An MPO is the legally mandated forum for cooperative transportation decision-making in a metropolitan planning area. RTC's Metropolitan Planning Area (MPA) boundary is countywide. RTC was established in 1992 to carry out the regional transportation planning program. Following passage of the Intermodal Surface Transportation Efficiency Act (ISTEA) in 1991, the region became a federally-designated Transportation Management Area (TMA) with a population of over 200,000. TMA status brings additional transportation planning requirements that the MPO must carry out. UPWP requirements are specified in 23CFR450.308 and 23CRF420.111.

RTC is also the Washington State-designated Regional Transportation Planning Organization (RTPO) for the three-county area of Clark, Skamania and Klickitat (Figure 2, map). RTPO requirements are specified in RCW47.80.010 through RCW47.80.070 and WAC 468-86.

Figure 1: RTC, Metropolitan Planning Organization (MPO).
The MPO covers the whole of Clark County.

Figure 2: Southwest Washington Regional Transportation Council (RTC): Extent of Regional Transportation Planning Organization (Clark, Skamania and Klickitat counties).

PARTICIPANTS, COORDINATION AND FUNDING SOURCES

The Regional Transportation Council (RTC) Board of Directors is the policy decision-making body for RTC, both as MPO and RTPO. Within the Clark County MPO region, the Regional Transportation Advisory Committee (RTAC) advises the RTC Board on technical transportation issues. Consistent with the 1990 State Growth Management Act, Transportation Policy Committees for Skamania and Klickitat Counties provide policy advice for the two rural counties. Membership of RTC, the RTC Board, the Regional Transportation Advisory Committee (RTAC), Skamania County Transportation Policy Committee and Klickitat Transportation Policy Committee are listed on pages vi through x.

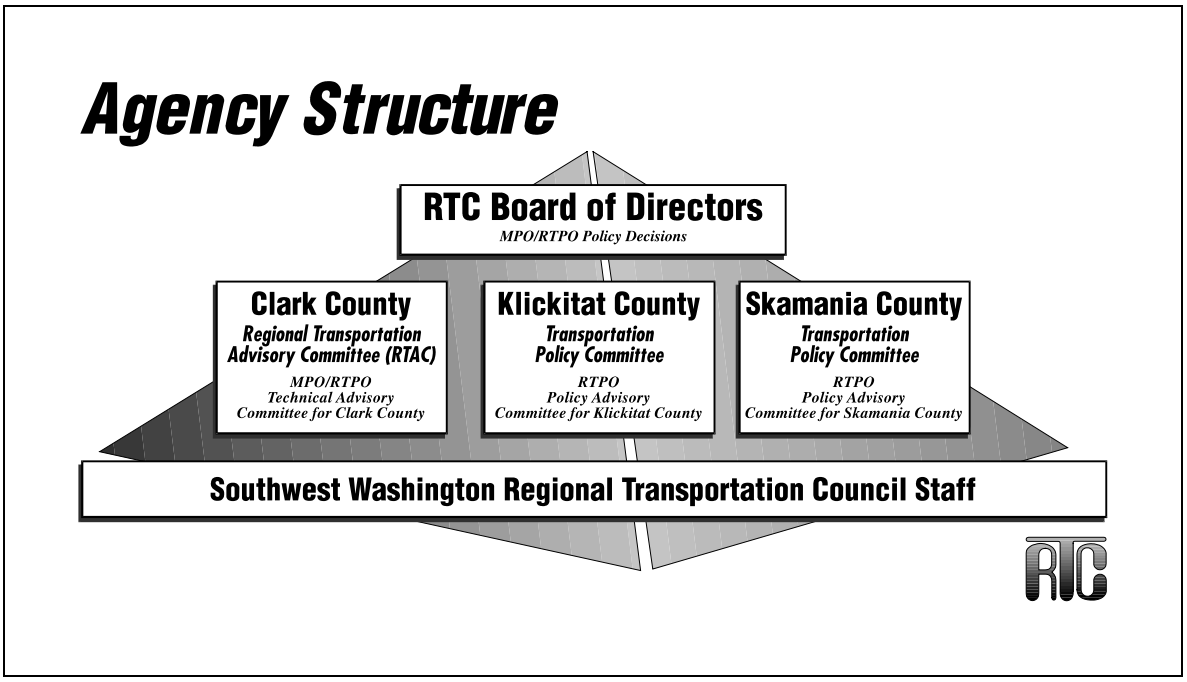

Figure 3: RTC's Agency Structure

A. Clark County

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

for the development of the Metropolitan Transportation Plan, the Metropolitan Transportation Improvement Program, the Congestion Management Process and other regional transportation studies.

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

The Washington State Transportation Commission has responsibility for updating Washington's Transportation Plan; the long-range transportation policy plan for the state of Washington. WSDOT prepares a Statewide Multimodal Plan. RTC coordinates with the Transportation Commission and WSDOT to ensure that transportation needs identified in regional and local planning studies are incorporated into statewide plans. RTC also cooperates in involving the public in development of transportation policies, plans and programs. WSDOT, the Clark County Public Works Department and City of Vancouver Public Works Department conduct project planning for the highway and street systems in their respective jurisdictions. Coordination of transportation planning activities includes local and state officials in both Oregon and Washington states. Bi-State Coordination is described on page x.

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

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

Memoranda of Understanding (MOUs) between RTC and Southwest Washington Air Pollution Control Authority (SWAPCA) renamed the Southwest Clean Air Agency (SWCAA), and RTC and C-TRAN, the local public transportation provider, were adopted by the RTC Board on January 4, 1995

(Resolutions 01-95-02 and 01-95-03, respectively). A Memorandum of Understanding between RTC and Washington State Department of Transportation was adopted by the RTC Board at the August 1, 1995 Board meeting (RTC and WSDOT MOU; RTC Board Resolution 08-95-15). RTC is currently working on updating the MOA between RTC, WSDOT and C-TRAN and will establish a regular quadrennial review and update cycle.

An MOU between RTC and Metro was first adopted by the RTC Board on April 7, 1998 (RTC Board Resolution 04-98-08). The Metro/RTC MOU is currently reviewed triennially with adoption of the UPWP. It was reviewed in 2012 and adopted, along with the FY 2013 UPWP, in May 2012 (RTC Board Resolution 05-12-08, May 1, 2012).

SOUTHWEST WASHINGTON REGIONAL TRANSPORTATION COUNCIL: MEMBERSHIP 2013

Clark County	Washington State Department of Transportation
Skamania County	Port of Vancouver
Klickitat County	Port of Camas/Washougal
City of Vancouver	Port of Ridgefield
City of Washougal	Port of Skamania County
City of Camas	Port of Klickitat
City of Battle Ground	Portland Metro
City of Ridgefield	Oregon Department of Transportation
City of La Center	*Legislators from the following Washington State Districts:*
Town of Yacolt	14th District
City of Stevenson	17th District
City of North Bonneville	18th District
City of White Salmon	20th District
City of Bingen	49th District
City of Goldendale	
C-TRAN	

SOUTHWEST WASHINGTON REGIONAL TRANSPORTATION COUNCIL: BOARD OF DIRECTORS

RTC Board of Directors 2013

Jurisdiction/Agency	Represented By:
City of Vancouver	Council Member Jack Burkman (Vice-Chair) Council Member Jeanne Stewart
Clark County	Commissioner David Madore Commissioner Tom Mielke Commissioner Steve Stuart
Small Cities East: City of Camas City of Washougal	Council Member Melissa Smith, Camas
Small Cities North: City of Battleground City of Ridgefield City of La Center Town of Yacolt	Council Member Bill Ganley, Battle Ground (Chair)
Skamania County: Skamania County City of North Bonneville City of Stevenson Port of Skamania County	Commissioner Doug McKenzie, Skamania County
Klickitat County: Klickitat County City of Bingen City of Goldendale City of White Salmon Port of Klickitat	Mayor David Poucher, White Salmon
C-TRAN	Jeff Hamm, Executive Director/CEO
WSDOT	Donald Wagner, Southwest Regional Administrator
Ports: Port of Vancouver Port of Camas-Washougal Port of Ridgefield	Commissioner Nancy Baker, Port of Vancouver
ODOT	Jason Tell, Region One Manager
Metro	TBD
14th District	Senator Curtis King Representative Norm Johnson Representative Charles Ross
17th District	Senator Don Benton Representative Paul Harris Representative Monica Stonier
18th District	Senator Ann Rivers Representative Liz Pike Representative Brandon Vick

RTC Board of Directors 2013

Jurisdiction/Agency	Represented By:
20th District	Senator John Braun Representative Ed Orcutt Representative Richard DeBolt
49th District	Senator Annette Cleveland Representative Jim Moeller Representative Sharon Wylie

SOUTHWEST WASHINGTON REGIONAL TRANSPORTATION COUNCIL

Regional Transportation Advisory Committee Members

Jurisdiction/Agency	Represented By:
Regional Transportation Council	Dean Lookingbill **[Chair]**
Clark County, Planning	Mike Mabrey
Clark County, Public Works	Bill Wright
City of Vancouver, Public Works	Chris Malone
City of Vancouver, Community Development	Jennifer Campos
City of Camas	Jim Carothers
City of Washougal Port of Camas-Washougal	Rob Charles
City of Battle Ground Town of Yacolt Port of Ridgefield	Mark Herceg
Cities of Ridgefield City of La Center	Steve Wall
C-TRAN	Scott Patterson
WSDOT	Mike Clark
Port of Vancouver	Katy Brooks
ODOT	Todd Juhasz
Metro	Josh Naramore
Human Services Council	Colleen Kuhn

B. SKAMANIA COUNTY

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

SKAMANIA COUNTY TRANSPORTATION POLICY COMMITTEE

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

C. KLICKITAT COUNTY

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

KLICKITAT COUNTY TRANSPORTATION POLICY COMMITTEE

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

D. BI-STATE COORDINATION

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

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

E. RTC STAFF

Figure 4 provides an overview of RTC staff with areas of work.

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

Figure 4: RTC Staff

PLANNING EMPHASIS AREAS

The UPWP is reflective of the national focus to encourage and promote the safe and efficient management, operation and development of transportation systems that will serve the mobility needs of people and freight as well as foster economic growth and development within and through urbanized areas. The UPWP describes the transportation planning activities and summarizes local, state and federal funding sources required to meet the key transportation policy issues during the upcoming year. The UPWP implements federal, state and local transportation planning emphasis areas (PEAs). The Federal Highway Administration, the Federal Transit Administration and Washington State Department of Transportation identify transportation planning emphasis areas intended to guide the development of work programs for both metropolitan and statewide transportation planning processes.

FEDERAL

MAP-21, Moving Ahead for Progress in the 21st Century, is the current Federal Transportation Act signed into law by President Obama on July 6, 2012. Surface transportation programs are funded at over $105 billion for fiscal years 2013 and 2014. MAP-21 changes the policy and programmatic framework for transportation investments as it creates a streamlined and performance-based surface transportation program and builds on many of the highway, transit, bike, and pedestrian programs and policies established under the Intermodal Surface Transportation Efficiency Act (ISTEA) in 1991. In FY 2014, FHWA and FTA anticipate MPOs to focus on compliance with MAP-21, meeting the requirements of 23CFR 450.308 and 23 CFR 420.111.

The FHWA and FTA expect the MPO's UPWP to include metropolitan planning core functions and major activities including:

- Program administration
- UPWP
- Public and stakeholder participation and education
- Data acquisition, analysis and reporting
- Metropolitan Transportation Plan
- Transportation Improvement Program including project identification, prioritization, and selection procedures
- Congestion Management Process (required in TMAs)
- Intelligent Transportation Systems (ITS)
- Planning consultation and services
- Special studies and plans

MPO's are required to continue coordination and consultation with tribal governments and federal land management agencies 23CFR 450.316(c). MPO's are also required to self-certify that the metropolitan transportation planning process is being carried out in accordance with the applicable laws. Transportation Management Areas (TMA's), such as RTC, undergo a quadrennial MPO Certification Review by Federal Highway Administration and Federal Transit Administration.

Under MAP-21, the scope of the transportation planning process is continued with consideration of projects and strategies that will address the federal planning factors contained in CFR 450.306 to:

- Support economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- Increase the safety of the transportation system for motorized and non-motorized users;
- Increase the security of the transportation system for motorized and non-motorized users;
- Increase accessibility and mobility of people and freight;
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;

- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- Promote efficient system management and operation; and
- Emphasize the preservation of the existing transportation system.

STATE

Washington State's Growth Management Act establishes Regional Transportation Planning Organizations as the venues for identifying regional transportation priorities and coordinating transportation planning with local comprehensive plans at all jurisdictional levels. "Efficient multimodal transportation systems based on regional priorities and coordinated with county and city comprehensive plans" is one of thirteen statewide planning goals established by the Growth Management Act (GMA). The regional transportation plans prepared by RTPOs have an important role in achieving consistency between state, county, city, and town plans and policies. UPWP work elements should continue to reflect general RTPO duties defined in RCW 47.80.023 and WAC 468-86. These duties include working with local jurisdictions on Growth Management Act/Comprehensive Plan including certification of local Comprehensive Plan transportation elements, implementation of State transportation policy goals, and addressing top statewide themes. Although Tribes are not subject to GMA, RTPOs are encouraged to coordinate and invite participation with neighboring tribes on the development of their regional transportation plans.

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

1. Economic Vitality: to promote and develop transportation systems that stimulate, support, and enhance the movement of people and goods to ensure a prosperous economy.
2. Preservation: To maintain, preserve, and extend the life and utility of prior investments in transportation systems and services.
3. Safety: To provide for and improve the safety and security of transportation customers and the transportation system.
4. Mobility: To improve the predictable movement of goods and people throughout Washington state.
5. Environment: To enhance Washington's quality of life through transportation investments that promote energy conservation, enhance healthy communities, and protect the environment.
6. Stewardship: To continuously improve the quality, effectiveness, and efficiency of the transportation system.

MPOs and RTPOs work with WSDOT on state planning activities to ensure that MPO/RTPO plans and priorities are reflected in statewide and corridor efforts.

Involvement in State Planning Activities:

- Statewide Freight Mobility Plan
- State Rail Plan

- Highway System Plan
- Corridor Planning Studies that focus on moving Washington Corridors
- Various other modal technical studies
- Incorporation of pertinent aspects of statewide transportation plans into the MTP, if being updated in the FY 2013 timeframe.
- Analysis of draft reauthorization legislation of the federal Surface Transportation Act to understand impacts to planning practice in Washington State.

LOCAL

RTC will continue its fundamental program activities such as the Clark County Metropolitan Transportation Plan, the Regional Transportation Planning Organization planning in Klickitat and Skamania counties, the Metropolitan Transportation Improvement Program and project grant request coordination, transportation system congestion management process, intelligent transportation system management program, data collection and analysis, travel model forecasting, air quality, program and project coordination. RTC's FY 2014 UPWP includes continuing the I-205 Corridor Study with an access and operational study phase, along with supporting C-TRAN in pursuing Fourth Plain Transit Corridor improvements.

THE REGION'S KEY TRANSPORTATION ISSUES:

RTC's UPWP maintains the region's underlying regional transportation planning process that is led by the RTC Board, informed by accurate data/analysis, and provides for the multi-jurisdictional, multi-modal forum for the region's collaborative transportation decision making process. A key issue for planning the region's transportation system will be to address the changed federal emphasis under the new federal transportation bill, Moving Ahead for Progress in the Twenty First Century. MAP-21 emphasizes making performance-managed transportation system investments. RTC's project programming process will need to change accordingly if our region is to continue to maximize their opportunities to utilize federal transportation resources. The 2014 Work Plan includes preparatory activities to reformulate the program to meet the performance based investment criteria.

The Clark County region continues to be challenged by the economic downturn. Local partners are mindful of the interconnectedness of transportation infrastructure investment, jobs and economic recovery. The slow economic recovery hampers the region's ability to make progress in addressing its pressing transportation issues. In 2012, RTC evaluated transportation needs and adopted a list of 10 Year Project Priorities.

Key transportation issues for the region include:

- Tracking growth in the region which has slowed over the past few years with population increasing by only 0.8% between 2011 and 2012. In comparison, between 1990 and 2012

Clark County's population grew by over 81% from 238,053 to 431,250 with improvements made to the transportation system to keep pace with the growth.

- Preparing for the next full update to the Metropolitan Transportation Plan, though not due until 2015, RTC will re-evaluate the highest priority projects in the twenty year timeframe using a more conservative growth forecast than used in the MTP (adopted Dec. 2011). This follows on from the work to evaluate the Ten-Year Transportation Priorities (RTC Board adopted Nov. 2012). This will help to prepare for scoping the 2015 MTP update during FY 2014.
- Ensuring sufficient funds are available for preservation and maintenance of the existing transportation system as well as providing a safe transportation system for both vehicle and non-vehicle travel and maintaining Level of Service and concurrency standards within the constraints of revenues available for transportation "mobility/capacity" projects.
- Investing in transportation infrastructure to support the economic and land use goals of our region. A new development on Vancouver's Waterfront is planned, the Port of Vancouver continues investment in transportation infrastructure to attract new employers and there are plans for growth in the Discovery Corridor adjacent to I-5 north.
- Implementing this region's projects funded through the 2003 Washington State Legislature's "Nickel Package" and 2005 Legislature's Transportation Partnership Account (TPA). Through these packages, Clark County is receiving about $700 million to invest in transportation projects. Project underway include the Salmon Creek Interchange, the SR-14 Camas/Washougal widening project, and the SR-502 widening to Battle Ground.
- Programming transportation projects for funding in the 2014-2017 Metropolitan Transportation Improvement Program (MTIP).
- Planning for transit service to provide for travel options and mobility for the growing Clark County community. C-TRAN adopted its 20-Year Transit Development Plan, C-TRAN 2030, in June 2010. The Plan outlines how C-TRAN will implement transit service into the future. Shorter-term strategies include service performance analysis for fixed route, demand response and vanpool service, park & ride planning and engineering as well as traffic signal priority. Longer term transit plans include working toward implementation of High Capacity Transit in corridors identified in RTC's High Capacity Transit System Study (Dec. 2008). C-TRAN is planning for the first HCT priority corridor on Fourth Plain. The HCT study process demonstrated that any HCT project takes collaboration, community support, and require transit revenues.
- Following a decision on the Columbia River Crossing project's Locally Preferred Alternative (LPA) in 2008, the CRC published the Final Environmental Impact Statement and a Record of Decision was issued in 2011. The LPA included the fundamental elements of the project which are a new I-5 replacement bridge, tolling and light-rail transit to a Clark College terminus. This high-profile project is led by a bi-state Project Sponsors Council consisting of local elected officials, transit operators and the Oregon and Washington state departments of transportation.

- Coordinating with human service agencies and organizations concerned with providing transportation services for the aged, people with disabilities and low income, and identifying and implementing a special needs transportation pilot project through work of the Accessible transportation Coalitions Initiative (ATCI) in this region.
- Moving projects through the required planning and environmental review phases to ensure that they are "ready to construct" should funds become available.
- Implementation of regional and local Commute Trip Reduction (CTR) plans, adopted in October 2007, including implementing downtown Vancouver's Growth and Transportation Efficiency Center (GTEC); the Destination Downtown program. The CTR program can allow the region to make the most efficient use of existing transportation systems through Transportation Demand Management (TDM) measures and strategies.
- Continuing deployment of Intelligent Transportation System (ITS) projects, measures and strategies identified in the Transportation System Management and Operations program. The Andresen/Mill Plain Corridor TSMO Pilot Project will be fully implemented in FY 2014 and will include a before and after analysis of corridor performance as well as lessons learned.
- Addressing bi-state transportation needs in partnership with Metro (Portland), WSDOT, ODOT, C-TRAN and Tri-Met through the Bi-State Coordination Committee.
- Addressing environmental issues relating to transportation, including seeking ways to reduce transportation impacts on air quality and water quality and addressing environmental justice issues. An increased level of consultation and coordination with resources agencies at an earlier stage of the planning process is now required to meet federal transportation laws.
- Continuing work on implementing Governor's Executive Order 09-05 and RCW 80.80, RCW 70.235.020 and RCW 47.01.440 relating to climate change, greenhouse gas and Vehicle Miles Traveled reduction goals.
- Monitoring transportation congestion in the region.
- Creating transportation options through implementing projects to allow people to walk and bike to their destinations throughout the region and working with local partners to improve the health of the community.
- Continuing the work of the Regional Transportation Planning Organization in Skamania and Klickitat counties.
- Involving the public in identifying transportation needs, issues and solutions in the region. The values of the community should be reflected in our regional transportation plans and programs.

1 REGIONAL TRANSPORTATION PLANNING PROGRAM

1 A (i). METROPOLITAN TRANSPORTATION PLAN

The Metropolitan Transportation Plan (MTP) for Clark County is the region's long-range Regional Transportation Plan (RTP). The Plan's purpose is to promote and guide development of a multimodal transportation system for the efficient movement of people and goods, using environmentally sound principles and fiscal constraint. The Plan for Clark County covers a county-wide-area, the same area encompassed by the Metropolitan Area Boundary. To meet planning requirements, the MTP has a planning horizon of at least 20 years. The most recent update to the Metropolitan Transportation Plan (MTP) for Clark County was adopted in December 2011 and extended the horizon year to 2035. The 2011 MTP update is consistent with local land use plans in local Comprehensive Growth Management Plans, reflects the Washington Transportation Plan 2030 (WTP, December 2010) and state Highway System Plan (HSP) and is compliant with SAFETEA-LU. The Plan provides a vision for an efficient future transportation system and direction for sound transportation investments. In FY 2013/14 MTP work will focus on compliance with the new federal transportation act, Moving Ahead for Progress in the Twenty First Century (MAP-21) with its emphasis on making performance-managed transportation system investments. The next MTP update is due in 2015 with an air quality conformity determination required, at the latest, by January 16, 2016.

Work Element Objectives: Metropolitan Transportation Plan

- Develop an MTP to comply with federal law and guidance including regular MTP updates or amendments to reflect changing land uses, demographic trends, economic conditions, financial trends, regulations and study results and to maintain consistency between state, local and regional plans. Regular update and amendment of the Metropolitan Transportation Plan (MTP) is a requirement of the Federal Transportation Act, currently MAP-21, and the state Growth Management Act (GMA). Existing federal laws require Plan update at least every four years and the state requires the Plan be reviewed for currency every two years. Whenever possible, major update to the MTP for Clark County will be scheduled to coincide with update to the County and local jurisdictions' land uses in the comprehensive growth management plans. MTP updates will also address federal transportation policy interests and reflect the latest version of Washington's Transportation Plan (WTP), Statewide Multimodal Transportation Plan (SMTP), Highway System Plan (HSP), and Route Development Plans (RDPs). At each MTP update, the results of recent transportation planning studies are incorporated and new or revised regional transportation system needs are identified and documented. MTP development relies on analysis of results from the 20-year regional travel forecast model as well as results from a six-year highway capacity needs analysis. The Plan reflects the transportation priorities of the region.
- Address the eight federal planning factors required of the metropolitan planning process as listed on page xii. The current MTP provides an overview of how these factors are being addressed.

- Develop an MTP that complies with Washington's state law, the Revised Code of Washington (RCW), and guidance provided in Washington Administrative Code (WAC).
- Involve the public in MTP development.
- Reflect updated results from the Congestion Management Process. The latest monitoring report on the region's transportation congestion management is the 2011 Congestion Management Report (RTC, June 2012); to be used as a tool to help the region make decisions on transportation project needs to be identified in the MTP.
- Address bi-state travel needs and review major bi-state policy positions and issues.
- Address regional corridors, associated intermodal connections and statewide intercity mobility services.
- Help maintain federal clean air standards consistent with the Clean Air Act Amendments of 1990.
- Reflect regional freight transportation issues.
- Address active transportation, bicycling and pedestrian, modes.
- Describe concurrency management and its influence on development of the regional transportation system as well as concurrency's use as a tool to allow for the most effective use of existing transportation systems.
- Describe transportation system management and operations, Intelligent Transportation System (ITS) applications, as well as Transportation Demand Management (TDM) strategies and Commute Trip Reduction efforts to make a more efficient transportation system.
- Consult with environmental resource agencies and evaluate the environmental impacts and mitigation strategies related to the regional transportation system as required by MAP-21, the Clean Air Act and State law.
- Develop an MTP that can be implemented through more detailed corridor planning processes and eventual programming of funds for project construction and implementation.
- Maintain consistency between state, regional and local transportation plans as required by the state's Growth Management Act. This includes certification of the transportation elements of local Growth Management Plans.
- Address planning for the future transit system guided by C-TRAN2030 (June 2010).
- Monitor the transportation system performance and report on transportation system performance.

Relationship to Other Work Elements: Metropolitan Transportation Plan

The MTP takes into account the reciprocal connections between land use, growth patterns and transportation system needs and development. It also identifies the mix of transportation strategies needed to address future transportation system issues. The MTP for Clark County is interrelated with all other RTC transportation planning work elements. In particular, the MTP uses

information, data and analysis resulting from the Congestion Management Process to identify transportation needs and solutions. The MTP also serves to identify transportation projects and strategies to be funded by programming in the Metropolitan Transportation Improvement Program (MTIP).

FY 2014 Products: Metropolitan Transportation Plan

With a major update to the MTP adopted in December 2011, 2013/2014 will see a continuation of MTP-related work efforts that will, in time, be used in the next update to the MTP due in 2015.

- In early FY 2014, the re-evaluation of the 20-year Capital Facilities Plans and MTP transportation system needs will be completed. This work follows from the Ten Year Transportation Priorities adopted by the RTC Board in December 2012, taking a more conservative growth look as part of research preceding the launch of the 2015 MTP update.
- Toward the latter part of 2013, RTC will engage planning partners in beginning to scope all the elements to be worked on as part of the next MTP update. The scoping process will incorporate a performance-management process, as well as explore new policy approaches as called for via "least cost" planning principles and WSDOT's Moving Washington principles.
- The next MTP update will focus on being compliant with MAP-21 and on making the transition to the federally required performance-based approach for federal surface transportation investments that aims to have a more efficient investment of federal transportation funds. In preparation for transitioning to performance-based approach in planning and programming surface transportation projects." RTC staff will work with federal, state, and other MPO's to provide input on how the performance measures are set for the 7 national transportation goals. RTC staff will work with our regional partners as well as other MPO's in the state to begin to develop our performance targets for the national performance measures. During 2013 and into 2014, both the targets and performance measures will be integrated into RTC's long-range Metropolitan Transportation Plan and the 4-year Metropolitan Transportation Improvement Program. Over the course of several years, the evaluation of the condition and performance of the region's transportation system in comparison with the established targets will become the standard practice for the metropolitan transportation planning process.

In preparation for the next MTP update, due 2015, the following modal elements and planning issues will be addressed on an ongoing basis throughout FY 2014:

- Federal Functional Classification – reflect any changes to the Urbanized Area Boundary, Urban Area Boundary demarcating urban and rural lands in Clark County and resulting changes to the Federal Functional Classification of Streets in the next MTP update.
- System Performance – Report on transportation system monitoring and system performance measures used to analyze transportation system performance and level of service assumptions and used to guide transportation investment decisions, project and strategies identified in the MTP.

- Safety – Update the Safety Assessment completed as part of the 2011 MTP update. This will involve working with WSDOT and partner agencies to compile, categorize, analyze and evaluate crash data and address transportation safety issues.
- Transit – The MTP includes recommendations and guidance provided by the region's transit development plans, notably C-TRAN's 20-Year Transit Development Plan, C-TRAN 2030, (C-TRAN, June 2010), and the Clark County High Capacity Transit System Study (RTC, December 2008). RTC will coordinate with C-TRAN on Bus Rapid Transit plans for the Fourth Plain Transit Corridor.
- Efficiencies – It is recognized that the most efficient use of the existing transportation system can be realized through implementation of Transportation Demand Management (TDM) and Transportation System Management strategies. RTC will continue to coordinate with planning partners in developing the Congestion Management Process, Transportation System Management and Operations and Commute Trip Reduction plans. The resulting solutions identified in these Plans will be incorporated into the next MTP update. TDM planning in the region uses a broader definition of demand management and identifies policies, programs and actions including use of commute alternatives, reducing the need to travel as well as spreading the timing of travel to less congested periods, and route-shifting of vehicles to less congested facilities or systems.
- Preparation of a report documenting Commute Trip Reduction work and the status of CTR implementation to submit to WSDOT. RTC works with local partners to implement transportation demand strategies as outlined in local Commute Trip Reduction plans adopted in 2007. Affected local jurisdictions, as determined by the State's CTR law, are: Vancouver, Camas, Washougal, and unincorporated Clark County. The Regional CTR Plan was adopted by RTC in October 2007 and the Downtown Vancouver Growth and Transportation Efficiency Center program, Destination Downtown, continues to be developed by the City of Vancouver.
- Active Transportation – The MTP reflects work with local jurisdictions and agencies to ensure that bicycling and pedestrian modes are addressed. RTC will continue to work with local partners to plan for pedestrian and bicycle policies and transportation needs to support transportation options, community quality and health. The State Growth Management Act requires that two components relating to active communities be addressed in local growth management plans: (1) a pedestrian and bicycle component, and (2) land use policies that promote greater physical activity. RTC staff will participate in the Clark County Bike and Pedestrian Advisory Committee and report on the Committee's activities to the Regional Transportation Advisory Committee.
- Changing Demographics and Lifestyles – the 2011 MTP update addressed changing demographics and lifestyles and how this will affect transportation demand in the region. In FY 2014, RTC will continue to work with local agencies to implement transportation recommendations of the Clark County's Aging Readiness Task Force as documented in the Clark County Aging Readiness Plan.

- The process to develop the region's Human Services Transportation Plan and human services transportation project priorities is led by RTC. RTC will continue to coordinate with local stakeholders and human service transportation providers to address the special transportation needs of the elderly, people with disabilities, and low-income populations. The HSTP prioritizes projects across all three counties of the RTC RTPO region. The most recent update to the Human Services Transportation Plan for Clark, Skamania and Klickitat Counties (HSTP) was adopted by the RTC Board in December 2010 to support funding applications for WSDOT's consolidated public transportation grant program. Under federal law, HSTPs must be updated at least every four years with RTC's next HSTP update due in late 2014 (FY2015). In FY 2014, RTC anticipates being involved in Accessible Transportation Coalition Initiative (ATCI) activities.
- Freight Transportation – Elements of the Clark County Freight Mobility Study (RTC, December 2010) were incorporated into the 2011 MTP update ensuring that the significance of freight transportation and its importance to the local economy is documented. RTC will continue to prepare materials relating to freight transportation and attend meetings of the Vancouver Freight Alliance; an alliance of freight transportation business leaders in the region, as well as Metro's Freight Committee.
- Air Quality and Climate Change – Strategies to reduce Vehicle Miles Traveled per capita and to help reduce greenhouse gas emissions were considered by RTC as part of the requirements of RCW 70.235.020, RCW 47.01.440 and Governor's Executive Order 09-05 – Washington's Leadership on Climate Change. RTC will continue to address VMT reduction strategies as part of the regional transportation planning process.
- Financial Plan – The financial work will include the costs of system maintenance, preservation, safety improvement and operating costs and will be used as information to support the next update to the MTP.
- Consistency – RTC will continue work with planning partners to maintain consistency between state, local, and federal transportation plans. Certification of the transportation elements of the cities' and county's comprehensive growth management plans is required under Washington State's Growth Management Act.
- RTC will continue to involve the public in development of the metropolitan transportation planning process and, in particular, in development of the MTP.
- Consultation between RTC and state and federal environmental agencies to address environmental mitigation strategies as part of the MTP process and coordination with tribal governments will continue. (Ongoing)
- The MTP development process involves the Regional Transportation Advisory Committee whose members provide technical review and recommendations for the MTP. The RTC Board will be updated, as needed, on the status of the MTP's development. At these monthly Board meetings, time is set aside to allow citizens to comment on metropolitan transportation planning issues. (ongoing).

FY 2014 Funding: MTP

FY 2014 Revenues:		**FY 2014 Expenses:**	
	$		**$**
• Federal FHWA	$111,941	• RTC	$197,208
• Federal FTA	$33,187		
• Federal STP	$8,000		
• State RTPO	$33,180		
• MPO Funds	$10,900		
	$197,208		**$197,208**

Federal $ are matched by State and local MPO Funds. *Minimum required match:* *$23,899*

1 A (II). I-205 ACCESS AND OPERATIONAL STUDY

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

RTC initiated the first phase of the I-205 Corridor Study in 2010 to review and reassess capacity needs in the corridor. This first phase identified the wide-ranging and multiple sets of projects that have been recommended across a series of studies in the corridor carried out over the last twenty years. The first phase effort also packaged documented the multiple lists of highway, transit, and high capacity transit projects and conducted an initial assessment from a safety and travel demand perspective and identified problems in the corridor. As the initial first phase was being completed, it became evident that a more detailed analysis was needed to better understand the benefits of the individual projects and the corridor-wide impacts of the combined projects. Hence, the second phase of the I-205 Corridor Study was started in 2012.

The study began with the adopted Metropolitan Transportation Plan's list of highway and transit service improvements that were previously identified across a series of planning studies. The MTP's list of highway and transit service improvements in the I-205 corridor which are tied to the growth assumptions in the 20-year GMA land use plan and its associated transportation impacts. The study then assessed how different sets of improvements may address today's needs and 2035 travel demand.

The study focused on identifying a set of critical capacity improvement projects in order to address both the high level of growth forecast as well as the new reality of very limited revenue. The

resulting recommendations for core capacity projects address I-205 corridor mainline improvements and identify the most critical set of projects for funding that ensure a reasonable long-term level of operation of the corridor. The study addressed I-205 mainline mobility needs and did not assess operational issues. It called for further operational, transit, and transportation demand management analysis to look at both immediate and future problem areas in the corridor with a focus on freeway operations as well as the associated performance of the freeway ramps and the immediate I-205 arterial feeder system.

The core capital project recommendations were adopted by the RTC Board on November 6, 2012. The recommendations included moving forward with an I-205 Access and Operational Study for a detailed examination of low-cost operational strategies, transit, and transportation demand management to maximize the efficiency and performance of the I-205 corridor.

The purpose of the I-205 Access and Operations Study is to develop both short term and long term operational improvement recommendations that address increasing travel demand in the I-205 corridor before building new mainline roadway capacity projects other than the currently funded I-205 projects and the core capital facility projects identified in the recently adopted I-205 Corridor Study (RTC, 2012).

The currently adopted MTP identifies $545 million in capital improvements for I-205. The newly adopted I-205 core capital project recommendations reduced this to $138 million in capital improvements. Given the current economic climate, it is questionable if funds will be available over the next 20 years to even reach the core level of project needs. Hence, the overarching policy issue for this study is to identify the range of lower-cost operational improvements that do not add freeway lanes yet address safety needs and provide a reasonable level of travel time reliability and travel mobility in the corridor.

The I-205 corridor provides for both intra Clark County access to connecting arterials and for bi-state commuters and commerce that travels across the Columbia River. The study recommendations will need to achieve a balance between addressing intra-county access needs and bi-state mainline needs.

Study recommendations will inform the 2015 update of the region's MTP while supporting the MTP goals for efficiency, safety, and performance of the region's multimodal transportation system. The recommendations of the I-205 Access and Operations Study may ultimately result in amendments to the freeway and transit project recommendations in the MTP.

Work Element Objectives: I-205 Access and Operational Study

- Complete a technical report summarizing key findings and a recommended set of multi-modal improvements for the I-205 corridor that includes transportation management and operations, transit and low cost capacity-related projects.
- Continue the Technical Advisory Committee established during the I-205 Corridor Study which is comprised of WSDOT, Clark County, City of Vancouver, and C-TRAN to get concurrence on findings and needs for the I-205 corridor.

- Establish a Transportation Model Development Team to provide expertise and assistance on the application of travel model and transportation analysis software.
- Work with partner agencies to identify, screen and select operational, transit and TDM strategies for analysis.
- Cooperatively develop a set of performance measures to analyze impacts of low cost capital and TSMO strategies on the I-205 mainline, ramps, and the connecting arterial system.
- Provide briefings and updates to RTAC, the RTC Board and other I-205 corridor stakeholders.
- Review surrounding roadway infrastructure and changes to local transportation plans and policies with potential for impacting I-205 recommendations or operations.
- Consider Clark County High Capacity Transit recommendations for the I-205 corridor and the relationship with I-205 capacity and operations. Review latest transit elements under consideration in the corridor.
- Incorporate 2022 and 2035 land use and transportation network assumptions into the transportation analysis tools for the short term, core project and long term analysis.
- Evaluate I-205 core projects using updated 2035 travel forecasts. Compare performance to the full MTP project list and refine or change projects as needed to finalize in preparation for a possible MTP amendment.
- Develop a set of recommended management and operational strategies for the I-205 corridor.
- Amend the MTP to modify or delete roadway projects and transit improvements in the adopted MTP, if warranted.

Relationship to Other Work Elements: I-205 Access and Operational Study

The I-205 Access and Operational Study may amend the adopted MTP and will inform the next major update of the MTP due in late 2015. It also supports goals for the efficiency, safety, and performance of the multimodal transportation system and relates to the TSMO/ITS Work Program in that it will first consider transportation management and operational strategies to address system performance.

FY 2014 Products: I-205 Access and Operational Study

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

FY 2014 Funding: I-205

FY 2014 Revenues:	**$**	**FY 2014 Expenses:**	**$**
• Federal FHWA	$27,985	• RTC	$45,070
• Federal FTA	$8,297		
• Federal STP	$2,000		
• State RTPO	$4,063		
• MPO Funds	$2,725		
	$45,070		**$45,070**

Federal $ are matched by State and local MPO Funds. *Minimum required match:* *$5,975*

1B. METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM

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

Work Element Objectives: Metropolitan Transportation Improvement Program

- Develop and adopt the Metropolitan Transportation Improvement Program (MTIP) consistent with the requirements of the Federal Transportation Act.
- Review of the MTIP development process and project selection criteria used to evaluate, select and prioritize projects proposed for federal highway and transit funding. Project selection criteria reflect the multiple policy objectives for the regional transportation system (e.g. safety, maintenance and operation of existing system, multimodal options, mobility, economic development and air quality improvement).
- Understand and implement the new federal transportation reauthorization act (MAP-21) regarding the Metropolitan Transportation Improvement Program.
- Coordinate the grant application process for federal, state and regionally-competitive fund programs such as federal National Highway Performance Program (NHPP), Surface Transportation Program (STP), Transportation Alternatives (TA) program, state Transportation Improvement Board (TIB) programs, corridor congestion relief and Safe Routes to School programs, etc.
- Program Congestion Mitigation/Air Quality (CMAQ) funds with consideration given to emissions reduction benefits provided by projects.
- Coordinate with local jurisdictions as they develop their Transportation Improvement and Transit Development Programs.
- Coordinate with transit and human service agencies to address human services transportation needs and develop human services transportation projects.
- Develop a realistic financial plan for the MTIP that addresses costs for operation and maintenance of the transportation system. The MTIP is to be financially constrained by year.
- Consider air quality impacts.
- Amend the MTIP as necessary.
- Monitor MTIP project implementation and obligation of project funding.

- Ensure MTIP data is input into the State Transportation Improvement Program (STIP) program software and submitted to WSDOT for inclusion in the STIP.

Relationship to Other Work Elements: Metropolitan Transportation Improvement Program

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

FY 2014 Products: Metropolitan Transportation Improvement Program

- The 2014-2017 Metropolitan Transportation Improvement Program will be adopted with programming of projects for all four years. *(Fall 2013)*
- MTIP amendments as necessary. *(Ongoing)*
- Coordination of regional transportation projects for federal and statewide competitive programs. *(Ongoing)*
- Reports on tracking of MTIP project implementation and on obligation of funding for MTIP programmed projects. *(Ongoing)*
- Provide input to update the State Transportation Improvement Program (STIP). *(Ongoing)*
- Public participation in MTIP development. *(Ongoing)*

FY 2014 Funding: Metropolitan Transportation Improvement Program

FY 2014 Revenues:		**FY 2014 Expenses:**	
	$		**$**
• Federal FHWA	$67,165	• RTC	$103,432
• Federal FTA	$19,912		
• State RTPO	$10,157		
• MPO Funds	$6,198		
	$103,432		**$103,432**

Federal $ are matched by State and local MPO Funds. *Minimum required match:* *$13,590*

1C. CONGESTION MANAGEMENT PROCESS

The Congestion Management Process focuses on transportation performance within corridors through monitoring of vehicular travel, auto occupancy, transit, travel demand management strategies, system management strategies, and traffic operations in an effort to identify solutions to address congestion. The congestion monitoring program provides valuable information to decision-makers in identifying the most cost-effective strategies to provide congestion relief. The CMP is used to identify system improvements, to guide investments and also to track the effectiveness, over time, of system improvements that are made.

Work Element Objectives: Congestion Management Process

- Implement a Congestion Management Process to provide effective management of existing and future transportation facilities and to evaluate potential strategies for managing congestion. The Congestion Management Process is developed, established and implemented as part of the metropolitan planning process and incorporates six elements as outlined in 23 CFR 450.320(c). These elements include multimodal transportation system performance monitoring and evaluation, data collection, coordination with planning partners, evaluation of future system performance, identifying an implementation schedule, responsibilities and funding, and assessment of the effectiveness of implemented strategies. Strategies may include demand management, traffic operational improvements, public transportation improvements, ITS technologies, and, where necessary, additional system capacity.
- Provide the region with a better understanding of how the region's transportation system operates. The Congestion Management Process is intended to be a continuing, systematic process that provides information on transportation system performance.
- Update and enhance the transportation database including the traffic count database and other database elements, such as traffic delay, transit ridership and capacity, travel time and speed, auto occupancy information and vehicle classification data (freight truck counts), for Congestion Management Process (CMP) corridors through the congestion monitoring program. The transportation database can be referenced and queried to meet user-defined criteria.
- Coordinate with local jurisdictions and local agencies to ensure consistency of data collection, data factoring and ease of data storage/retrieval. Coordination is a key element to ensure the traffic count and turn movement data supports local and regional transportation planning studies and concurrency management programs. Collection, validation, factoring and incorporation of traffic count data into the existing count program.
- Measure and analyze performance of the transportation corridors in the CMP network. This system performance information is used to help identify system needs and solutions. The data is also used to support transportation concurrency analysis.
- Publish results of the Congestion Management Monitoring process in a System Performance Report that is updated periodically. Each year the Report's content and structure is reviewed to enhance its use, access and level of analysis.

- Coordinate with WSDOT and local agencies to make more effective use of the CMP as part of the process to develop the MTP and MTIP. *(Ongoing)*
- Develop capacity or operational solutions to address transportation deficiencies identified as part of the congestion management monitoring process and incorporate these solutions into the regional plan (MTP). *(Ongoing)*
- Provide CMP data and system performance indicators to inform state and local transportation plan updates. *(Ongoing)*
- Coordinate with Metro on development of the congestion management process.

Relationship to Other Work: Congestion Management Process

- Congestion monitoring is a key component of the regional transportation planning process. The Congestion Management Process for the Clark County region supports the long-term transportation goals and objectives defined in the Metropolitan Transportation Plan. It assists in identifying the most effective transportation strategies and projects to address congestion. These strategies and projects are identified in the MTP and programmed for funding in the MTIP. The overall Congestion Management Process includes the region's work on transportation demand management, Commute Trip Reduction efforts, and system management efforts addressed under a separate work element, Transportation System Management and Operations (TSMO) / Intelligent Transportation System (ITS). Data and information compiled for the Congestion Management Process relates to the Data and Travel Forecast work element.

FY 2014 Products: Congestion Management Process

- A Congestion Management Process that includes all six elements outlined in 23 CFR Part 500 Sec. 109). *(Ongoing)*
- Updated traffic counts, turning movement counts, vehicle classification (truck) counts, travel delay and other key data for numerous locations throughout Clark County. Data updates will come from new counts and the compilation of traffic count information developed by the state and local transportation agencies. New and historic data will be made available on RTC's web site (http://www.wa.gov/rtc). Traffic count data is separated into 24 hour and peak one-hour (a.m. and p.m. peak) categories. Scans of traffic counts are stored to help meet other needs and to help future regional travel forecast model enhancement and update. *(Ongoing)*
- Updated data, other than traffic counts, for CMP corridors including auto occupancy, roadway lane density, vehicle classification (truck counts), transit ridership, transit capacity, travel time and speed. Data should support the CMP, concurrency and/or other regional transportation planning programs. *(Ongoing)*
- A comparison between most recent data and data from prior years back to 1999 to support identification of system needs and solutions and monitoring of impacts of implemented improvements. "Areas of Concern" are listed in the Congestion Management Report and RTC works with local jurisdictions to identify transportation solutions for the corridor segments of

concern. The linkage between Congestion Management Monitoring and traffic operations will also be addressed. *(Spring 2014)*

- An updated Congestion Management Report. *(Congestion Management Process – 2012 Monitoring Report anticipated in Summer 2013)*
- Provide information to Federal Highway Administration to help in FHWA's assessment of the congestion management process. *(As needed)*
- Communicate with Metro on RTC's congestion management process and keep informed on development of Metro's Congestion Management Process. *(Ongoing)*

FY 2014 Funding: Congestion Management Process

FY 2014 Revenues:		**FY 2014 Expenses:**	
	$		**$**
• Federal STP	$100,000	• RTC	$90,607
• MPO Funds	$15,607	• Consultant	$25,000
	$115,607		**$115,607**

Federal $ are matched by State and local MPO Funds. *Minimum required match:* *$15,607*

1D. TRANSPORTATION SYSTEM MANAGEMENT AND OPERATIONS (TSMO)/INTELLIGENT TRANSPORTATION SYSTEM WORK PROGRAM (ITS)

Traditionally, our region has met demand for mobility by building more highways and bridges and/or by adding more lanes to roads. Southwest Washington faces complex transportation challenges including congestion, transportation choices, freight mobility, and the impact of transportation on the changing climate. Today, the urban area's highway system can no longer support a strategy that continues lane-capacity expansion into the indefinite future.

While there may be no single solution, Transportation System Management and Operations (TSMO) is one of the tools to manage congestion, and improve the safety, security and efficiency of our transportation system. TSMO is one of the key regional strategies for managing traffic congestion and for addressing transportation system capacity needs where additional highway expansion and/or capital resources are constrained.

TSMO focuses on low-cost, quickly implemented transportation improvements aimed at making efficient use of existing transportation facilities. Benefits include a more reliable transportation system, reduced delay, and better incident response. TSMO makes use of intelligent transportation system (ITS) initiatives and devices and combines advanced technologies, operational policies and procedures, and existing resources to improve coordination and operation of the multimodal transportation network. Examples include traffic signal integration, ramp metering, access management, traveler information, smart transit management, and coordinated incident response to make the transportation system work better.

The ongoing coordination and management activities that began in 2001 under the Vancouver Area Smart Trek (VAST) Program are being reshaped so that the Program's current accent on ITS projects and infrastructure is being joined with TSMO's emphasis on the need for greater coordination to improve the operation of the transportation system and enhance performance without expanding roadway capacity. Therefore, TSMO and ITS work elements are being combined to present an integrated transportation operations program which will be known as the TSMO/ITS Program.

The VAST Program has been an effective way for the agencies to coordinate on: ITS project delivery, joint funding, monitoring project development, and project integration. The VAST program has also addressed the sharing, maintenance, and standards for communications infrastructure and equipment. The Clark County TSMO Plan (RTC, June 2011) represents the region's first ever Regional TSMO Plan. The TSMO Plan for RTC builds upon a proven reputation of success and national leadership in interagency coordination established through the Vancouver Area Smart Trek program, a coalition of state, regional and local agencies which have been working actively together for over 10 years implementing Intelligent Transportation Systems (ITS) and operations solutions to address the region's transportation needs.

The TSMO/ITS Program represents an expansion of the VAST Program activities that have been managed by RTC and have focused on ITS technology. Agency partnerships established when the VAST Program was initiated will continue under the combined program implemented in

collaboration with City of Vancouver, Washington State Department of Transportation (WSDOT), Clark County, C-TRAN, City of Camas, the Oregon Department of Transportation, and RTC. Past cooperation and partnerships have resulted in successful partnerships to develop and secure funding for ITS projects. More than $18.7 million in federal funding for VAST projects have been programmed over the past 10 years. The combined TSMO/ITS Program further advances the integrated transportation operations program for the region.

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

The TSMO element of the work program continues the TSMO process and the implementation of the TSMO Plan. It includes the following elements: completion of the TSMO Pilot Project on the Andresen Road and Mill Plain Boulevard corridor, completion of the regional Intelligent Transportation System Architecture, implementation and utilization of the PORTAL data element, and the continued implementation of the TSMO Plan.

The ITS/VAST element of the work program will continue its focus on ITS, communications and the associated infrastructure and technology. The VAST program encompasses ITS and communications infrastructure as well as ITS technologies for integration of transportation information systems, management systems and control systems for the urbanized area of Clark County. The use of the ITS technology and collaboration between planning and traffic operations staff of partner agencies is addressed in the consolidated TSMO work element.

This consolidated program includes incorporating ITS and operational management into the planning process, managing the TSMO Steering Committee and the VAST and Communications Infrastructure Committees, review and endorsement of ITS and communications infrastructure, as well as operational projects, development of ITS and operations policy issues, preparation of joint funding applications, and managing consultant technical support for the TSMO/ITS program.

Work Element Objectives: TSMO/ITS

- Lead the ongoing management of the TSMO/ITS Program, including the development of cooperative funding applications and coordination between partner agencies on operational projects and ITS technology. Continue management of the TSMO Steering Committee and the VAST Steering and Communications Infrastructure Committees.

- Continue the TSMO/ITS program including implementation of projects currently programmed for CMAQ funding in the MTIP which include: traveler information and transportation signal optimization.
- Provide for ongoing planning, coordination and management of the TSMO/ITS program by RTC. This will include ensuring the region is meeting federal requirements for ITS deployment through integration and interoperability.
- Ensure that operational and ITS initiatives are integrated and that consistency with the regional ITS architecture is addressed.
- Assist partner agencies on funding applications for individual operational and ITS projects. Continue process of Committee partnerships for joint project funding applications.
- Focus on performance measurement, metrics, and tools to analyze the benefits of operational strategies and outreach to policy makers and other stakeholders.
- Lead the construction phase of TSMO Pilot Project in coordination with Clark County staff to ensure the project meets the intended purpose and need. Coordinate with all agencies affected by the project.
- Develop and manage the before and after analysis of the TSMO Pilot Project including analysis of corridor performance, lessons learned, and white paper on results.
- Expand implementation of the Portal data archive project including additional coverage for freeway, arterial, and transit transportation data. RTC will coordinate with partner agencies as they begin to utilize the data archive and will hold a workshop for Clark County agencies on the use of Portal. RTC will collaborate with partner agencies to refinement of the Portal interface will continue throughout FY 2013 program to improve its interface and usability.
- Continued implementation of the TSMO Plan will involve several elements. TSMO corridors will be monitored and updated as needed to reflect changing conditions. The 10-year TSMO Implementation Strategy will be used to carry out operational improvements in the region.
- RTC will coordinate regularly with TSMO partners to develop guidelines and protocols for regional operations. Performance measures will be further developed for assessing operations and identifying effective TSMO strategies. RTC will also continue management of the consultant and TSMO stakeholders including the TSMO Steering Committee for TSMO Plan implementation.
- Maintain participation on the Portal Advisory Committee and consider strategies for the ongoing management and maintenance of the Portal data archive.
- Continue development of standards for fiber, equipment, and infrastructure through the VAST Communications Infrastructure Committee (CIC). Maintain and continue expansion of the multi-agency shared asset management database and mapping system and facilitate the ongoing development of communications sharing and execution of permits between the VAST agency partners.

- Expand areas of communications infrastructure sharing and integration authorized under the executed Regional Communication Interoperability and Fiber Interlocal Agreement.
- Work to develop: rules, procedures, and process; security issues among VAST partners and on getting agreement on a common protocol for VAST to receive detailed communications infrastructure information from agency construction projects.
- Identify additional areas for coordination and improvement of the communications infrastructure, including coordination of construction, management and maintenance of communications infrastructure for VAST member agencies.
- Continue to work with ITS stakeholders, including emergency service providers, such as Clark Regional Emergency Services Agency (CRESA), police departments and fire departments, as part of the VAST process to assess how VAST/ITS can facilitate and benefit public safety needs.

Relationship to Other Work Elements: TSMO/ITS

The TSMO/ITS work program relates to the MTP as the operations element of the long range plan. The TSMO Plan serves to define operational improvement strategies and develop the metrics for measuring performance. The transportation data archive element will also feed into the Congestion Management Process and will supplement or replace the CMP data. Operational/ITS strategies are identified in the MTP and are programmed for funding in the MTIP.

FY 2014 Products: TSMO/ITS

- Carry out and monitor the 10-year TSMO Implementation Plan. Maintain the Regional ITS Architecture for the VAST using the most recent National Architecture and Turbo Architecture. Include documentation of functions, subsystems, and information and data flow connections. *(Ongoing)*
- Report on performance of the TSMO Pilot Project. This will include a before and after Pilot Project analysis, use of performance measures, and overview of lessons learned.
- Implement ITS technologies/operational strategies on the TSMO corridor(s) within the budget available. (Ongoing)
- Develop interagency Memorandum of Understanding to define agency responsibilities and agreements for sharing, merging, and transfer of Portal data.
- Update and expansion of PORTAL to include all partner agencies. *(Ongoing)*
    - Coordination of TSMO/ITS activities within Clark County and with Oregon. *(Ongoing)*
    - Report on the overall effectiveness of the Program. *(Ongoing)*
    - Management of the ITS element of the work program, including preparation of memoranda of understanding for coordinated ITS implementation, interlocal agreements, and operational and maintenance agreements, fiber sharing permits and other coordination needed between partner agencies to deploy ITS projects. *(Ongoing)*

- Develop policies for operational requirements, acceptable use, security and other policies for the shared ITS network. *(Ongoing)*
- Identify additional needs for shared ITS network including infrastructure, network transport, and data elements. *(Ongoing)*
- Update, maintain and utilize the shared communications assets management database and mapping system as new fiber projects are completed. *(Ongoing)*
- Work to update the Regional Communications Master Plan.
- Adopt standards for fiber, equipment, and infrastructure based on priorities set by the Communications Infrastructure Committee. *(Ongoing)*
- Facilitation of the activities of the Steering Committee and the Communications Infrastructure Committee. *(Ongoing)*
- Management of consultant technical support activities as needed. *(Ongoing)*
- Regional ITS goals and policies for the Clark County region and for bi-state ITS issues. *(Ongoing)*

FY 2014 Funding: TSMO/ITS

FY 2014 Revenues:	**$**	**FY 2014 Expenses:**	**$**
• Federal STP	$112,450	• RTC	$160,000
• Federal CM/AQ	$60,550	• Consultant*	$40,000
• MPO Funds (13.5%)	$27,000		
	$200,000		**$200,000**

Federal $ are matched by State and local MPO Funds. *Minimum required match:* *$27,000*

Consultant* estimated $40,000 per year (contract to be awarded later in 2013)

1E. FOURTH PLAIN TRANSIT IMPROVEMENT PROJECT

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

C-TRAN, in conjunction with RTC and the City of Vancouver, conducted an Alternatives Analysis for the Fourth Plain corridor beginning in the spring of 2011. The Alternatives Analysis resulted in identifying a Locally Preferred Alternative by August 7, 2012. The Locally Preferred Alternative broadly describes a recommended project mode, termini, and alignment. This recommendation sets the guideline for a more detailed project design. The Local Preferred alternative incorporated into the Metropolitan Transportation Plan includes the following:

- Transit Mode-Bus Rapid Transit in primarily mixed traffic.
- Project Termini-The project would extend from downtown Vancouver with an eastern terminus in the vicinity of the Westfield Vancouver Mall Transit Center. Future BRT Corridor extensions should consider extending the corridor easterly to the vicinity of 121st Avenue and/or to 162nd Avenue.
- Alignment-The alignment being proposed would follow the Columbia River Crossing LRT route in downtown Vancouver then travel north on Fort Vancouver Way and turn east on Fourth Plain to serve the Westfield Vancouver Mall area and Transit Center with future Fourth Plain Corridor eastern extension to 162nd Avenue.

C-TRAN is beginning the Project Development phase. The Project Development phase will include preliminary engineering, National Environmental Policy Act (NEPA) process, and final cost for the Fourth Plain alternative. C-TRAN will continue to work with RTC and the City of Vancouver to further the project development for the Fourth Plain Transit Improvement Project.

Work Element Objectives: Fourth Plain Transit Improvement Project

- Completion of preliminary engineering, final cost, and National Environmental Policy Act (NEPA) process.
- Provide support to C-TRAN in the following:
    - Project Management and Coordination Support – RTC staff will participate in the Project Management Team to help provide oversight and guidance to the project.
    - Community Outreach Support – RTC to provide information for outreach materials and by attending meetings and events.

- Project Development – RTC will help to identify, screen and narrow the range of alternatives.
- Regional Travel Model – RTC to provide modeled data to inform the process to identify, screen and narrow the range of alternatives.

Relationship to Other Work Elements: Fourth Plain Transit Improvement Project

Transit, as an important component of the regional transportation system, provides mobility and accessibility to help support the region's growth and economic development goals. The Locally Preferred Alternative for the Fourth Plain Transit Improvement Project has been adopted by City of Vancouver, C-TRAN, and RTC Board.

FY 2014 Products: Fourth Plain Transit Improvement Project

- Preliminary engineering. *(Ongoing)*

FY 2014 Funding: Fourth Plain Transit Improvement Project

FY 2014 Revenues:		**FY 2014 Expenses:**	
	$		**$**
• Federal STP	$20,000	• RTC	$23,121
• MPO Funds	$3,121		
	$23,121		**$23,121**

*Residual balance carried over from FY 2012/13

IF. SKAMANIA COUNTY RTPO

The regional transportation planning work program for Skamania County was established in FY 1990 when RTC was designated as the Regional Transportation Planning Organization (RTPO) for Clark, Skamania and Klickitat counties. The Skamania County Transportation Policy Committee meets regularly to discuss Skamania County transportation issues and concerns. The Skamania County Regional Transportation Plan was initially adopted in April 1995 with updates in 1998, 2003, 2006, 2009, and 2012. Development and traffic trends are monitored and the regional transportation planning database for Skamania County kept up to date. RTC continues to provide transportation planning technical assistance for Skamania County.

Work Element Objectives: Skamania County RTPO

- Conduct a regional transportation planning process.
- Ensure the Skamania County Transportation Plan is reviewed regularly and opportunity for regular update, if needed, is provided.
- Gather growth and development data to reveal trends to report in the Regional Transportation Plan update.
- Develop and update the Skamania County transportation database.
- Review plans of local jurisdictions for consistency with the Regional Transportation Plan and Washington's Transportation Plan (WTP).
- Continue transportation system performance monitoring program.
- Assist Skamania County in implementing the federal transportation reauthorization act, MAP-21. This will include continued assistance in development of federal and state-wide grant applications, and development of the Regional TIP.
- Continue assessment of public transportation needs, including specialized human services transportation, in Skamania County. Work with Skamania County in coordinating with Gorge TransLink, an alliance of transportation providers offering public transportation services throughout the Mid-Columbia River Gorge area as well as to destinations such as Portland and Vancouver. These transportation services are available to everyone regardless of age or income. To help meet the region's special services transportation needs, coordination with the state's Agency Council on Coordinated Transportation (ACCT) will continue.
- Coordinate with Skamania County to implement the next steps of the SR-35 Columbia River Crossing Study. This would include moving forward with preliminary design and seeking funding to complete a Final Environmental Impact Statement (FEIS).
- Assist Skamania County in conducting regional transportation planning studies.

Relationship to Other Work Elements: Skamania County RTPO

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

FY 2014 Products: Skamania County RTPO

- Continued development of a coordinated, technically sound regional transportation planning process in Skamania County. *(Ongoing)*
- Continued development of a technical transportation planning assistance program. *(Ongoing)*
- Development of the 2014-2017 Regional Transportation Improvement Program. *(Fall)*

FY 2014 Funding: Skamania County RTPO

FY 2014 Revenues:	$	FY 2014 Expenses:	$
• State RTPO	$18,353	• RTC	$18,353
	$18,353		**$18,353**

1G. KLICKITAT COUNTY RTPO

The regional transportation planning work program for Klickitat County was established in FY 1990 when RTC was designated as the Regional Transportation Planning Organization (RTPO) for Clark, Skamania and Klickitat counties. The Klickitat County Transportation Policy Committee meets regularly to discuss Klickitat County transportation issues and concerns. The Klickitat County Regional Transportation Plan was initially adopted in April 1995 with updates in 1998, 2003, 2006, 2009 and 2012. Development and traffic trends are monitored and the regional transportation planning database for Klickitat County is kept up to date. RTC continues to provide transportation planning technical assistance for Klickitat County.

Work Element Objectives: Klickitat County RTPO

- Conduct a regional transportation planning process.
- Ensure the Klickitat County Transportation Plan is reviewed regularly and opportunity for regular update, if needed, is provided.
- Gather growth and development data to reveal trends to report in the Regional Transportation Plan update.
- Develop and update a transportation database for Klickitat County.
- Review plans of local jurisdictions for consistency with Regional Transportation Plan and Washington's Transportation Plan (WTP).
- Continue transportation system performance monitoring program.
- Assist Klickitat County in implementing the federal transportation reauthorization act, MAP-21. This will include continued assistance in development of federal and state-wide grant applications and development of the Regional TIP.
- Continue assessment of public transportation needs, including specialized human services transportation, in Klickitat County. Work with Klickitat County in its coordination with Gorge

TransLink, an alliance of transportation providers offering public transportation services throughout the Mid-Columbia River Gorge area as well as to destinations such as Portland and Vancouver. These transportation services are available to everyone regardless of age or income. To help meet the region's need for special services transportation, coordination with the state's Agency Council on Coordinated Transportation (ACCT) will continue.

- Coordinate with Klickitat County to implement the next steps of the SR-35 Columbia River Crossing Study. This would include moving forward with preliminary design and seeking funding to complete a Final Environmental Impact Statement (FEIS).
- Assist Klickitat County in conducting regional transportation planning studies.

Relationship to Other Work Elements: Klickitat County RTPO

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

FY 2014 Products: Klickitat County RTPO

- Continued development of a coordinated, technically sound regional transportation planning process in Klickitat County. *(Ongoing)*
- Continued development of a technical transportation planning assistance program. *(Ongoing)*
- Development of the 2014-2017 Regional Transportation Improvement Program. *(Fall 2013)*

FY 2014 Funding: Klickitat County RTPO

FY 2014 Revenues:		**FY 2014 Expenses:**	
	$		**$**
• State RTPO	$21,307	• RTC	$21,307
	$21,307		**$21,307**

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

This element includes the development, maintenance and management of the regional transportation database and website to support the regional transportation planning program. The database is used to assess transportation system performance, evaluate level of service standards and calibrate the regional travel forecasting model. The element also includes development and use of the regional travel forecasting model to estimate and analyze future transportation needs, air quality planning because mobile emissions are a significant source of air emissions in this region, and technical support to local jurisdictions.

Regional Transportation Data and Travel Forecasting

Work Element Objectives: Regional Transportation Data and Travel Forecasting

- Maintain an up-to-date transportation database and map file for transportation planning and regional modeling that includes functional classification of roadways, traffic counts, transit ridership and transit-related data provided by C-TRAN. The database is used in development of regional plans, regional travel forecast model development and in making transportation maps. Maps are used by RTC as visualization tools to help make transportation plans more understandable.
- Collect, analyze and report on regional transportation data from data sources such as the U.S. Census, the Census Bureau's American Community Survey, Census Transportation Planning Package data, National Household Travel Survey (NHTS) data, travel behavior survey data, and County GIS information.
- Maintain and update a comprehensive traffic count program coordinated with local jurisdictions and agencies.
- Compile crash data for use in development of safety management plans and project priorities.
- Analyze growth trends and relate these trends to future year population and employment forecasts. Demographic forecasts for the region are analyzed and used as input for the regional travel forecast model. RTC reviews Clark County-produced region-wide growth totals for population, households and employment allocated to Clark County's transportation analysis zones (TAZs) and incorporates these assumptions into the regional travel model. The TAZ allocation is used by RTC in the travel forecast modeling process.
- Coordinate with Metro on procedures for forecasting the region's population and employment data for future years, including "Metroscope" development; a process that integrates land use development and transportation system change in an integrated model.
- Continue to incorporate transportation planning data elements into the Geographic Information System (GIS) using ArcInfo and coordinate with Clark County's GIS Department to incorporate data into the County ArcGIS system. This includes maintaining GIS layers for the Urban Area Boundary, designated regional transportation system, federal functional classification system of highways and freight data. Clark County's Maps Online and GIS Workbench is used as a

resource by RTC to obtain layers of information such as zoning, comprehensive plan, service district boundaries, and geophysical and environmental elements such as stream channels, floodplains, hydric soils, shoreline buffers, watersheds, and groundwater protection areas, slopes and geologic hazards. These layers of information are used by RTC in considering environmental mitigation in the regional transportation planning process.

- Assist local jurisdictions in analyzing data and information from the regional transportation data base in updating and implementing Comprehensive Plans required under the state's Growth Management Act, capital facilities plan development and transportation concurrency.
- Maintain and update computer RTC's computer equipment and software.
- Update the content of RTC's website regularly to allow public access to the regional transportation planning program.
- Maintain, develop and enhance the regional travel model. The regional travel model serves as the forecasting tool to estimate and analyze future transportation needs and its output is used to support development of the Metropolitan Transportation Plan and Metropolitan Transportation Improvement Program. Model development and enhancement includes: update to model inputs such as household travel behavior survey data, transition to tour based modeling, travel demand modeling, periodic update to provide updated base year and twenty year horizons together with necessary re-calibration, network changes, speed flow relationships, link capacity review, turn penalty review, land use changes, and interchange/intersection refinements, and Dynamic Traffic Assignment (DTA).
- Coordinate with local jurisdictions, state agencies and Metro to develop the regional travel forecast model and use it as a tool to help analyze the transportation system in the region, use its output to identify deficiencies in the regional transportation system, to develop performance measures and standards to be reported in regional plans, local plans, and use to assess transportation demand management and transit planning applications.
- Increase the ability of the existing travel forecasting procedures to respond to information needs placed on the forecasting process. The model needs to be able to respond to emerging issues, including concurrency, peak hour spreading, latent demand, design capacity, performance measures, air quality, growth management, and life-style changes relating to transportation needs. Staff will continue to research and assess travel forecast model enhancement and enhanced modeling software and tools to further develop traffic operational modeling capabilities and true dynamic assignment techniques that are increasingly important in evaluating new planning alternatives, such as High Occupancy Vehicle operations and impacts, Intelligent Transportation System impact evaluation, congestion pricing analysis, and concurrency analysis.
- Provide a forum for local model developers and users to meet and discuss model development and enhancement.
- Participate in the Oregon Modeling Steering Committee (OMSC) meetings, organized as part of the Oregon Travel Model Improvement Program (OTMIP), to learn about model development in Oregon and the Portland region. RTC's regional travel model is a part of the Portland-

Vancouver regional travel forecast model with a finer grained level of detail for the Clark County transportation network and zone system.

- Develop economic benefit measures associated with highway and transit system improvements by utilizing Congestion Management Process data, FTA's Summit software program developed to prepare information for evaluation of transit projects and economic impact of freight improvements.
- Continue to develop data, including vehicle miles traveled (VMT) and vehicle occupancy measures, for use in air quality and Commute Trip Reduction (CTR) planning.
- Assist WSDOT and local agencies by supplying regional travel model data for use in local planning studies, environmental analyses, development reviews, Capital Facilities Planning and Transportation Impact Fee program updates. , the implementation of projects funded through the state Nickel and Partnership funding packages will continue to move forward. RTC will provide WSDOT with transportation model data and analysis to support project design and implementation.
- Provide support and assistance to corridor studies such as the I-205 Corridor Study which includes an in-depth analysis of the full corridor from the 179th St/I-5 Interchange to the I-205/SR-14 Interchange, by forecasting the future demand and assessing the corridor projects and their performance.
- Provide technical support for local transportation studies and transit analyses, such as the Fourth Plain Bus Rapid Transit Project. .

Air Quality Planning

Transportation planning and project programming cannot occur without consideration for air quality impacts. In an effort to improve and/or maintain air quality, the federal government enacted the Clean Air Act Amendments in 1990. Under the 1997 8-hour federal Ozone standard, the Vancouver/Portland Air Quality Maintenance Area (AQMA) was re-designated from "maintenance" to "unclassifiable/attainment" area for Ozone. Consequently, as of June 15, 2005, regional emissions analyses for Ozone precursors in the Plan (MTP) and Program (MTIP) are no longer required.

The Vancouver AQMA is currently designated as a CO maintenance area. In January 2007, the Southwest Clean Air Agency submitted a Limited Maintenance Plan (LMP) for CO to the Environmental Protection Agency (EPA) which was approved. Based on the population growth assumptions and technical analysis of on-road transportation sector emissions, it was concluded the Vancouver region will continue to maintain CO standards. Therefore, regional conformity is presumed and regional emissions analyses and emission budget tests are no longer required. Areas with approved maintenance plans are not subject to budget tests, but are subject to meeting other transportation conformity requirements of 40 CFR part 93, subpart A, including the timely implementation of State Implementation Plan (SIP) transportation control measures, transportation plans and projects that comply with the fiscal constraint requirement, interagency consultation and MTP and MTIP conformity determinations. Projects are still subject to air quality

conformity analysis to ensure they do not cause or contribute to any new localized carbon monoxide (CO) violations.

EPA designates areas that are in violation of standards for Particulate Matter of 2.5 mcg (PM2.5). The Vancouver AQMA is designated as attainment/unclassifiable for PM2.5. Therefore, there are no transportation conformity requirements for PM2.5 in the Vancouver region.

Work Element Objectives: Air Quality

- Monitor federal guidance on the Clean Air Act and state Clean Air Act legislation and implementation of requirements. This includes addressing any issues concerning the Limited Maintenance Plan for Carbon Monoxide (CO) for the Vancouver Air Quality Maintenance Area and the "unclassifiable/attainment" area for ozone based on the Environmental Protection Agency's (EPA's) eight-hour ozone standard.
- Monitor the EPA's federal regulatory process and requirements for any possible new ozone standard and potential changes to the current "attainment" designation of the Vancouver/Portland Air Quality Maintenance Area (AQMA). Staff will also coordinate with the Southwest Clean Air Agency, the Washington State Department of Ecology, EPA and other MPOs in the state on any changes or new conformity requirements that may affect transportation agencies as a result of a new standard.
- Assist the region's air quality planning program by providing demographic forecasts and Vehicle Miles Traveled (VMT) data and analysis required to estimate emission inventories. The current eight-hour standard for ozone does not require an ozone emissions budget for the MTP. The Limited Maintenance Plan for CO eliminates the need for a CO mobile emissions budget but the LMP does call for the Southwest Clean Air Agency to triennially verify continued attainment through tracking of countywide mobile emissions using the Department of Ecology's emission inventories.
- Coordinate with air agencies on the regulatory and technical requirements to determine air quality conformity. This may include coordination with the State Department of Ecology to develop Vehicle Miles Traveled projections to track growth compared with Limited Maintenance Plan projections.
- Program identified Transportation Control Measures (TCMs) in the Metropolitan Transportation Improvement Program (MTIP), if necessary.
- Cooperate and coordinate with State Department of Ecology in research and work on air quality in Washington State and provide support for the Governor's Executive Order 09-05 and RCW 80.80, RCW 70.235.020 and RCW 47.01.440 relating to climate change, greenhouse gas and Vehicle Miles Traveled reduction goals. RTC is one of the four affected RTPOs in Washington State required to collaborate and engage with WSDOT to implement Sections 2a and 2b of Governor's Executive Order 09-05 – Washington's Leadership on Climate Change. The requirements in RCW 47.01.440 relates to statewide reductions in vehicle miles traveled (VMT), RCW 70.235.020 and chapter 173-441 WAC relates to limiting and reporting of

greenhouse gas (GHG) emissions. Subsequent policy directives in state and federal requirements will also be addressed. (Ongoing)

- Coordinate with Southwest Clean Air Agency (SWCAA) in carrying out the provisions established in the Memorandum of Understanding (MOU) between RTC and Southwest Clean Air Agency (SWCAA), adopted by the RTC Board in January, 1995 [RTC Board Resolutions 01-95-02]. Depending on current air quality laws and air quality status, RTC's responsibilities include, if necessary, conformity determination for regional plans and programs and for adoption of TCMs for inclusion in the MTP and MTIP. The MOU also seeks to ensure that inter-agency coordination requirements in the State Conformity Rule are followed.
- Coordinate and cooperate with air quality consultation agencies (Washington State Department of Ecology, EPA, FHWA, FTA, WSDOT, and SWCAA) on air quality technical analysis protocol, mobile emissions estimation procedures, and conformity requirements. This consultation process includes support for the use of the Mobile 6 emissions model and the Motor Vehicle Emissions Simulator (MOVES). RTC will consult with the agencies in the review, update, testing, and use of the MOVES emissions model to ensure accuracy and validity of model inputs for the Clark County region and ensure consistency with state and federal guidance.
- Coordinate with Metro to ensure consistency of mobile emissions estimation procedures and air quality emissions methodology using the travel-forecasting model in the Portland bi-state region.
- Tracking of mobile emission strategies required in Maintenance Plans. Strategies equate to emissions benefits. If a strategy cannot be implemented then alternatives have to be sought and substituted.
- Prepare and provide data for DOE in relation to the vehicle exhaust and maintenance (I/M) program implemented in the designated portion of the Clark County region.
- Use TCM Tools, where applicable, to assess the comparative effectiveness of potential TCMs in terms of travel and emissions reductions. TCM Tools can also be used to quantify the Carbon Monoxide air quality benefits of projects proposed for CMAQ program funding through the MTIP and to measure the impacts of air quality improvement strategies that cannot be assessed through the regional travel model.
- Estimate air quality emissions impacts for projects proposed for funding by the Congestion Mitigation and Air Quality program through the MTIP and for the annual CMAQ information report required by WSDOT Highways and Local Programs Division for submittal to FHWA.
- Conduct project conformity analysis for agency members, when requested, for the Vancouver AQMA and work with local agencies to implement Clean Air Action Days, as necessary.
- Provide technical support for local jurisdictions and agencies in the use of the EPA MOVES emissions model and analysis of project-level air quality impacts for CO.

Transportation Technical Services

Work Element Objectives: Transportation Technical Services

- Provide technical transportation planning and analysis services for member agencies and provide a common and consistent regional basis for analysis of traffic issues. Consistency is a key element in maintaining, planning for, and building an efficient transportation system with adequate capacity. Technical service activities are intended to support micro traffic simulation models, the input of population, employment and household forecasts, and the translation of land use and growth forecasts into the travel demand model. In FY 2014, RTC staff will continue providing requested technical services related to development and implementation of the cities' and County's Comprehensive Growth Management Plans, transportation elements and transportation capital facilities plans.

Relationship to Other Work Elements: Data, Travel Forecasting, Air Quality and Technical Services

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

FY 2014 Products: Regional Transportation Data and Travel Forecasting

- Update the regional transportation database with data from the U.S. Census, including Census Transportation Planning Package (CTPP) data and the American Community Survey (ACS) which derives data from a smaller sample than the census, as well as the National Household Travel Survey (NHTS). (Ongoing)
- Mapping of the updated Urbanized Area (UZA) following the 2010 decennial census and subsequent updated Urban Area Boundary (UAB) together with resulting federal functional classification system changes. Submittal of federal functional classification requests from local jurisdictions to Highways and Local Programs.
- Analysis of Clark County transportation information. The main elements include: transportation measures, use of highway by travel length, peak spread, transit related data and information, and work trip analysis. Trip analysis and travel time calculations will be used to address environmental justice issues. (Ongoing)
- Use information and data from the 2009 Clark County household travel survey to update the travel characteristics of Clark County households and integrate this information into the regional travel forecast model. Also, work with Metro to integrate the Clark County survey

results into the regional travel forecast model. The travel survey data is used to reset travel patterns and modes as part of recalibrating the regional travel forecasting model.

- Re-calibration and validation of regional travel forecast model. (As needed)
- Compilation and analysis of data relating to minority and low income populations to support transportation plans for the region and for specific corridors and for specific Title VI requirements. (Ongoing)
- Integration of transportation planning and GIS Arc/Info data. (Ongoing)
- Coordination with Clark County on maintenance and update of the highway network, local street system and federal functional classification system in a GIS coverage. (As needed)
- Update the traffic count database. (Ongoing)
- Continue to work with regional bi-state partners on freight transportation planning including ongoing work to improve truck forecasting ability. Continue to integrate freight traffic data into the regional transportation database. (Ongoing)
- Technical assistance to local jurisdictions. (Ongoing)
- Transportation data analysis provided to assist C-TRAN in planning for future transit service. (Ongoing)
- Purchase updated computer equipment using RTPO revenues. (As needed)
- Coordinate with the County's computer division to update computer equipment and software, as needed.
- Continue implementation of interlocal agreements relating to use of RTC's regional travel forecast model and implementation of sub-area modeling. (As needed)
- Participate and coordinate with Metro in the development of new and revised models based on the recent household travel behavior survey data that was collected in the region. A new tour-based model will be deployed early in FY 2014, followed by a revised trip-based model later in FY 2014.
- The transition to the use of EMME4 software for regional travel demand model highway and transit assignment will continue in FY 2014.
- Metro Portland is also using EMME4 as their main travel modeling tool. RTC continues to coordinate with Metro on use of Metro's regional model and to ensure input model data, including census demographic data and land uses, are current. The most useful modeling tools for use in the region will continue to be assessed by RTC and Metro staff. Refine travel forecast methodology using EMME4 software. (Ongoing)
- Continue to expand RTC's travel modeling scope through research into development of operational modeling applications and emerging true dynamic assignment techniques that are increasingly important in evaluating new planning alternatives, such as HOV operations and impacts, ITS impact evaluation, congestion pricing analysis, and concurrency analysis. At the

conclusion of the research, staff will make recommendations regarding the development and implementation of new dynamic modeling tools and their application within RTCs regional transportation analysis role.

- Update travel demand codes in WinMTX as Metro updates the regional travel forecast model structure. (As needed)
- Review and update of model transportation system networks, including highway and transit. (Ongoing)
- Documentation of regional travel forecasting model procedures. (Ongoing)
- Participate in the development of Metro's Dynamic Traffic Assignment (DTA) tools by providing the Clark County data and information to Metro. DTA modeling will eventually be a regional level mezzo-scopic modeling practice and provide better results and understanding of intersection analysis, peak spread analysis, incident or event analysis, and other traffic operational analyses.
- Host Transportation Model Users' Group (TMUG) meetings. (As needed)
- Use regional travel forecasting model data to support MTP and MTIP development, as well as for Clark County Comprehensive Plan analysis, state HSP and support for corridor planning studies, such as the I-205 Corridor, I-5 Columbia River Crossing Project, the Transportation System Management and Operation (TSMO) Study, Fourth Plain Transit Improvements, etc. (Ongoing)
- Analysis of Commute Trip Reduction (CTR), congestion pricing and Transportation System Management/Intelligent Transportation System (ITS) impacts. (As needed)
- Complete a full redesign of RTC's website, creating a modern user-friendly digital information center with a consistent look and navigation scheme. The home page will be updated to provide quick and focused access to the most frequently requested information; including, calendar, meeting information and materials, current planning activities, and provide a brief description of RTC. The redesigned website will provide RTC with a valuable tool for both disseminating information and for receiving feedback from the public at large as well as the RTC Board and its member jurisdictions.

Work Element Objectives: Air Quality Planning

- Participate in development of the transportation elements of air quality Maintenance Plan updates coordinated with Southwest Clean Air Agency. (As needed)
- Air quality conformity analyses/determinations and documentation for updates and/or amendments to the MTP and MTIP as required by the Clean Air Act Amendments of 1990. (MTIP in Fall 2013)
- Consultation with local agencies, Washington State Department of Transportation (WSDOT), the Washington State Department of Ecology (DOE), the Environmental Protection Agency

(EPA), Southwest Clean Air Agency (SWCAA), Metro and Oregon Department of Environmental Quality (DEQ) relating to air quality activities. (As needed)

- Project level air quality conformity analyses/determinations as requested by local jurisdictions and agencies. (As needed)
- Work to support RCW 80.80 relating to climate change and greenhouse gas reduction including Vehicle Miles Traveled and VMT per capita in the region. Also implementation of Sections 2a and 2b of the Governor's Executive Order 09-05. (Ongoing)

Work Element Objectives: Transportation Technical Services

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

FY 2014 Funding: Regional Transportation Data and Travel Forecasting

FY 2014 Revenues:		**FY 2014 Expenses:**	
	$		**$**
• Federal FHWA	$240,673	• RTC	$444,880
• Federal FTA	$71,352	• Computer Equipment	$6,000
• Federal STP	$52,000	Use of RTPO funds	
• State RTPO	$60,943		
• MPO Funds	$25,912		
	$450,880		**$450,880**

Federal $ are matched by State and local MPO Funds. *Minimum required match:* *$56,813*

REGIONAL TRANSPORTATION PROGRAM COORDINATION AND MANAGEMENT

3A. REGIONAL TRANSPORTATION PROGRAM COORDINATION AND MANAGEMENT

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

Work Element Objectives: Program Coordination and Management

- Coordinate, manage and administer the regional transportation planning program.
- Organize meetings and develop meeting packets, agenda, minutes, and reports/presentations for the RTC Board, Regional Transportation Advisory Committee (RTAC), Bi-state Coordination Committee, Skamania County Transportation Policy Committee and Klickitat County Transportation Policy Committee.
- Report to the Board and promote RTC Board interests on key transportation issues. These may include Federal Transportation Act implementation and reauthorization, livability, climate change and performance measures, legislation and planning regulations, and funding situations. This may include participation on statewide transportation committees, advisory boards and commenting and reporting back on actions of national transportation interest groups. Specific opportunities for this include participation on the Statewide MPO/RTPO Coordinating Committee.
- Provide leadership, coordination and represent RTC Board positions on policy and technical issues at Committee meetings within the Portland-Vancouver region. Specifically, the key committees include: C-TRAN Board, Metro's Joint Policy Advisory Committee on Transportation (JPACT), Metro's Transportation Policy Alternatives Committee (TPAC) and, if re-convened, the Bi-State Coordination Committee.
- Coordinate with the Washington State legislative delegation and with the Washington State congressional delegation to promote regional and bi-state transportation issues. Members of the Washington State legislative delegation from this region are ex-officio, non-voting, members of the RTC Board of Directors.
- Represent RTC's interests when working with organizations such as: Greater Vancouver Chamber of Commerce, Columbia River Economic Development Council, and the Washington State Transit Association.
- Coordinate with WSDOT on implementation of the Washington Transportation Plan 2030 (adopted December 2010) and on development of the Statewide Multimodal Transportation Plan (SMTP).
- Address the transportation needs of the elderly, low income and people with disabilities as part of the transportation planning program. An update to the Human Services Transportation Plan

(HSTP) for the RTC region was adopted in December 2010. RTC will continue to coordinate with the Human Services Council and other stakeholders on issues related to human services transportation needs. Also, RTC will continue to work with Clark County and stakeholders on completing and implementing the recommendations of Clark County's Aging Readiness Task Force (Clark County report, adopted February 2012) as they relate to transportation and work with local partners as part of the Accessible Transportation Coalition Initiative (ATCI).

- Coordinate with WSDOT and the state Department of Health on the Active Community Environments (ACE) program. RTC will continue to work with local partners and stakeholders to work on pedestrian and bicycle needs as a member of the Clark Communities Bicycle and Pedestrian Advisory Committee. RTC staff will continue to collaborate with statewide ACE stakeholders and participate in meetings of the Healthy Communities Regional Coalition. These stakeholders include the state Departments of Health, Transportation, and Commerce as well as other Regional Transportation Planning Organizations and local health departments. RTC will work with local partners to review policies and suggest projects to improve non-motorized transportation modes in the region.
- Coordinate regional transportation plans with local transportation plans and projects.
- Coordinate with the Growth Management Act (GMA) planning process. The latest update to the Clark County Comprehensive Growth Management Plan was adopted in September 2007. RTC is required under state law to review and certify the transportation elements of local comprehensive plans to ensure they conform to the requirements of the Growth Management Act and are consistent with the MTP.
- Coordinate with I-5 Columbia River Crossing Project on transportation policy and technical issues.
- Consult with, communicate with and outreach to tribes with interest in the region regarding transportation issues.
- Work with environmental resource agencies to ensure a coordinated approach to environmental issues relating to transportation. Facilitate early environmental decisions in the planning process through work with resource agencies, possibly including the Statewide Advisory Group for Environmental Stewardship (SAGES), formerly the Signatory Agency Committee (SAC) in Washington and the Collaborative Environmental and Transportation Agreement for Streamlining (CETAS) in Oregon, the State Historic Preservation Office and local partners.
- Represent the MPO at Environmental Impact Statement (EIS) scoping meetings relating to transportation projects and plans.
- Provide support for the Governor's Executive Order 09-05 and RCW 80.80, RCW 70.235.020 and RCW 477.01.440 relating to climate change, greenhouse gases and Vehicle Miles Traveled reduction.
- Implement the updated federal transportation act, the Moving Ahead for Progress in the 21st Century (MAP-21). Also, monitor new legislative activities as they relate to regional

transportation planning requirements and provide comments if asked. Federal transportation, livability, climate change and performance measures legislation and planning regulations as well as funding situations will be tracked by RTC.

- Participate in transportation seminars and training.
- Prepare RTC's annual budget and indirect cost proposal.
- Ensure that the MPO/RTPO computer system is upgraded when necessary to include new hardware and software to efficiently carry out the regional transportation planning program. Provide computer training opportunities for MPO/RTPO staff.
- Continue the Bi-State Memorandum of Understanding between Metro and RTC, both acting as Metropolitan Planning Organizations in the Portland metropolitan region in two separate states; Oregon and Washington.
- Coordinate with Metro's regional growth forecasting activities and in regional travel forecasting model development and enhancement.
- Continue to address bi-state transportation strategies and participate in any bi-state transportation studies.
- Liaison with Metro and Oregon Department of Environmental Quality on air quality planning issues.
- All regional transportation planning activities carried out by RTC and its staff will be conducted in compliance with the Hatch Act that restricts the political activity of individuals principally employed by state, county or municipal agencies who work in connection with programs financed in whole or in part by federal loans or grants.

Work Element Objectives: Bi-State Coordination Committee

- RTC and Metro serve as staff of the Bi-State Coordination Committee which serves as the communication forum to address transportation and land use issues of bi-state significance. In 2004 a new charter was adopted for the Bi-State Coordination Committee. Since that time, the Bi-State Coordination Committee has been charged with addressing transportation issues of bi-state significance as well as transportation related land use issues of bi-state significance that impact economic development, environmental, and environmental justice issues. The Committee's discussions and recommendations are advisory to RTC, the Joint Policy Advisory Committee on Transportation (JPACT), and Metro on issues of bi-state transportation significance. On issues of bi-state land use and economic significance, the Committee's advisory recommendations are to the appropriate local and regional governments. The Committee has not been very active since 2010/2011 with bi-state interests in such transportation projects as the Columbia River Crossing Project being addressed through CRC meetings. There continues to be bi-state interest in Portland/Vancouver population and employment forecasts, freight mobility, and priority projects for federal consideration. The two existing interstate highways now serve business, commercial, freight and personal travel needs, including around 60,000

daily Clark County to Portland commuters and BN/SF rail lines also cross the Columbia river between the two states.

Work Element Objectives: Public Participation

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

Work Element Objectives: Federal Compliance

- Comply with federal laws that require development of a Regional Transportation Plan, Transportation Improvement Program, development of a Unified Planning Work Program and Congestion Management Process. The current federal Transportation Act is Moving Ahead for Progress in the 21st Century (MAP-21) was enacted in 2012.
- Develop and adopt an annual UPWP that describes transportation planning activities to be carried out in the Washington portion of the Portland Vancouver metropolitan area. The UPWP identifies the key policy decisions for the year and provides the framework for RTC planning, programming, and coordinating activities. A UPWP Annual Report is also published.
- Self-certify that RTC's regional transportation planning program meets the requirements of federal law. The self-certification statement is included in the Metropolitan Transportation Improvement Program.
- Ensure that required Memoranda of Understanding are in place and are regularly reviewed for currency. A joint Memorandum of Agreement between RTC, WSDOT and C-TRAN is currently being drafted to replace the existing MOUs between RTC and WSDOT and RTC and C-TRAN. Currently, MOUs are in place between:
    - RTC and WSDOT
    - RTC and C-TRAN
    - RTC and the air quality agency Southwest Clean Air Agency, and
    - RTC and Metro.
- Gather data, analyze data and assist C-TRAN and local jurisdictions in implementing the federal Americans with Disabilities Act (ADA, 1990). The Act requires that mobility needs of persons with disabilities be comprehensively addressed. C-TRAN published the C-TRAN ADA Paratransit Service Plan in January 1997 and in 1997 achieved full compliance with ADA requirements.
- Report annually on Title VI activities. The Title VI Plan was first adopted by the RTC Board of Directors in November 2002 (Resolution 11-02-21). FTA Circular 4702.1B outlines reporting requirements and procedures for transit agencies and MPOs to comply with Title VI of the Civil Rights Act of 1964. RTC and C-TRAN work cooperatively to provide the necessary Title VI documentation, certification and updates.
- Compliance with related regulations to Title VI, such as the President's Executive Order 12898 (1994) on Environmental Justice and regulations related to Limited English Proficiency (LEP). RTC will work to ensure that Title VI, environmental justice and LEP issues are addressed throughout the transportation planning program and project development phases. Beginning with the transportation planning process, consideration is given to identify and address where programs, policies and activities may have disproportionately high and adverse human health or environmental effects on minority and low-income populations.
- Continue to review Clean Air Act Amendments conformity regulations as they relate to regional transportation planning activities and the State Implementation Plan (SIP). Participate in SIP

development process led by the Washington State Department of Ecology (DOE), as appropriate. Coordinate with Southwest Clean Air Agency (SWCAA) on air quality maintenance plans and seek to implement transportation strategies to promote mobile source emissions reductions that will help to maintain clean air standards.

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

Relationship to Other Work Elements: Regional Transportation Program Coordination & Management

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

FY 2014 Products: Program Coordination and Management

- Meeting minutes and presentation materials. (Ongoing)
- Year 2014 Budget and Indirect Cost Proposal. (Fall 2013)
- Use the updated funding formula for allocation of PL funds among MPOs as agreed upon in by WSDOT and statewide MPOs in FY 2013.
- Coordination with and participation in Metro's regional transportation planning process. (Ongoing)

FY 2014 Products: Bi-State Coordination Committee

- If the Bi-State Coordination Committee meets in FY 2014, RTC will work in partnership with Metro to produce meeting materials. (As needed)

FY 2014 Products: Public Participation

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

FY 2014 Products: Federal Compliance

- Updated MPO self-certification documentation to include a signed certification statement in the MTIP to self-certify that the regional transportation planning process meets federal laws. (late summer/early fall 2013)
- Respond to corrective actions and recommendations resulting from the quadrennial federal MPO certification of RTC as MPO for the Clark County region held in October/November 2012.
- Adopt the FY 2015 UPWP, prepare an annual report on the FY 2013 UPWP and, if needed, provide amendments to the FY 2014 UPWP. (FY 2013 Annual Report, before August 31, 2013. FY 2015 UPWP in Winter 2013/14. UPWP amendments, as needed.).
- Review, and possibly update, the intergovernmental agreements/Memoranda of Understanding between RTC and WSDOT, RTC and C-TRAN, RTC and Metro and RTC and Southwest Clean Air Agency as part of a regular review process. An updated Memorandum of Agreement between RTC, WSDOT and C-TRAN is being prepared in FY 2013 but may extend to FY 2014 depending on statewide MPO and WSDOT timeline. (late FY 2013/early FY 2014)
- Conduct data analyses and produce maps as support documentation for Title VI, LEP and Environmental Justice (Executive Order 12898) programs. RTC completes updates to its Title VI report as data and information warrants. The next annual update will include an organizational chart reflective of RTC's operations as MPO and RTPO. RTC also commits to assist member jurisdictions in complying with ADA requirements. (Ongoing)

FY 2014 Funding: Regional Transportation Program Coordination & Management

FY 2014 Revenues:	**$**	**FY 2014 Expenses:**	**$**
• Federal FHWA	$111,941	• RTC	$223,250
• Federal FTA	$33,187		
• Federal STP	$38,000		
• State RTPO	$27,086		
• MPO Funds	$13,036		
	$223,250		**$223,250**

Federal $ are matched by State and local MPO Funds. *Minimum required match:* *$28,581*

4. TRANSPORTATION PLANNING ACTIVITIES OF STATE AND LOCAL AGENCIES

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

4A. WASHINGTON STATE DEPARTMENT OF TRANSPORTATION, SOUTHWEST REGION

Washington State Department of Transportation, Southwest Region, publishes the Washington State Department of Transportation, Southwest Region, FY 2014 Unified Planning Work Program that provides details of each planning element outlined below.

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

1. Support to the I-5 Columbia River Crossing.

2. Coordinate with the RTC, local jurisdictions, transit agencies, and tribes on updating the WTP, and finalizing the HSP.

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

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

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

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

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

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

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

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

11. Coordinate freight and passenger rail planning issues with WSDOT Rail Offices, RTC, local jurisdictions and ports.

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

13. Continue to integrate Transportation Demand Management Planning Strategies.

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

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

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

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

WSDOT PLANNING GROUP WORK ELEMENTS:

Planning and Administration

Public Information/Communications/Community Involvement

MPO/RTPO Regional and Local Planning

MPO/RTPO Coordination and Planning

Bi-State Coordination

Tribal Coordination

Regional or Local Studies

Corridor Planning

Corridor Planning

Corridor Management Planning

Special Studies

State Highway System Plan

Corridor Vision Statements

Washington Transportation Plan

Data and Research

Data Collection/Analysis

Travel Demand Forecasting

Transportation Planning and Coordination

Public Transportation and Rail Planning/Coordination

Multimodal/Intermodal Planning/Coordination

Transportation Demand Management (TDM)

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

Non-Motorized (Bike & Pedestrian) Planning/Coordination

Freight Mobility Planning/Coordination

Local Comprehensive Plans/County Planning Policies and Other Policy Review

Climate Change Transportation Planning and Coordination

4B. C-TRAN

C-TRAN has identified the following planning elements for the Unified Planning Work Program (UPWP) FY 2014 (July 2013 through June 2014):

Regional Participation

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

Regional Transportation Planning

C-TRAN will be involved in the following regional planning and engineering studies during FY 2014:

1. Columbia River Crossing Project: C-TRAN continues to work with regional partners in developing and recommending multimodal and highway capacity improvements to the I-5 Trade Corridor, including:
    a. Conducting public outreach
    b. IGA negotiations with City of Vancouver, TriMet and WSDOT including, but not limited to:
    c. Parking Management Plan
    d. Operating Cost Agreement with TriMet.

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

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

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

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

Transit Planning

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

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

Fourth Plain Bus Rapid Transit Project: Using the adopted Locally Preferred Alternative, C-TRAN will undertake Project Development and Engineering to include design, routing and environmental documentation. Phase 1 of Project Development will be undertaken in 2013 and Phase 2, contingent on Small Starts funding and a local match funding decision by the C-TRAN Board, would complete preliminary and final design work and lead toward a Construction Grant Agreement with the Federal Transit Administration. C-TRAN has a $2,000,00 CMAQ grant, with $500,000 in matching funds in C-TRAN's adopted 2013-2014 budget, for Phase 1 Project Development work. C-TRAN will actively work to secure C-TRAN Board decisions on the future of the project and funding for successive project phases.

FY 2013/2014 Funding: C-TRAN, Fourth Plain Corridor Bus Rapid Transit Project

	$
Federal Earmark (80%)	$ 2,000,000
Local Match (20%)	$ 500,000
	$ 2,500,000

Short-Range Planning: Following public review and input in early 2013, the published 2013-2017 Transit Development Plan will identify capital and operational changes planned over the six-year period.

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

Park & Ride Planning and Engineering: C-TRAN will continue to work with local jurisdictions, RTC, and WSDOT to plan for future transit facilities.

Fisher's Landing Park & Ride Development Plan: C-TRAN will conduct a pre-design study in 2013 for phase two of this park and ride, exploring options for best use of the remaining undeveloped property currently owned by C-TRAN.

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

Traffic Signal Priority: C-TRAN, in partnership with the City of Vancouver, will complete the traffic signal priority systems pilot project along the Mill Plain corridor. C-TRAN will continue to collaborate with Vancouver and Clark County to consider TSP operations on other major corridors in the C-TRAN system.

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

4C. CLARK COUNTY AND OTHER LOCAL JURISDICTIONS

CLARK COUNTY has identified the following transportation planning activities:

- Updating the Transportation Improvement Program (TIP) and, if needed, the Transportation Capital Facilities Plan (CFP).
- Assessing and updating the Concurrency Management System.
- Working to implement promising ITS strategies through the Vancouver Area Smart Trek (VAST) process and in the Transportation System Management & Operations (TSMO) Plan.
- Working with the Clark County Regional Bicycle & Pedestrian Advisory Committee and other stakeholders to implement the Bicycle & Pedestrian Plan.
- Developing neighborhood and sub-area circulation plans for selected unincorporated urban areas in order to reduce direct access to classified arterials and to serve local trips on the local street system.
- Identifying the localized critical links and intersection improvements necessary to remove urban holding in selected areas of the Vancouver UGA.
- Amending the Arterial Atlas as directed by the Clark County Commissioners through the docket process.
- Completing a comprehensive review and update of transportation design standards and standard drawings.
- Continuing to implement the transportation and land use recommendations in the Clark County Aging Readiness Plan.
- **CITY OF VANCOUVER** has identified the following planning studies and other activities:

Citywide Planning / Studies

- Street Funding – new revenue and program evaluation.
- 2014-2019 Transportation Improvement Program.
- 2013-2014 Transportation Impact Fee Program reassessment of fees.
- ADA Program – Transition Plan implementation.
- Transportation Standards Code updates (Title 11) – annual docket updates.

Focus Area Studies/Implementation

- Columbia River Crossing, City of Vancouver coordination and project involvement.
- Mill District Sub-Area and Park-n-Ride Garage Planning and Financial Study.
- City and Port of Vancouver coordination – connections/circulation
- Fourth Plain Street standard implementation – BRT project
- Fort Vancouver Way, Great Street standards and implementation – BRT project
- Bike mobility – bike lanes, sharrows, education
- Sunday Streets Alive event – manage, coordinate bicycle community event

Capital Improvement Program – Projects and Planning Support

- CDBG Program – project planning and implementation.
- 2013-14 NTS REET Program – project planning and implementation.
- Transportation System Management and Operations/ITS planning and coordination.
    - Vancouver Area Smart Trek (VAST) coordination.
- Train Horn Quiet Zone implementation.

Transportation Demand Management

- Administration of countywide Commute Trip Reduction Program and provision of direct services to affected CTR employers.
- Destination Downtown TDM planning and implementation.

CITY OF CAMAS has identified the following planning studies:

- ADA Transition Plan
- Transportation Improvement Program (TIP) – Annual Update.
- Commute Trip Reduction- Incentives Program

CITY OF WASHOUGAL has identified the following studies:

- Transportation Improvement Program (TIP) – Annual Update.

- Transportation Capital Facility Plan update.
- Continue coordination with WSDOT, The Port of Camas/Washougal and RTC on plans for SR 14 improvements east of Union and grade separation over BNSF Mainline.

CITY OF BATTLE GROUND has identified the following planning studies:

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

CITY OF RIDGEFIELD has identified the following planning studies:

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

CITY OF LA CENTER has identified the following planning studies:

- Complete annual revision to the city's Six-Year Transportation Improvement Plan.
- Update to Transportation Impact Fees program.

PORT OF VANCOUVER:

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

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

PORT OF RIDGEFIELD:

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

PORT OF CAMAS-WASHOUGAL:

- Continue coordination with WSDOT and RTC on plans for SR 14 improvements east of Union.
- Assist in seeking grant funding, possibly from FHWA program sources, for the Port's waterfront trail along the Columbia River.

TRANSPORTATION ACRONYMS

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

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

Acronym	Description
DOL	Washington State Department of Licensing
DOT	Department of Transportation
DS	Determination of Significance
DSHS	Washington Department of Social and Health Services
DTA	Dynamic Traffic Assignment
EA	Environmental Assessment
ECO	Employee Commute Options
EIS	Environmental Impact Statement
EJ	Environmental Justice
EMME/4	EMME/4 is an interactive graphic transportation planning computer software package distributed by INRO Consultants, Montreal, Canada.
EPA	Environmental Protection Agency
ETC	Employer Transportation Coordinator
ETRP	Employer Trip Reduction Program
FEIS	Final Environmental Impact Statement
FEMA	Federal Emergency Management Agency
FFY	Federal Fiscal Year
FGTS	Freight and Goods Transportation System
FHWA	Federal Highways Administration
FMSIB	Freight Mobility Strategic Investment Board
FONSI	Finding of No Significant Impact
FTA	Federal Transit Administration
FY	Fiscal Year
GIS	Geographic Information System
GHG	Greenhouse Gas
GMA	Growth Management Act
GTEC	Growth and Transportation Efficiency Center
GTF	Governors' Task Force
HB	House Bill
HC	Hydrocarbons
HCM	Highway Capacity Manual
HCT	High Capacity Transportation
HOV	High Occupancy Vehicle
HPMS	Highway Performance Monitoring System

Acronym	Description
HSP	Highway System Plan
HSS	Highways of Statewide Significance
HSTP	Human Services Transportation Plan
HUD	Department of Housing and Urban Development
HSP	Highway System Plan
IM	Interstate Maintenance
I/M	Inspection/Maintenance
IMS	Intermodal Management System
InterCEP	Interstate Collaborative Environmental Process *(relates to Columbia River Crossing Project)*
IPG	Intermodal Planning Group
ISTEA	Intermodal Surface Transportation Efficiency Act (1991)
ITS	Intelligent Transportation System
IV/HS	Intelligent Vehicle/Highway System
JARC	Job Access and Reverse Commute
JPACT	Joint Policy Advisory Committee on Transportation (Metro)
LAS	Labor Area Summary
LCDC	Oregon Land Conservation and Development Commission
LCP	Least Cost Planning
LEP	Limited English Proficiency
LMC	Lane Miles of Congestion
LMP	Limited Maintenance Plan *(relating to air quality)*
LOS	Level of Service
LPA	Locally Preferred Alternative
LPG	Long Range Planning Group
LRT	Light Rail Transit
M&O	Management and Operations
MAB	Metropolitan Area Boundary
MAP-21	Moving Ahead for Progress in the 21st Century (2012)
MDNS	Mitigated Determination of Non-significance
MIA	Major Investment Analysis
MOA	Memorandum of Agreement
MOU	Memorandum of Understanding
MOVES	Motor Vehicle Emissions Simulator

Acronym	Description
MP	Maintenance Plan (air quality)
MPO	Metropolitan Planning Organization
MST	Modeling Support Team
MTIP	Metropolitan Transportation Improvement Program
MTP	Metropolitan Transportation Plan
MUTCD	Manual on Uniform Traffic Control Devices
MVET	Motor Vehicle Excise Tax
NAAQS	National Ambient Air Quality Standards
NEPA	National Environmental Policy Act
NHPP	National Highway Performance Program (federal funding program)
NHS	National Highway System
NHTS	National Household Travel Survey
NOX	Nitrogen Oxides
NSSG	New Starts Strategy Group
O/D	Origin/Destination
ODOT	Oregon Department of Transportation
OFM	Washington Office of Financial Management
OMSC	Oregon Modeling Steering Committee
OTP	Oregon Transportation Plan
OTMIP	Oregon Travel Model Improvement Program
P&M	Preservation and Maintenance
P&R	Park and Ride
PAG	Project Advisory Group
PCE	Passenger Car Equivalents
PDT	Project Development Team *(relates to Columbia River Crossing Project)*
PE	Preliminary Engineering
PE/DEIS	Preliminary Engineering/Draft Environmental Impact Statement
PEA	Planning Emphasis Area
PHF	Peak Hour Factor
PIA	Portland International Airport
PM10	Particulate Matter
PM2.5	Particulate Matter (fine)
PMG	Project Management Group

Acronym	Description
PMS	Pavement Management System
PMT	Project Management Team
POD	Pedestrian Oriented Development
PORTAL	Portland Transportation Archive Listing
PPP	Public Participation Plan
Pre-AA	Preliminary Alternatives Analysis
PSC	Project Sponsors Council *(relates to Columbia River Crossing Project)*
PSMP	Pedestrian, Safety & Mobility Program
PTBA	Public Transportation Benefit Area
PTMS	Public Transportation Management System
PTSP	Public Transportation Systems Program
PVMATS	Portland-Vancouver Metropolitan Area Transportation Study
PWTF	Public Works Trust Fund
RACMs	Reasonable Available Control Measures
RACT	Reasonable Available Control Technology
RAP	Rural Arterial Program
RCW	Revised Code of Washington
RDP	Route Development Plan
RID	Road Improvement District
RJT	Route Jurisdiction Transfer
ROD	Record of Decision
ROW	Right of Way
RPG	Regional Partners Group *(relates to the Columbia River Crossing Project)*
RTAC	Regional Transportation Advisory Committee
RTC	Southwest Washington Regional Transportation Council
RTFM	Regional Travel Forecasting Model
RTP	Regional Transportation Plan
RTPO	Regional Transportation Planning Organization
RUGGO	Regional Urban Growth Goals and Objectives
RW	Right of Way
SAC	Signatory Agency Committee Agreement (Washington) *(superseded by SAGES)*

Acronym	Description
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (2005)
SAGES	Statewide Advisory Group for Environmental Stewardship
SASS	Sponsor Agency Senior Staff
SCAP	Small City Arterial Program (TIB funding program)
SCPP	Small City Preservation Program (TIB funding program)
SCSP	Small City Sidewalk Program (TIB funding program)
SEIS	Supplemental Environmental Impact Statement
SEPA	State Environmental Policy Act
SIC	Standard Industrial Classification
SIP	State Implementation Plan
SMS	Safety Management System
SMTP	Statewide Multimodal Transportation Plan
SOV	Single Occupant Vehicle
SPG	Strategic Planning Group
SP	Sidewalk Program (urban TIB funding program)
SPUI	Single Point Urban Interchange
SR-	State Route
STHB	Stacked Transit Highway Bridge
STIP	State Transportation Improvement Program
STP	Surface Transportation Program
SWCAA	Southwest Clean Air Agency
TA or TAP	Transportation Alternatives Program (federal)
TAZ	Transportation Analysis Zone
TC	Transit Center
TCM's	Transportation Control Measures
TDM	Transportation Demand Management
TDP	Transit Development Plan
TEA-21	Transportation Equity Act for the 21st Century (1998)
TIA	Transportation Improvement Account
TIB	Transportation Improvement Board
TIFIA	Transportation Infrastructure Finance and Innovation Act
TIMACS	Transportation Information, Management, and Control System
TIP	Transportation Improvement Program

Acronym	Description
TIPIT	Transportation Improvement Program Involvement Team
TMA	Transportation Management Area
TMC	Traffic Management Center
TMIP	Transportation Model Improvement Program
TMS	Transportation Management Systems
TMUG	Transportation Model Users' Group
TMZ	Transportation Management Zone
TOD	Transit Oriented Development
TPA	Transportation Partnership Account *(Washington state funding program)*
TPAC	Transportation Policy Alternatives Committee (Metro)
TPEAC	Transportation Permit Efficiency and Accountability Committee
TPMS	Transportation Performance Measurement System (WSDOT)
TPP	Transportation Partnership Program
TPR	Transportation Planning Rule (Oregon)
Transims	Transportation Simulations
TSMO	Transportation System Management and Operations
Tri-Met	Tri-county Metropolitan Transportation District
TRO	Traffic Relief Options
TSM	Transportation System Management
TSMO	Transportation System Management and Operations
TSP	Transportation System Plan
UAB	Urban Area Boundary
UAP	Urban Arterial Program (TIB funding program)
UATA	Urban Arterial Trust Account
UCP	Urban Corridor Program (TIB funding program)
UGA	Urban Growth Area
UGB	Urban Growth Boundary
UPWP	Unified Planning Work Program
USDOT	United States Department of Transportation
UZA	Urbanized Area
V/C	Volume to Capacity
VAST	Vancouver Area Smart Trek
VHD	Vehicle Hours of Delay

Acronym	Description
VISSIM	Traffic/Transit Simulation Software *(a product of PTV AG of Karlsruhe, Germany)*
VMS	Variable Message Signs
VMT	Vehicle Miles Traveled
VOC	Volatile Organic Compounds
VOT	Value of Time
VWG	Vancouver Working Group
WAC	Washington Administrative Code
WSDOT	Washington State Department of Transportation
WTP	Washington Transportation Plan

FY 2014 SUMMARY OF EXPENDITURES AND REVENUES: RTC

Note: Numbers may not add due to rounding

SOUTHWEST WASHINGTON REGIONAL TRANSPORTATION COUNCIL
FY 2014 UNIFIED PLANNING WORK PROGRAM - SUMMARY OF REVENUES/EXPENDITURES BY FUNDING SOURCE

		Work Element	NOTES	1. FY 2014 Federal FHWA PL	1. FY 2014 Federal FTA	State RTPO	1. Federal STP	Federal CM/AQ	State (WSDOT /ODOT)	MPO Funds	RTC TOTAL
I	**REGIONAL TRANSPORTATION PLANNING PROGRAM**										
	A (i)	Metropolitan Transportation Plan		111,941	33,187	33,180	8,000			10,900	197,208
	A (ii)	I-205 Corridor Study		27,985	8,297	4,063	2,000			2,725	45,070
	B	Metropolitan Transportation Improvement Program		67,165	19,912	10,157				6,198	103,433
	C	Congestion Management Process	2.				100,000			15,607	115,607
	D	Transportation System Management & Operations/ITS					112,450	60,550		27,000	200,000
	E	Fourth Plain Transit Improvement Project					20,000			3,121	23,121
	F	Skamania County RTPO				18,353					18,353
	G	Klickitat County RTPO				21,307					21,307
		Sub-Total		207,091	61,396	87,060	242,450	60,550	0	65,552	724,099
II	**DATA MANAGEMENT, TRAVEL FORECASTING, AIR QUALITY AND TECHNICAL SERVICES**										
	A	Reg. Transp. Data, Forecast, AQ & Tech. Services		240,673	71,352	60,943	52,000			25,912	450,881
III	**TRANSPORTATION PROGRAM COORDINATION AND MANAGEMENT**										
	A	Reg. Transp. Program Coord. & Management		111,941	33,187	27,086	38,000			13,036	223,250
		TOTALS		**559,705**	**165,936**	**175,089**	**332,450**	**60,550**	**0**	**104,500**	**1,398,230**

04/19/13

NOTES:

1. Minimum local match for federal PL, FTA and STP funds is provided from State RTPO, MPO and local funds.
   PL revenue estimate from WSDOT (1/29/13). Local match for both FHWA and FTA planning funds assumed at 13.5%.
2. CMP: Assumes use of $100,000 per year programmed in MTIP to support the CMP including consultant data collection assistance.

Metro Self-Certification

1. Metropolitan Planning Organization Designation

Metro is the Metropolitan Planning Organization (MPO) designated by the Governor for the urbanized areas of Clackamas, Multnomah and Washington Counties, and operates in accordance with 23 U.S.C. 134 and 49 U.S.C. 5303.

Metro is a regional government with six directly elected district councilors and a regionally elected Council President. Local elected officials of general purpose governments are directly involved in the transportation planning/decision process through the Joint Policy Advisory Committee on Transportation (JPACT). JPACT provides the "forum for cooperative decision-making by principal elected officials of general purpose governments" as required by USDOT and takes action on the Regional Transportation Plan (RTP), the Metropolitan Transportation Improvement Program (MTIP) and the Unified Planning Work Program (UPWP). The Metro Policy Advisory Committee (MPAC) deals with non-transportation-related matters and with the adoption and amendment to the Regional Transportation Plan (RTP). Specific roles and responsibilities of the committees are described on page 2.

2. Geographic Scope

Transportation planning in the Metro region includes the entire area within the Federal-Aid Urban Boundary (FAUB). Metro updated the FAUB and Federal functional classification in January 2005 as recommended in Metro's 2004 Federal Review. Additionally, as part of the 2035 RTP adopted in June 2010, the Metropolitan planning area boundaries were expanded to reflect the urbanized area defined by the 2000 Census to address a corrective action from the 2008 federal certification review. Work is currently underway to expand the Metropolitan planning area boundary to reflect the urbanized area defined by the 2010 Census and will be completed by December 2013.

3. Agreements

a. A Memorandum of Agreement between Metro and the Southwest Washington Regional Transportation Council (RTC) delineates areas of responsibility and coordination. Executed in April 2012, the Agreement will be updated in April 2015.

b. In accordance with 23 CFR 450.314, an intergovernmental agreement (IGA) between TriMet, Oregon Department of Transportation (ODOT), and Metro was executed in July 2008, to be updated in June 2018.

c. Yearly agreements are executed between Metro and ODOT defining the terms and use of FHWA planning funds.

d. Bi-State Coordination Committee Charter – Metro and eleven state and local agencies adopted resolutions approving a Bi-State Coordination Committee Charter in 2004. Some were adopted in late 2003 and the balance in 2004, which triggered the transition from the Bi-State Transportation Committee to the Bi-State Coordination Committee.

e. A Memorandum of Understanding between Metro and the Department of Environmental Quality (DEQ) describing each agency's responsibilities and roles for air quality planning. Executed in August 2010, it will not need to be updated until August 2013.

f. A Memorandum of Understanding between Metro and South Metro Area Regional Transit (SMART) outlining roles and responsibilities for implementing the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) was updated in 2011 and is effective July 1, 2011, and will be updated in June 2014. It will be updated to reflect the changes from Moving Ahead for Progress in the 21st Century (MAP-21) federal legislation that was signed into law in July 2012.

4. Responsibilities, Cooperation and Coordination

Metro uses a decision-making structure that provides state, regional, and local governments the opportunity to participate in the transportation and land use decisions of the organization. The two key committees are JPACT and MPAC. These committees receive recommendations from the Transportation Policy Alternatives Committee (TPAC) and the Metro Technical Advisory Committee (MTAC).

JPACT

This committee is comprised of three Metro Councilors; seven locally elected officials representing cities and counties, and appointed officials from ODOT, TriMet, the Port of Portland, and 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 item, therefore, requires the concurrence of both bodies. As recommended by Metro's 2004 Federal Review, JPACT has designated a Finance Subcommittee to explore transportation funding and finance issues in detail, and make recommendations to the full committee. In FY 2007-08, JPACT completed the bylaw review recommended in Metro's 2004 Federal Review and clarified representation of South Metro Area Regional Transit representation on the committee.

Bi-State Coordination Committee

Based on a recommendation from the I-5 Transportation & Trade Partnership Strategic Plan, the Bi-State Transportation Committee became the Bi-State Coordination Committee in early 2004. The Bi-State Coordination Committee was chartered through resolutions approved by Metro, Multnomah County, the cities of Portland and Gresham, TriMet, ODOT, the Port of Portland, RTC, Clark County, C-Tran, WSDOT and the Port of Vancouver. The Committee is charged with reviewing all issues of bi-state significance for transportation and land use. A 2003 Memorandum of Understanding (MOU) states that JPACT and the RTC Board "shall take no action on an issue of bi-state significance without first referring the issue to the Bi-State Coordination Committee for their consideration and recommendation."

MPAC

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

The Regional Framework Plan was adopted on December 11, 1997 and updated December 2005 and most recently in December 2010 and addresses the following topics:

- Transportation
- Land use (including the Metro Urban Growth Boundary (UGB))
- Nature in Neighborhoods
- Water supply and watershed management
- Natural hazards
- Coordination with Clark County, Washington
- Management and implementation

As part of the 2035 RTP adoptions there were specific changes made to the Regional Transportation Functional Plan. In accordance with this requirement, the transportation component of the Regional Framework Plan developed to meet Federal transportation planning regulations, the Oregon Transportation Planning Rule and Metro Charter requirements that require a recommendation from both MPAC and JPACT. This ensures integration of transportation with land use and environmental concerns.

5. Metropolitan Transportation Planning Products

a. Unified Planning Work Program

JPACT, the Metro Council, and the Southwest Washington RTC adopt the UPWP annually. It fully describes work projects planned for the Transportation Department during the fiscal year and is the basis for grant and funding applications. The UPWP also includes federally funded major projects being planned by member jurisdictions. These projects will be administered by Metro through intergovernmental agreements with ODOT and the sponsoring jurisdiction. As required by Metro's 2012 Federal Review, Congestion Management Process (CMP) and RTP update tasks were expanded in the UPWP narratives. The CMP was adopted as part of the 2035 RTP and can be found in Appendix 4.4. Also, Metro identified environmental justice tasks in the UPWP in the Environmental Justice and Title VI narrative and individual program narratives; elderly and disabled planning tasks have been identified in the Regional Transportation Plan program narrative.

b. Regional Transportation Plan

JPACT and the Metro Council approved the 2035 RTP in June 2010. The 2035 RTP includes a new policy for the purpose of transportation planning and project funding to address SAFETEA-LU provisions and key issues facing the region. The 2035 RTP establishes a new outcomes-based framework and new policies and tools to guide future planning and investment decisions. The plan includes a broad set of ambitious performance targets that are tied to the outcomes that the RTP is trying achieve. The targets and other performance measures included in the plan continue the region's shift away from reliance upon level-of-service as the primary measure for determining transportation needs and success of the plan's strategies. To successfully implement this new approach and make progress toward the six desired outcomes identified through the *Making the Greatest Place* effort, new actions, tools and collaboration are needed.

Finally, the 2035 RTP has three new system component plans: a Regional Transportation System Management and Operations Plan, a Regional Freight Plan and a Regional High Capacity Transit System Plan. These plans more fully articulate the integrated multi-modal regional transportation system and prioritize investments to improve the operations and efficiency of the existing transportation, improve freight reliability and strategically expand the HCT system to support 2040 Growth Concept implementation and meet other goals of the RTP. In addition, the Regional Transportation Functional Plan (RTFP) component of the RTP directs how local governments will implement the RTP.

As required by Metro's 2008 Federal Review, the 2035 update included documentation of the process for both full and administrative RTP amendments. A Regional Safety Workgroup was also formed in October 2009 to better address safety as part of Metro's planning process. The Safety Workgroup completed the Regional Transportation Safety Plan in May 2012. However, due to a lack of funding coordination of safety activities will continue on a limited basis as part of corridor planning activities and the Regional Mobility Program.

A new map was added to Chapter 1 of the RTP that identifies the MPO Planning Boundary and the Air Quality Maintenance Area Boundary. This boundary defines the area that the RTP applies to for Federal planning purposes. The boundary includes the area inside Metro's jurisdictional boundary, the 2008 UGB and the 2000 census defined urbanized area boundary for the Portland metropolitan region. Work is currently underway to update the boundary to reflect the 2010 census defined urbanized area boundary.

FHWA and FTA approved the 2035 RTP and the associated air quality conformity determination on February 29, 2008 and again in September 2010. Documentation of compliance with specific Federal planning requirements is summarized in subsequent sections of this document.

Work will begin in fiscal years 2013-15 to complete the 2014 RTP update.

c. Metropolitan Transportation Improvement Program

The MTIP update was adopted in March 2012 and incorporated into the 2012-15 State Transportation Improvement Program (STIP). The update included the allocation of $71 million

of Surface Transportation Program (STP) and Congestion Mitigation/Air Quality Program (CMAQ) funding, programming of projects for the ODOT Modernization, Bridge, Safety, Preservation, Operations, OTIA III, Enhancements, and Immediate Opportunity Fund projects and programming of transit funding. The first year of programming is considered the priority project funding for the region. Should any of these projects be delayed, projects of equivalent dollar value may be advanced from the second, third or fourth years of the program without processing formal Transportation Improvement Program (TIP) amendments. As recommended in Metro's 2004 Federal Review, the MTIP webpage was linked to ODOT's STIP page.

Work is currently underway to develop the 2015-18 MTIP. An adopted list of priority projects for regional flexible funds is expected in October 2013.

6. Planning Factors

Currently, Metro's planning process addresses the MAP-21 planning factors in all projects and policies. Table 1 below describes the relationship of the planning factors to Metro's activities and Table 2 outlines Metro's response to how the factors have been incorporated into the planning process. The MAP-21 planning factors are:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency;
2. Increase the safety of the transportation system for motorized and non-motorized users;
3. Increase the security of the transportation system for motorized and non-motorized users;
4. Increase the accessibility and mobility options available to people and for freight;
5. Protect and enhance the environment, promote energy conservation and improve quality of life;
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient management and operations; and
8. Emphasize the preservation of the existing transportation system.

As noted in Tables 1 and 2, Metro has reviewed and updated both the RTP and MTIP, and revised both documents to be compliant with MAP-21 planning requirements.

Table 1: MAP-21 Planning Factors

Factor	System Planning (RTP)	Funding Strategy (MTIP)	High Capacity Transit (HCT)
1. Support Economic Vitality	• RTP policies linked to land use strategies that promote economic development. • Industrial areas and intermodal facilities identified in policies as "primary" areas of focus for planned improvements. • Comprehensive, multimodal freight improvements that link intermodal facilities to industry are detailed for the plan period. • Highway Level of Service (LOS) policy tailored to protect key freight corridors. • RTP recognizes need for freight linkages to	• All projects subject to consistency with RTP policies on economic development and promotion of "primary" land use element of 2040 development such as centers, industrial areas and intermodal facilities. • Special category for freight improvements calls out the unique importance for these projects. • All freight projects subject to funding criteria that promote industrial jobs and businesses in the "traded sector."	• HCT plans designed to support continued development of regional centers and central city by increasing transit accessibility to these locations. • HCT improvements in major commute corridors lessen need for major capacity improvements in these locations, allowing for freight improvements in other corridors.

Table 1: MAP-21 Planning Factors

Factor	System Planning (RTP)	Funding Strategy (MTIP)	High Capacity Transit (HCT)
	destinations beyond the region by all modes.		

Table 1: MAP-21 Planning Factors

Factor	System Planning (RTP)	Funding Strategy (MTIP)	High Capacity Transit (HCT)
2. Increase Safety	• The RTP policies call out safety as a primary focus for improvements to the system. • Safety is identified as one of three implementation priorities for all modal systems (along with preservation of the system and implementation of the region's 2040-growth management strategy). • The Regional Safety Workgroup completed a safety plan for the Portland Metropolitan region in May 2012. Recommendations will continue to be implemented in 2013-2015 as resources become available. • The RTP includes a number of investments and actions aimed at further improving safety in the region, including: ◦ Investments targeted to address known safety deficiencies and high-crash locations. ◦ Completing gaps in regional bicycle and pedestrian systems. ◦ Retrofits of existing streets in downtowns and along main streets to include on-street parking, street trees marked street crossings and other designs to slow traffic speeds to follow posted speed limits. ◦ Intersection changes and ITS strategies, including signal timing and real-time traveler information on road conditions and hazards. ◦ Expanding safety education, awareness and multi-modal data collection efforts at all levels of	• All projects ranked according to specific safety criteria. • Road modernization and reconstruction projects are scored according to relative accident incidence. • All projects must be consistent with regional street design guidelines that provide safe designs for all modes of travel.	• Station area planning for proposed HCT improvements is primarily driven by pedestrian access and safety considerations.

Table 1: MAP-21 Planning Factors

Factor	System Planning (RTP)	Funding Strategy (MTIP)	High Capacity Transit (HCT)
	government. ◦ Expand safety data collection efforts and create a better system for centralized crash data for all modes of travel.		
3. Increase Security	• System security was incorporated into the 2035 RTP. • Security and emergency management activities are summarized in Section 1.6 of the 2035 RTP (Pages 1-38 – 1-40). • Policy framework in Section 2.3 of the 2035 RTP includes, "Goal 5: Enhance Safety and Security," and specific security objectives and potential actions to increase security of the transportation system for all users. • Includes investments that increase system monitoring for operations, management and security of the regional mobility corridor system. • Actions direct Metro to work with local, state and regional agencies to identify critical infrastructure in the region, assess security vulnerabilities and develop coordinated emergency response and evacuation plans. • Actions direct transportation providers to monitor the regional transportation and minimize security risks at airports, transit facilities, marine terminals and other critical infrastructure.		• System security has been a routine element of the HCT program, and does not represent a substantial change to current practice.

Table 1: MAP-21 Planning Factors

Factor	System Planning (RTP)	Funding Strategy (MTIP)	High Capacity Transit (HCT)
4. Increase Accessibility	• The RTP policies are organized on the principle of providing accessibility to centers and employment areas with a balanced, multi-modal transportation system. • The policies also identify the need for freight mobility in key freight corridors and to provide freight access to industrial areas and intermodal facilities. • The plan emphasizes accessibility and reliability of the system, particularly for commuting and freight, and includes a new, more customized approach to managing and evaluating performance of mobility corridors. This new approach builds on using new, cost-effective technologies to improve safety, optimize the existing system, and ensure freight transporters and commuters have a broad range of travel options in each corridor.	• Measurable increases in accessibility to priority land use elements of the 2040-growth concept is a criterion for all projects. • The MTIP program places a heavy emphasis on non-auto modes in an effort to improve multi-modal accessibility in the region.	• The planned HCT improvements in the region will provide increased accessibility to the most congested corridors and centers. • Planned HCT improvements provide mobility options to persons traditionally underserved by the transportation system.

Table 1: MAP-21 Planning Factors (continued)

Factor	System Planning (RTP)	Funding Strategy (MTIP)	High Capacity Transit (HCT)
5. Protect Environment and Quality of Life	• The RTP is constructed as a transportation strategy for implementing the region's 2040-growth concept. The growth concept is a long-term vision for retaining the region's livability through managed growth. • The RTP system has been "sized" to minimize the impact on the built and natural environment. • The region has developed an environmental street design guidebook to facilitate environmentally sound transportation improvements in sensitive areas, and to coordinate transportation project development with regional strategies to protect endangered species. • The RTP conforms to the Clean Air Act. • Many new transit, bicycle, pedestrian and Transportation Demand Management (TDM) projects have been added to the plan to provide a more balanced multi-modal system that maintains livability. • RTP transit, bicycle, pedestrian and TDM projects will complement the compact urban form envisioned in the 2040 growth concept by promoting an energy-efficient transportation system. • Metro coordinates its system level planning with resource agencies to identify and resolve key issues. • The region's parking policies (Title 4 of the Regional Transportation Functional Plan) are also designed to encourage the use of alternative modes, and reduce reliance on the automobile, thus promoting energy conservation and reducing air quality impacts.	• The MTIP conforms to the Clean Air Act and continues to comply with the air quality maintenance plan in accordance with sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7605 (c) and (d)) and 40 CFR part 93. • The MTIP focuses on allocating funds for clean air (CMAQ), livability (Transportation Enhancement) and multi- and alternative modes (STIP). • Bridge projects in lieu of culverts have been funded through the MTIP to enhance endangered salmon and steelhead passage. • "Green Street" demonstration projects funded to employ new practices for mitigating the effects of storm water runoff.	• HCT improvements provide emission-free transportation alternatives to the automobile in some of the region's most congested corridors and centers. • HCT transportation alternatives enhance quality of life for residents by providing an alternative to auto travel in congested corridors and centers.

Table 1: MAP-21 Planning Factors (continued)

Factor	System Planning (RTP)	Funding Strategy (MTIP)	High Capacity Transit (HCT)
6. System Integration/ Connectivity	• The RTP includes a functional classification system for all modes that establishes an integrated modal hierarchy. • The RTP policies and Functional Plan include a street design element that integrates transportation modes in relation to land use for regional facilities. • The RTP policies and Functional Plan include connectivity provisions that will increase local and major street connectivity. • The RTP freight policies and projects address the intermodal connectivity needs at major freight terminals in the region. • The intermodal management system identifies key intermodal links in the region.	• Projects funded through the MTIP must be consistent with regional street design guidelines. • Freight improvements are evaluated according to potential conflicts with other modes.	• Planned HCT improvements are closely integrated with other modes, including pedestrian and bicycle access plans for station areas and park-and-ride and passenger drop-off facilities at major stations.
7. Efficient Management & Operations	• The policy component of the 2035 RTP includes specific provisions for efficient system management and operation (2035 RTP Goal 4), with an emphasis on TSM, ATMS and the use of non-auto modal targets (Table 2.5) to optimize the existing and planned transportation system. • The 2035 RTP included adoption of the Regional Transportation System Management and Operations (TSMO) Plan. The TSMO Plan includes project and corridor prioritization. • Proposed RTP projects include many system management improvements along regional corridors. • The plan also calls for consideration of value pricing in the region to better manage capacity and peak use of the throughway system. However, more work is needed to gain public acceptance of this tool.	• Projects are scored according to relative cost effectiveness (measured as a factor of total project cost compared to measurable project benefits). • TDM projects are solicited in a special category to promote improvements or programs that reduce single occupancy vehicle (SOV) pressure on congested corridors. • TSM/ITS projects are funded through the MTIP.	• Proposed HCT improvements include redesigned feeder bus systems that take advantage of new HCT capacity and reduce the number of redundant transit lines.

7. Public Involvement

Metro maintains a proactive public involvement process that provides complete information, timely public notice, and full public access to key decisions. Metro supports early and continuing involvement of the public in developing its policies, plans and programs. Public Involvement Plans are designed to both support the technical scope and objectives of Metro studies and programs while simultaneously providing for innovative, effective and inclusive opportunities for engagement. Every effort is made to employ broad and diverse methods, tools and activities to reach potentially impacted communities and other neighborhoods and to encourage the participation of low-income and minority citizens and organizations.

All Metro UPWP studies and projects that have a public involvement component require a Public Involvement Plan (PIP) that meets or exceeds adopted public involvement procedures. Included in individualized PIPs are strategies and methods to best involve a diverse citizenry. Some of these may include special public opinion survey mechanisms, translation of materials for non-English speaking members of the community, citizen working committees or advisory committee structures, special task forces, web instruments and a broad array of public information materials. Hearings, workshops, open houses, charrettes and other activities are also held as needed.

The work program and PIP for the 2035 RTP update was developed with input from Metro's Advisory Committees, including Metro's Committee for Citizen Involvement. The 2035 RTP update included workshops, informal and formal input opportunities as well as a 30-day+ comment period for the community, affected public agencies, representatives of transportation agency employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transit, and other interested persons. Public involvement opportunities and key decision points were published in the *Oregonian* and other community newspapers, posted on Metro's web site, e-mailed via the Planning Department E-News to more than 4,500 individuals, and advertised through Metro's transportation hotline. All plan documents were simultaneously published (and regularly updated) on the Metro web site, including draft plan amendments, the update schedule, other explanatory materials and summaries of public comments received. Appendix 4.3 of the 2035 RTP describes the public engagement process in more detail.

The MTIP relies on early program kick-off notification, inviting input on the development of criteria, project solicitation, project ranking and the recommended program. Workshops, informal and formal opportunities for input as well as a 30-day+ comment period are repetitive aspects of the MTIP process. By assessing census information, block analysis is conducted on areas surrounding each project being considered for funding to ensure that environmental justice principles are met and to identify where additional outreach might be beneficial.

TPAC includes six citizen positions that are geographically and interest area diverse and filled through an open, advertised application and interview process. TPAC makes recommendations to JPACT and the Metro Council. Metro Council adopted an update to Metro's Transportation Public Involvement Policy in October 2009. The PIP will be updated and submitted to FHWA and FTA by December 2013.

Title VI – In April 2007, Metro completed and submitted its Title VI Plan to the FTA. This plan is now being implemented through updates to Metro's RTP and MTIP, and through corridor planning activities in the region. It includes both a non-discrimination policy and complaint procedure. On Aug. 30, 2012, Metro submitted a Title VI Compliance Report to ODOT, covering a 15 month period from July 1, 2011, through June 30, 2012. With approval from ODOT's office of civil rights granted on June 6, 2012, Metro transitioned to a July 1 to June 30 reporting period, with Title VI Compliance Reports due to ODOT on Aug. 30 after the end of each annual reporting period. The next annual report will be due Aug. 30, 2013, covering July 1, 2012 to June 30, 2013. Metro was revised and implemented an update to its Limited English Proficiency Plan as part of an update to its Title VI Program for FTA. This was completed in May 2012.

Environmental Justice – The intent of environmental justice (EJ) practices is to ensure the needs of minority and disadvantaged populations are considered and the relative benefits/impacts of individual projects on local communities are thoroughly assessed and vetted. Metro continues to

expand and explore environmental justice efforts that provide early access to and consideration of planning and project development activities. Metro's EJ program is organized to communicate and seek input on project proposals and to carry those efforts into the analysis, community review and decision-making processes. In addition, Metro established an agency diversity action team. The team is responsible for identifying opportunities to collaboratively develop and implement sustainable diversity initiatives across and throughout the agency. Metro's diversity efforts are most evident in three areas: Contracts and Purchasing, Community Outreach, and Recruitment and Retention. Additionally, as part of Metro's Regional Flexible Fund Allocation (RFFA), a process Metro conducts every two years to distribute federal funding to regional programs and local projects, equity analysis and outreach was conducted. Over the years, Metro has worked to integrate equity considerations to a greater degree every cycle, with the 2014-15 allocation process being the strongest effort so far in ensuring that underserved populations are not only considered in the decision-making process, but that projects are developed around better meeting the needs of communities that have been traditionally underserved. This work is continuing as part of the 2016-18 RFFA process.

Efforts to develop an "equity lens" through which decisions are made in the region are ongoing, as are the challenges of applying this lens to everyday planning activities and analysis. This cycle of RFFA attempted to address equity by increasing our knowledge about underserved community transportation needs and access and where concentrations of communities in need are located. Local project applicants were provided this information to propose projects in areas that face the greatest transportation barriers in meeting daily needs of residents with the desired outcome of additional investment in areas of most need. Metro's increased focus on equity in this RFFA cycle reflects national and regional shifts in regulations and policies that emphasize the importance of increasing equity in our practices to better meet the needs of communities in the region and respond to shifting demographics.

In order to reach out to additional stakeholders in the 2014-15 process, Metro staff initiated the development of an Environmental Justice (EJ) and underserved communities working group. This group was key in providing information about the transportation needs of EJ and underserved communities. The group was formed by developing a list of contacts representing non-profits, government agencies, advocacy groups and others working with these communities of concern to invite to participate in the working group.

For the first time in the program's history, a joint task force was charged with developing the criteria for project scoping and prioritization. Metro staff invited community members and professionals involved with active transportation and freight related systems to attend five meetings. In addition, two individuals participating on the EJ/underserved working group served on the task force and reported on the findings of the working group. Their participation and perspective was influential in integrating equity into the highest level criteria and thus shaping where the projects are located and how they address the needs of underserved communities.

A more detailed description of the equity analysis methodology and outreach process is available on Metro's website.

8. Disadvantaged Business Enterprise

A revised Disadvantaged Business Enterprise (DBE) program was adopted by the Metro Council in June 1997 (Ordinance No. 97-692A).

Metro's DBE program was reviewed and submitted to FTA in August 1999. Metro currently piggybacks on ODOT's DBE program.

9. Americans with Disabilities Act

The Americans with Disabilities Act (ADA) Joint Complementary Paratransit Plan was adopted by the TriMet Board in December 1991 and was certified as compatible with the RTP by Metro Council in January 1992. The plan was phased in over five years and TriMet has been in compliance since January 1997. Metro approved the 1997 plan as in conformance with the RTP. FTA audited and

approved the plan in summer 1999. The Special Transportation Funding Advisory Committee, staffed by TriMet, coordinated with Metro as the MPO in updating the Coordinated Human Services Transportation Plan adopted in June 2009. An update was completed in October 2012 (http://trimet.org/pdfs/publications/elderly-and-disabled-plan.pdf).

10. Affirmative Action

In accordance with 49 U.S.C. 5331, 42 U.S.C. 6101, Section 324 of title 23 U.S.C. and Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27, Metro states as its policy a commitment to provide equal employment opportunities without regard to race, color, religion, national origin, sex, age, disability, sexual orientation, or marital or familial status, except where a bona fide occupational qualification exists. Compliance with this policy is administered by Metro's Human Resources Department.

11. Construction Contracts

Provisions of 23 CFR part 230 do not apply to Metro as Metro does not administer Federal and Federal-aid highway construction contracts.

12. Lobbying

Annually Metro certifies compliance with 49 CFR 20 through the FTA TEAM system.

Table 2: Metro's Response to MAP-21 Provisions

MAP-21 Provision for all MPOs	**Metro Response**
Consult/Coordinate with planning officials responsible for planned growth, economic development, environmental protection, airport operations, and freight movement.	Metro's transportation planning and land-use planning functions are within the same department and coordinate internally. • Metro facilitates this consultation, coordination and decision-making through four advisory committee bodies –the Joint Policy Advisory Committee on Transportation (JPACT), the Metro Policy Advisory Committee (MPAC), the Transportation Policy Alternatives Committee (TPAC) and the Metro Technical Advisory Committee (MTAC). Metro consults MPAC on land-use activities. • Metro is a member of Regional Partners for Economic Development and endorsed the Consolidated Economic Development Strategy (CEDS). • Metro has implemented a fish and wildlife habit protection program through regulations, property acquisition, education and incentives. • Metro has a standing committee to coordinate with public agencies with environmental protection responsibility. • The Port of Portland manages the airport and marine terminal, and is represented on both TPAC and JPACT. • Metro also coordinated with freight, rail, airport operations and business interests through the Regional Freight and Goods Movement Task Force and Regional Freight and Goods Movement Technical Advisory Committee in developing a Regional Freight Plan. The Regional Freight Plan was adopted as part of the 2035 RTP in June 2010.
Promote consistency between transportation improvements and State and local planned growth and economic development.	Metro transportation and land-use planning is subject to approval by the Oregon Department of Land Conservation and Development.
Give safety and security due emphasis as separate planning factors.	Metro addressed security and safety as individual factors in the update to the RTP in 2010. • Separate background research papers were developed during Phase 2 of the update to document current safety issues and planning efforts, and current security planning efforts in the region. This research is included Appendix 7.0 was considered during the formulation of the 2035 RTP goals, objectives, projects and potential actions included in Chapter 2 and investment priorities in Chapter 3 of the 2035 RTP. Additionally, Metro staffs the Regional Emergency Management Group (REMG), which has expanded its scope to include anti-terrorism preparedness, TriMet's responsibility for transit security plans, ODOT's responsibility for coordination of state security plans, Port of Portland's responsibility for air, marine and other Port facilities security plans and implementation of system management strategies to improve security of the transportation system (e.g., security cameras on MAX and at transit stations). The group brings together local emergency managers to plan responses to security concerns and natural hazards.

	Metro convened a Regional Safety Workgroup to better address safety in the MPO planning process. The Safety Workgroup completed a safety plan for the Portland Metropolitan region May 2012. Implementation will begin in fiscal years 2013-15 as resources become available.

Table 2: Metro's Response to MAP-21 Provisions (continued)

MAP-21 Provision for all MPOs	**Metro Response**
Discuss in the transportation plan potential environmental mitigation activities to be developed in consultation with Federal, State, and tribal wildlife, land management, and regulatory agencies.	SAFETEA-LU provisions for additional consultation with state and Federal resource agencies, and tribal groups that were not already part of Metro's existing committee structure were met through a consultation meeting held on October 16, 2007 with the Collaborative Environmental Transportation Agreement for Streamlining (CETAS) work group, consisting of the Oregon Department of Transportation and ten state and Federal transportation, natural resource, cultural resource and land-use planning agencies. A background research paper was also developed during Phase 2 of the update to document current environmental trends, issues and current mitigation strategies in the region. This research was considered during the formulation of the 2035 RTP goals, objectives, projects and potential actions included in Chapter 2 and investment priorities in Chapter 3 of the 2035 RTP. In addition, staff conducted an analysis of the potential environmental effects of transportation investments. The background research report and environmental considerations analysis is included in Appendix 7.0.
Consult with State and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation in development of the transportation plan.	SAFETEA-LU provisions for additional consultation with state and Federal resource agencies, and tribal groups that were not already part of Metro's existing committee structure were met through a consultation meeting held on October 16, 2007 with the Collaborative Environmental Transportation Agreement for Streamlining (CETAS) work group, consisting of the Oregon Department of Transportation and ten state and Federal transportation, natural resource, historic, cultural resource and land-use planning agencies. A background research paper was also developed during Phase 2 of the update to document current environmental trends, issues and mitigation strategies in the region. This research was considered during the formulation of the 2035 RTP goals, objectives, projects and potential actions included in Chapter 2 and investment priorities in Chapter 3 of the 2035 RTP. In addition, staff conducted an analysis of the potential environmental effects of transportation investments – this analysis included a comparison of the RTP investments with available State Conservation maps and inventories of historic resources. The background research report and environmental considerations analysis is included in Appendix 7.0.

Table 2: Metro's Response to MAP-21 Provisions (continued)

MAP-21 Provision for all MPOs	**Metro Response**
Include operation and management strategies to address congestion, safety, and mobility in the transportation plan.	• System management policies in the RTP (2035 RTP Section 3.4.4) and resulting projects and programs are intended to maximize the use of existing facilities to address congestion, safety and mobility. • The Transportation System Management and Operations (TSMO) Plan was adopted as part of the 2035 RTP in June 2010. The TSMO Plan guides the region's continued investment in operation, management and data collection to invest efficiently in transportation. • The regional CMP also requires local jurisdictions to explore system management solutions before adding roadway capacity to the regional system. The key framework for the CMP was the Mobility Corridors identified as part of the 2035 RTP development. Chapter 4 of the 2035 RTP lays out specific strategies for each mobility corridor for addressing the goals and policies of the RTP. The CMP can be found in Appendix 4.4 of the 2035 RTP. • The plan also calls for consideration of value pricing in the region to better manage capacity and peak use of the throughway system. • RTP projects in Chapter 3 include many system management improvements along regional mobility corridors and the supporting arterial system. • Metro has established a Regional Transportation Options Committee as a subcommittee of TPAC to address demand management. The TransPort Committee is a subcommittee of TPAC to address ITS and operations. • Metro convened a Regional Safety Workgroup to better address safety in the MPO planning process. The Safety Workgroup completed a safety plan for the Portland Metropolitan region May 2012. Implementation will begin in fiscal years 2013-15 as resources become available.

Table 2: Metro's Response to MAP-21 Provisions (continued)

MAP-21 Provision for all MPOs	**Metro Response**
Develop a participation plan in consultation with interested parties that provides reasonable opportunities for all parties to comment on transportation plan.	Metro has public involvement policy for regional transportation planning and funding activities to support and encourage board-based public participation in development and review of Metro's transportation plans. The Transportation Planning Public Involvement Policy was last updated in June 2009. An update is currently underway and will be completed by December 2013. The work program and public participation plan (PPP) for the 2035 RTP update was developed with input from Metro's Advisory Committees, including Metro's Committee for Citizen Involvement. Approval of the 2035 RTP, Ordinance No. 10-1241B, followed JPACT and Metro Council consideration of approximately 300 comments received during the public comment period. The comments were summarized into a comment log and Public Comment Summary Report. Refinements were recommended to respond to the comments received. The comment period for the Air Quality Conformity Determination provided an opportunity for public review and comment on the air quality conformity methodology and results. *Appendix 4.3 in the 2035 RTP describes the public process in more detail.*
Employ visualization techniques to describe plan and make information available (including transportation plans) to the public in electronically accessible format such as on the Web.	On a regular basis, Metro employs visualization techniques. Examples include: • RTP document is available on Metro's website • RTP newsletters and maps • MTIP document is available on Metro's website • GIS maps to illustrate planning activities • Participation in FHWA GIS Web Training Video simulation of light rail on the Portland Mall and I-205 Corridor.
Update the plan at least every 4 years in non-attainment and maintenance areas, 5 years in attainment areas.	2035 RTP update was completed on June 10, 2010. An update of the RTP is currently underway and will be completed by June 2014.
Update the TIP at least every 4 years, include 4 years of projects and strategies in the TIP.	Initiated MTIP and STIP update for spring 2012. Work is currently underway on the 2015-18 MTIP. It will be completed by October 2014.
SAFETEA-LU includes a new requirement for a "locally developed, coordinated public transit/human services transportation plan" to be eligible for formula funding under three FTA grant programs (5310,5316,5317) It is not clear yet who will be responsible for these plans.	Metro participates on the Special Transportation Fund Advisory Committee and Regional Transportation Coordinating Council of the Elderly and Disabled Transportation Plan. A coordinated human services and public transportation plan was developed by those committees and has been integrated into the 2010 RTP update. TriMet recently completed an update to the Elderly and Disable Transportation Plan in October 2012. Components of this will be incorporated into the 2014 RTP update.

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 13-4426, FOR THE PURPOSE OF CERTIFYING THAT THE PORTLAND METROPOLITAN AREA IS IN COMPLIANCE WITH FEDERAL TRANSPORTATION PLANNING REQUIREMENTS AND ADOPTING THE FISCAL YEAR 2013-15 UNIFIED PLANNING WORK PROGRAM

Date: April 10, 2013

Prepared by: Josh Naramore
(503) 797-1825

BACKGROUND

Federal transportation agencies (Federal Transit Administration [FTA] and Federal Highway Administration [FHWA]) require a self-certification that Metro's planning process is in compliance with certain Federal requirements as a prerequisite to receiving Federal funds. The self-certification documents that we have met those requirements and is considered yearly at the time of Unified Planning Work Program (UPWP) approval. Required self-certification areas include:

- Metropolitan Planning Organization (MPO) designation
- Geographic scope
- Agreements
- Responsibilities, cooperation and coordination
- Metropolitan Transportation Planning products
- Planning factors
- Public Involvement
- Title VI
- Environmental Justice
- Disadvantaged Business Enterprise (DBE)
- Americans with Disabilities Act (ADA)
- Affirmative Action
- Construction Contracts
- Lobbying

Each of these areas is discussed in Exhibit A to Resolution No. 13-4426.

ANALYSIS/INFORMATION

1. **Known Opposition** – No known opposition
2. **Legal Antecedents** – this resolution certifies that the Portland metropolitan area is in compliance with Federal transportation planning requirements as defined in Title 23 of the Code of Federal Regulations, Parts 450 and 500, and title 49, of the Code of Federal Regulations, Part 613.
3. **Anticipated Effects** – Approval will mean that grants can be submitted and contracts executed so work can commence on July 1, 2013, in accordance with established Metro priorities.
4. **Budget Impacts** – Approval of this resolution is a companion to the UPWP. It is a prerequisite to receipt of Federal planning funds and is, therefore, critical to the Metro budget. The UPWP matches projects and studies reflected in the proposed Metro budget submitted by the Metro Chief Operating Officer to the Metro Council. The UPWP is subject to revision in the final adopted Metro budget.

RECOMMENDED ACTION

Approve Resolution No. 13-4426 certifying that the Portland metropolitan area is in compliance with Federal transportation planning requirements.