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Portland, OR 97232-2736
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Metro | *Agenda*

Meeting: Joint Policy Advisory Committee on Transportation (JPACT)
Date: Thursday, May 14, 2015
Time: 7:30 to 9 a.m.
Place: Metro Regional Center, Council Chamber

7:30 AM	**1.**		**CALL TO ORDER, DECLARATION OF A QUORUM & INTRODUCTIONS**	**Craig Dirksen, Chair**
7:32 AM	**2.**		**CITIZEN COMMUNICATIONS ON JPACT ITEMS**	
7:35 AM	**3.**		**UPDATES FROM THE CHAIR & COMMITTEE MEMBERS** • JPACT Trip Report Out • JPACT Meeting Schedule • May 18 JPACT Finance Subcommittee • ACT Region 1 Update • STIP Update • Washington County Transportation Futures Study	**Craig Dirksen, Chair** **Rian Windsheimer, ODOT** **Roy Rogers, Washington County**
7:55 AM	**4.**	*	**Consideration of the JPACT Minutes for April 9, 2015**	
	5.		**ACTION ITEMS**	
8:00 AM	5.1	*	**Resolution No. 15-4623,** For the Purpose of Adopting the Fiscal Year 2015-16 Unified Planning Work Program (UPWP) and Certifying that the Portland Metropolitan Area is in Compliance with the Federal Transportation Planning Requirements – ACTION REQUESTED: Recommendation to Metro Council	**Chris Myers, Metro**
	6.		**INFORMATION / DISCUSSION ITEMS**	
8:15 AM	6.1	#	Cost of Congestion Study – INFORMATION	**Marion Haynes, Portland Business Alliance** **Susie Lahsene, Port of Portland**
8:50 AM	6.2		Oregon Clean Fuels Program – INFORMATION	**Nina DeConcini, DEQ**
9:00 AM	**7.**		**ADJOURN**	**Craig Dirksen, Chair**

* Material available electronically # Material available at the meeting

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ការគោរពសិទ្ធិពលរដ្ឋរបស់ ។ សំរាប់ព័ត៌មានអំពីកម្មវិធីសិទ្ធិពលរដ្ឋរបស់ Metro ឬដើម្បីទទួលពាក្យបណ្តឹងរើសអើងសូមចូលទស្សនាគេហទំព័រ www.oregonmetro.gov/civilrights។
បើលោកអ្នកត្រូវការអ្នកបកប្រែភាសានៅពេលអង្គប្រជុំសាធារណៈ សូមទូរស័ព្ទមកលេខ 503-797-1890 (ម៉ោង 8 ព្រឹកដល់ម៉ោង 5 ល្ងាច ថ្ងៃធ្វើការ) ប្រាំពីរថ្ងៃ ថ្ងៃធ្វើការ មុនថ្ងៃប្រជុំដើម្បីអាចឲ្យគេសម្រួលតាមសំណើរបស់លោកអ្នក ។

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November 2014

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2015 JPACT Work Program

As of 05/06/15

Items in italics are tentative; ***bold*** *denotes required items*

May 14, 2015 • **JPACT Trip Report out** (Chair comments, 10+ min) • **May 18 JPACT Finance Subcommittee** (Chair comments) • **JPACT meeting schedule** (Chair comments) • **Washington County Transportation Futures Study** (Roy Rogers, member update) • **Approval of 2015-16 UPWP Report – Recommendation to Metro Council** (Chris Myers; 15-20 min) • **Cost of Congestion Study** (Marion Haynes, Portland Business Alliance; Susie Lahsene, Port of Portland; 30+ min) • **Oregon Clean Fuels Program** - Information/ Update (Nina DeConcini, DEQ; 10 min)	**June 11, 2015** • **ODOT VMT Fee Pilot Project** (Chair comments: Craddick; J.Whitty, ODOT; 10-15 min) • **Report back on LCDC Climate Smart Strategy action** (Chair comments: Dirksen; 2 min) • **Project of the Month:** Sellwood Bridge Presentation (Karen Schilling, Multnomah Co., Ted Leybold, Metro; 10 min) • **2018 Regional Transportation Plan Update Kick-off** – Information/Discussion (Elissa Gertler, Kim Ellis; 30 min) • **Regional Transit Plan** and Coordination with TriMet Service Enhancement Plans and SMART Master Plan Update – Information/Discussion (Elissa Gertler & Jamie Snook, Metro; Eric Hesse, TriMet; Stephen Lashbrook, SMART; 35 min)
July 9, 2015 • Metropolitan Transportation Improvement Program (MTIP) & Regional Flexible Fund Allocation (RFFA) policy update: public comment draft – Information/Discussion (Dan Kaempff; 20 min) • Regional Transportation Plan (RTP) & Metropolitan Transportation Improvement Program (MTIP) Transportation Equity Analysis work program – Information/Discussion (Ted Leybold, Grace Cho; 10 min) • **Project of the Month:** Powell-Division Transit & Development Project – Information (Brian Monberg; *25-30 min*) • Chair comments TBD (5 min) • *Equity Initiatives in the Region (Patty Unfred, Metro; external jurisdictions TBD; 20 min)*	**August 13, 2015** – Cancelled

September 10, 2015	**October 8, 2015**
• **2018 Regional Transportation Plan Update** – Review draft work program & engagement strategy – Discussion (Kim Ellis, Peggy Morell; 35 min) • **Project of the Month:** Information (Ted Leybold; 10-15 min) • Chair comments TBD (5+ min) • *ODOT Bike-Ped Plan (Amanda Pietz, ODOT; 20-30 min)*	• Approve 2018 Regional Transportation Plan Update Work Plan – Action (Kim Ellis; 25 min) • *Equity Initiatives in the Region (Patty Unfred; 20-25 min)* • Metropolitan Transportation Improvement Program (MTIP) & Regional Flexible Fund Allocation (RFFA) policy update: public comments – Information – (Cliff Higgins; 15 min) • **Project of the Month:** Information (Ted Leybold; 10-15 min) • Chair comments TBD (5+ min)
November 12, 2015	**December 10, 2015**
• **Metropolitan Transportation Improvement Program (MTIP) & Regional Flexible Fund Allocation (RFFA) policy update**: briefing/discussion on final draft – Discussion (Dan Kaempff; 30 min) • **Project of the Month:** Information (Ted Leybold; 10-15 min) • Chair comments TBD (5+ min)	• **Metropolitan Transportation Improvement Program (MTIP) & Regional Flexible Fund Allocation (RFFA) policy update** – Action (Dan Kaempff; 20 min) • **Project of the Month:** Information (Ted Leybold; 10-15 min) • Chair comments TBD (5+ min)

Parking Lot:

- Southwest Corridor Plan
- Land use & transportation connections
- Prioritization of projects/programs
- Westside Freight Study/ITS improvements & funding
- All Roads Safety Program (ODOT)
- Air Quality program status update
- Regional Travel Options Survey results briefing
- Regional Snapshot (Project of the Month)
- Washington County Transportation Futures Study briefing (Project of the Month)
- Bike-Ped Plan (ODOT) – Amanda Pietz
- Draft Regional Transit Vision (early 2016)

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JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION
April 9, 2015
Metro Regional Center, Council Chamber

MEMBERS PRESENT	AFFILIATION
Jack Burkman	City of Vancouver
Shirley Craddick	Metro Council
Nina DeConcini	Oregon Department of Environmental Quality
Craig Dirksen, Chair	Metro Council
Kathryn Harrington	Metro Council
Tim Knapp	City of Wilsonville, representing Cities of Clackamas County
Steve Novick	City of Portland
Roy Rogers	Washington County
Paul Savas	Clackamas County
Jeanne Stewart	Clark County
Rian Windsheimer	Oregon Department of Transportation

MEMBERS EXCUSED	AFFILIATION
Shane Bemis	City of Gresham, representing Cities of Multnomah County
Denny Doyle	City of Beaverton, representing Cities of Washington County
Neil McFarlane	TriMet
Diane McKeel	Multnomah County
Don Wagner	Washington State Department of Transportation
Bill Wyatt	Port of Portland

ALTERNATES PRESENT	AFFILIATION
Jules Bailey	Multnomah County
Bernie Bottomly	TriMet
Jeff Dalin	City of Cornelius, representing Cities of Washington County
Doug Daoust	City of Troutdale, representing Cities of Multnomah County
Susie Lahsene	Port of Portland

STAFF: Elissa Gertler, Alison Kean, Andy Cotugno, Dan Kaempff, Ted Leybold, Chris Myers, Tom Kloster, John Williams, Kim Ellis, Colin Deverell, Alexandra Eldridge, Joel Cvetko

1. CALL TO ORDER, DECLARATION OF A QUORUM & INTRODUCTIONS

Chair Craig Dirksen declared a quorum and called the meeting to order at 7:34 a.m.

Chair Dirksen inquired with JPACT members about cancellation of the August 13 JPACT meeting.

2. CITIZEN COMMUNICATIONS ON JPACT ITEMS

There were none.

3. UPDATES FROM THE CHAIR & COMMITTEE MEMBERS

Chair Dirksen, JPACT Members, and staff provided updates on the following items:

- The prep meeting for the JPACT trip to Washington D.C. will be on Tuesday, April 14 at 5pm in Room 401 of the Metro Regional Center.
- Last week, the U.S. Department of Transportation announced that $500 million will be made available for transportation projects across the country under the seventh round of the Transportation Investment Generating Economic Recovery (TIGER) competitive grant program. The pre-application deadline is May 4, and the final application deadline is June 5.
- Vancouver City Councilor Jack Burkman provided an update on the March 19 meeting of the Bi-State Coordinating Committee, which serves to maintain regional dialogue on issues affecting the I-5 corridor. The advisory committee's next meeting is in June.
- Mr. Ted Leybold, Metro Resource Development Manager, provided an update on a technical advisory committee to the JPACT Finance Subcommittee, which held two regional systems workshops to advise the Subcommittee on prioritization of regional transportation system components. The technical advisory committee will hold a third workshop on April 27 at Metro Regional Center (MRC).
- The next meeting of the JPACT Finance Subcommittee is scheduled for May 18 at 7:30am at MRC.
- The funeral service for Hector Macpherson, Jr., the primary author of Oregon Senate Bill 100, will be held in Albany on April 9 at 11am.
- Ms. Nina DeConcini, Oregon Department of Environmental Quality (DEQ), mentioned that EPA Administrator Gina McCarthy will be in Portland to award a clean diesel retrofit grant to DEQ and Northwest Container Services on April 15 at 8:15am. Also, DEQ staff will be briefing the Transportation Policy Alternatives Committee (TPAC) on air quality issues in May.
- Mr. Rian Windsheimer, Oregon Department of Transportation (ODOT), spoke about ODOT's preparation for the 2019-2021 Statewide Transportation Improvement Program (STIP) update.
- Washington County Commissioner Roy Rogers thanked Chair Dirksen for providing an update on the JPACT Finance Subcommittee's consideration of regional transportation funding to the Washington County Coordinating Committee (WCCC) at their April 6 meeting.

4. CONSIDERATION OF THE JPACT MINUTES FOR MARCH 19, 2015

MOTION: Wilsonville Mayor Tim Knapp moved and Councilor Harrington seconded to approve the JPACT minutes from March 19, 2015.

ACTION: With all in favor, the motion passed.

5. ACTION ITEMS

5.1 **Resolution No. 15-4617,** For the Purpose of Reallocating Unspent Transit Project Development Funds on Current Regional Priority Projects

Mr. Alan Lehto, Director of Policy and Planning at TriMet, and Ms. Elissa Gertler, Director of Planning and Development at Metro, provided information on the proposed reallocation of $5.861 million in unspent transit project development funds from the 2012-13 Regional Flexible Funds Allocation (RFFA) process, to further implement HCT project development.

In September 2010, JPACT and the Metro Council approved a multi-year commitment of regional flexible funds to provide a significant portion of the local match for the construction of the Portland-Milwaukie Light Rail project, and to support moving forward with the next two planned HCT projects: the Lake Oswego to Portland Transit Project (LOPT) and the Southwest Corridor Project. However, LOPT project partners were unable to define a Locally Preferred Alternative in 2011. Consistent with the 2012-13 RFFA policy, TriMet and Metro propose reallocating the transit project development funds that had been targeted for the suspended LOPT project to support current regional HCT priority projects. The proposed reallocation comprises three elements:

- Capital improvements along the Willamette Shoreline: Dedicate approximately $861,000 towards early implementation projects to address safety and stormwater concerns (2015-16).
- Powell-Division Transit and Development Project: Dedicate $1.5 million to complement project partner funds and complete financing the project through the Federal Transit Administration (FTA) Project Development process (July 2015 – June 2017).
- Southwest Corridor Plan: Dedicate $3.5 million to match project partner funds to move the project through the FTA Project Development process (Dec. 2018 – Dec. 2020).

Action would recommend to Metro Council to approve.

MOTION: Commissioner Rogers motioned and Metro Councilor Shirley Craddick seconded that JPACT recommend to the Metro Council the adoption of Resolution No. 15-4617.

ACTION: With all in favor, the motion passed.

6. INFORMATION / DISCUSSION ITEMS

6.1 Draft 2015-16 Unified Planning Work Program (UPWP) Report and Annual Self Certification

Mr. Chris Meyers, Metro Regional Planner, provided information and requested member feedback on the Draft Unified Planning Work Program (UPWP). Mr. Myers also provided an overview of the 2015-16 Federal Metropolitan Planning Organization (MPO) Self-Certification. Key elements of the presentation included:

- Definition of federal MPO self-certification: A formal certification review that occurs every four years, to ensure than an MPO is in compliance with federal transportation planning requirements.
- Required self-certification areas, including the MPO's designation, geographic scope, agreements, responsibilities/cooperation/coordination, and metropolitan transportation planning products.
- Definition of the UPWP: An annual, federally-required document that ensures efficient use of federal planning funds. The UPWP describes transportation planning tasks, their relationships to other planning activities in the region, and budget summaries. The document only includes planning projects that will receive federal funds in the coming fiscal year.

- New features in the Draft 2015-16 UPWP, which added 13 new planning projects, removed 16 other projects (primarily due to completion), and added a quadrennial review corrective actions, recommendations, and commendations table.
- Next steps in the 2015-16 Draft UPWP approval process, including:
    - April 24: TPAC's recommendation to JPACT.
    - May 14: JPACT's recommendation to the Metro Council.
    - May 21: Metro Council action.

Member comments included:

- Ms. Susie Lahsene, Port of Portland, expressed her appreciation for placing focus on the regional freight program, and recommended that the Port of Portland and Port of Vancouver be mentioned in the staff report for the draft adopting resolution (15-4623).

6.2 **Metropolitan Transportation Improvement Program (MTIP) and Regional Flexible Fund Allocation (RFFA) Policy Update Work Program**

Mr. Leybold, along with Mr. Dan Kaempff, Metro Principal Transportation Planner, provided information on the process for updating the policy direction of the 2018-2021 Metropolitan Transportation Improvement Program (MTIP) and 2019-2021 Regional Flexible Fund Allocation (RFFA). The purpose of the presentation was to provide JPACT members an overview of the goals, timeline, background information, and key topic areas for discussion in developing the 2018-2021 MTIP and 2019-21 RFFA policy direction. Key elements of the presentation included:

- Metro's responsibility for the MTIP as an MPO.
- Purpose and need for the policy direction update: to fulfill the federal requirement to develop MTIP policy, and to develop a policy and process for allocating the federal funds awarded to Metro as an MPO (RFFA).
- The MTIP coordinates between the three funding processes conducted in the region: ODOT Fix-It/Enhance funding, TriMet/SMART transit funding, and Metro RFFA funding. The MTIP also demonstrates compliance with federal regulations pertaining to public involvement, civil rights, addressing federal planning factors, air quality conformity, fiscal constraint, and coordinated decision-making. The MTIP is a component of the STIP.
- The MTIP policy discussion defines how JPACT and the Metro Council wish to coordinate with the three investment processes, while considering how regional policy can inform these investments.
- RFFA policy update overview: A nine-month discussion to determine regional priorities, which will form the basis for the project selection process in 2016.
- RFFA funding breakdown: The initial 3-year forecast projects $125 million available for the 2019-2021 RFFA cycle. Following historical allocation patterns, RFFA funding would amount to $48 million for the transit bond obligation, $31 million for regional programs, and $46 million for "Step 2" projects.
- Three RFFA policy development workshops will take place between April and June 2015 to begin the RFFA policy update process. These workshops are open to all interested parties, and will frame the policy discussion around existing MTIP policy, new transportation policy since the last MTIP, new performance data, and feedback from a retrospective process.
- Stakeholder input and outreach: Over the next few months, program staff will introduce and discuss the policy update process with county coordinating committees and technical advisory committees, and will hold workshops with TPAC to develop and refine MTIP/RFFA policy objectives. The 45-day public outreach period will take place in July and August.

- Adoption schedule: Development and discussion of an initial draft will take place in late summer through TPAC, JPACT, and Council, and the refinement and revision of a final draft for TPAC recommendation and JPACT/Council adoption will occur in the fall.

Member comments included:

- Mr. Windsheimer spoke to formulating criteria that ensure projects selected are appropriate and efficient uses of federal funds (as opposed to state and local funding sources), especially with regard to small project funding.
- Ms. Lahsene inquired about staff reporting on the status of projects completed with Regional Flexible Funds over the last ten years.
- Chair Dirksen spoke about levels of efficiency in applying federal funds to projects of varying complexities.
- Mr. Leybold spoke to the development of a comprehensive report, as well as a "project of the month," to update stakeholders on the status of projects funded in previous cycles.
- Councilor Harrington spoke to advocating for simplifying the process of using federal funds for small projects, to maintain efficiency in funding allocation at all levels.

6.3 **2016 TriMet Budget and MTIP Coordination**

Mr. Eric Hesse, TriMet Strategic Planning Coordinator, provided information on the coordination of transit funding with the MTIP. Key elements of the presentation included:

- MTIP purpose: to ensure financial capacity for projects, coordinate project implementation to planning activities and between agencies, provide public transparency in the funding process, and as a requirement to maintain federal funding.
- Purpose of the briefing: to inform TriMet's coordination with JPACT, to provide a progress update on prior RFFAs, to enhance understanding of the transit funding decision process and proposed programming, and to update transit funding into the 2015-18 MTIP based on actual appropriations.
- The extent of TriMet's MTIP coordination with Metro: On the High Capacity Transit (HCT) System Plan and Transit element of the Regional Transportation Plan (RTP), the MPO's lead in planning for HCT projects, and MTIP programming and TriMet budget.
- TriMet's fiscal year (FY) 2016 budget priorities, which concentrate on ensuring financial stability, and continuing the focus on rider needs.
- TriMet's service improvements during FY 2015.
- Key FY 2016 budgeting assumptions: Strong payroll tax growth due to the economic recovery, fare revenue growth and transfer time impacts, and flat federal funding from the previous FY.
- Federal funding elements, including MTIP Regional Flexible Funds, Portland-Milwaukie Light Rail Transit (LRT), and projects that use other federal funds (State of Good Repair, Job Access, and Special Needs Transit).
- In FY16, TriMet is receiving MTIP Regional Flexible Funds for Regional Rail debt service, the Bus Stop Development Program, Employer Outreach Program, East Portland Access to Employment and Education, and Powell-Division Corridor Safety and Access to Transit. TriMet is also receiving STIP Enhance funds for Barbur/99W Corridor Safety and Access to Transit and OR 8 Corridor Safety and Access to Transit in FY16.
- Key improvements implemented through the Bus Stop Program.
- Allocation of RFFA Regional Rail bonds.

- Funding sources and partnerships for capital investments in the Portland-Milwaukie Light Rail (PMLR) Project, which culminates in TriMet's opening of the Orange Line in September 2015 (on-time and under budget).
- Moving Ahead for Progress in the 21st Century (MAP-21) funding impacts.
- FY16 program of proposed projects using other federal funding, including bus and rail preventative maintenance, bus replacement, PMLR funding, elderly and disabled transportation.
- State of Good Repair funding: $59 million in 5307 and 5337 formula funds used for preventative maintenance on bus and rail.
- Bus and Bus Facilities funding: 5339 funds used to replace, rehabilitate, and purchase buses and related equipment, and to construct bus-related facilities.
- Job Access Reverse Commute (JARC): Need to consider new funding mechanisms for community and jobs connectors envisioned in Service Enhancement Plans, as JARC, which provided transportation to jobs for low-income individuals, was eliminated under MAP-21.
- Elderly and Disabled funding: 5310 funds used to address mobility needs beyond para-transit services.
- In summary, TriMet programming is aligned with the MAP-21 focus on State of Good Repair to ensure reliability and support regional goals. Public engagement opportunities are provided in programming of projects and budget processes. TriMet is coordinating with Metro staff on updating programming of forecasted funding in the 2015-18 MTIP with actual federal funding apportionments.

Member comments included:

- Clackamas County Commissioner Paul Savas spoke to concerns that Clackamas County lacks a substantial east-to-west frequent service transit line, and inquired about funding sources for new east-to-west transit service, particularly to serve employment areas in the county. Commissioner Savas also inquired about plans to convert buses to natural gas to address air quality concerns, in order to serve Clackamas County more cleanly by bus.
- Mr. Hesse stated that east-to-west transit service in Clackamas County is being designed into TriMet's Future Visions through the Service Enhancement Planning process, and mentioned that expansion of the payroll tax could serve as a funding stream for such a service upgrade. He also spoke to creativity and flexibility in looking for funding to replace the JARC program. Mr. Hesse also spoke about TriMet's work to explore natural gas and electric transit options.
- Ms. Lahsene acknowledged City of Portland's work in studying relationships between where people live and work in the region, to more effectively gear transportation options to areas where people travel for work, and spoke to encouraging efforts to account for peak travel times based around shift work in enhancing transportation options.
- Mr. Hesse spoke about future updates to JPACT on Service Enhancement Plans (SEPs) as part of the next Regional Transit System Plan and RTP update cycle, as these SEPs serve as the vehicles for addressing transit service needs.
- Multnomah County Commissioner Jules Bailey addressed concerns regarding TriMet's proposed 25% increase in Honored-Citizen fares.
- Troutdale Mayor Doug Daoust inquired about the $2.3 million allocated to East Portland Access to Employment and Education in FY16 through the MTIP Regional Flexible Funds.
- Mr. Hesse spoke to collaboration with City of Portland on the East Portland Access to Employment and Education program, to improve transit access for low-income individuals commuting to work. The program is focused on capital investments, not service changes.

- Mayor Knapp expressed his support for expanding east-to-west transit connections in Clackamas County, and highlighted the need to discuss scheduled east-to-west service in Clackamas County as part of the service enhancement planning process.

6.4 **Update on Climate Smart Strategy Submittal to Land Conservation and Development Commission**

Chair Dirksen introduced this informational item updating members on the Climate Smart Strategy (CSS) Submittal to the Land Conservation and Development Commission (LCDC). After working with MPAC and JPACT, along with other community, business, and elected leaders across the region for four years, the Metro Council adopted the strategy last December with broad support. On February 23, Metro staff submitted the CSS decision record to LCDC in the manner of periodic review.

Ms. Kim Ellis, Metro Principal Transportation Planner, provided an update on the submittal and next steps. Staff at the Department of Land Conservation and Development (DLCD) are currently reviewing the CSS, and are expected to make a recommendation to LCDC within the next month. LCDC is expected to take action on the CSS at their May 21 meeting. Metro staff will provide a final CSS report to JPACT following LCDC's action. Metro staff will receive input from JPACT and Metro's other policy and technical advisory committees throughout the summer on the development of a work plan for the 2018 RTP update. Ms. Ellis thanked JPACT members and their staff for their participation in developing and shaping the CSS.

Member comments included:

- Mayor Knapp spoke to highlighting the need for substantially increased in investment in order to achieve the outcomes identified by the CSS.
- Ms. Ellis spoke to efforts to seek increased funding at the local, regional, and state levels.
- Ms. Ellis spoke to DLCD's review of the technical assumptions upon which the CSS emissions reduction targets are based, and provided information on ODOT's work to implement the Statewide Transportation Strategy for reducing greenhouse gas emissions.
- Commissioner Savas inquired about the relationship between the Clean Fuels Program (Senate Bill 324) signed by Governor Brown, and the investments required to achieve the outcomes outlined in the region's CSS. He also spoke about a federal strategy to implement clean fuels standards.
- Ms. DeConcini suggested that DEQ air quality staff could update JPACT on the Clean Fuels Program at a future meeting.

7. ADJOURN

Chair Dirksen adjourned the meeting at 9:04 a.m.

Respectfully submitted,

Joel Cvetko, Council Policy Assistant

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF APRIL 9, 2015

ITEM	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT NO.
3.0	Handout	4/8/15	Updated 2015 JPACT Work Program	040915j-01
3.0	Letter	3/31/15	Letter from North Clackamas School District RE: Safe Routes to School for Every Child	040915j-02
3.0	Handout	4/9/15	ODOT Region 1 2019-2021 STIP Cycle: Operations Program 150% List	040915j-03
3.0	Handout	4/9/15	ODOT Region 1 2019-2021 STIP Cycle: Preservation Program 150% List	040915j-04
5.1	Letter	4/1/15	Letter from Portland Streetcar RE: Re-allocation of Transit Project Development Funds	040915j-05
6.1	Handout	4/9/15	Draft 2015-2016 Unified Planning Work Program (UPWP)	040915j-06
6.1	Legislation	4/8/15	Resolution No. 15-4623: Draft Legislation and Staff Report	040915j-07
6.2	PowerPoint	4/9/15	2018-2021 MTIP / 2019-2021 RFFA Policy Update Process Presentation	040915j-08
6.3	PowerPoint	4/9/15	Transit Coordination with the Metropolitan Transportation Improvement Program (MTIP) Presentation	040915j-09

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADOPTING THE FISCAL YEAR 2015-16 UNIFIED PLANNING WORK PROGRAM AND CERTIFYING THAT THE PORTLAND METROPOLITAN AREA IS IN COMPLIANCE WITH THE FEDERAL TRANSPORTATION PLANNING REQUIREMENTS	))))	RESOLUTION NO. 15-4623 Introduced by Chief Operating Officer Martha Bennett with the concurrence of Council President Tom Hughes

WHEREAS, the Unified Planning Work Program (UPWP) update as shown in Exhibit A attached hereto, describes all Federally-funded transportation planning activities for the Portland-Vancouver metropolitan area to be conducted in Fiscal Year (FY) 2015-16; and

WHERAS, the UPWP is developed in consultation with Federal and State agencies, local governments, and transit operators; and

WHEREAS, the FY 2015-16 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, South Metro Area Regional Transit, the Port of Portland, and the Oregon Department of Transportation; and

WHEREAS, approval of the FY 2015-16 UPWP is required to receive Federal transportation planning funds; and

WHEREAS, the FY 2015-16 UPWP is consistent with the proposed Metro Budget submitted to the Metro Council; 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; now therefore

BE IT RESOLVED by the Metro Council:

1. That the FY 2015-16 UPWP attached hereto as Exhibit A is hereby adopted.
2. The FY 2015-16 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 (FHWA) and Federal Transit Administration (FTA).

ADOPTED by the Metro Council this _____ day of May 2015.

Tom Hughes, Council President

Approved as to Form:

Alison R. Kean, Metro Attorney

www.oregonmetro.gov

MAKING A GREAT PLACE

Metro

2015 – 2016 Unified Planning Work Program

Transportation Planning in the Portland/Vancouver Metropolitan Area

May, 2015

FINAL DRAFT

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 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."

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 transportation funds.

Project web site: http://www.oregonmetro.gov/unified-planning-work-program

The preparation of this report was financed in part by the U.S. Department of Transportation, Federal Highway Administration and Federal Transit Administration. The opinions, findings and conclusions expressed in this report are not necessarily those of the U.S. Department of Transportation, Federal Highway Administration and Federal Transit Administration.

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PORTLAND METROPOLITAN AREA UNIFIED PLANNING WORK PROGRAM OVERVIEW

INTRODUCTION

The Unified Planning Work Program (UPWP) is developed annually and documents metropolitan transportation planning activities performed with federal transportation funds. The UPWP is developed by Metropolitan Planning Organizations (MPOs) in cooperation with Federal and State agencies, local governments and transit operators.

This UPWP documents the metropolitan planning requirements, planning priorities facing the Portland metropolitan area and transportation planning activities and related tasks to be accomplished during FY 2015-16 (from July 1, 2015 to June 30, 2016).

Metro is the metropolitan planning organization (MPO) designated by congress and the State of Oregon, for the Oregon portion of the Portland/Vancouver urbanized area, covering 25 cities and three counties. It is Metro's responsibility to meet the requirements of Moving Ahead for Progress in the 21st Century (MAP-21), the Oregon Transportation Planning Rule (which implements statewide planning goal 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 tool for coordinating federally-funded 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, 2015 through June 30, 2016.

I. FEDERAL REQUIREMENTS FOR TRANSPORTATION PLANNING

MAP-21 in concert with the Clean Air Act as Amended, envisions an integrated multimodal transportation system that facilitates the safe, reliable and efficient movement of people and goods and protects the human and natural environments. This is achieved through a Continuing, Cooperative, and Comprehensive (3-C) transportation planning process that results in a long-range plan and short-range program of projects. The responsibility of the MPO is to ensure a continuing, cooperative, and comprehensive ("3-C") approach for transportation planning for the metropolitan area, with effective coordination among:

- city and county governments, transit operators, and regional agencies;
- state agencies, including the Oregon Department of Transportation (ODOT) and Oregon Department of Environmental Quality (DEQ); and
- federal agencies, including the Federal Highway Administration (FWHA) and Federal Transit Administration (FTA) of the United States Department of Transportation (U.S. DOT), and the U.S. Environmental Protection Agency.

Major components that feed into the development of the long-range plan and short-range program are listed below.

A. Metropolitan Planning Factors and National Goal Areas in MAP-21

Moving Ahead for Progress in the 21st Century (MAP-21), the most recent federal transportation legislation passed

by U.S. Congress and signed into law by the President in 2012, defines specific planning factors and national goal areas to be considered when developing transportation plans and programs in a metropolitan area. MAP-21 creates a streamlined and performance-based surface transportation investment program and builds on many of the highway, transit, bike, and pedestrian programs and policies established in 1991.

Implementation of MAP-21 began through the 2013-15 UPWP. Implementation will continue in FY 2015-16 as described in the narratives for the Regional Transportation Plan (RTP) and Metropolitan Transportation Improvement Program work (MTIP) programs.

Current requirements call for MPOs to conduct planning that explicitly considers and analyzes, as appropriate, eight factors defined in federal legislation:

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 of people and for freight;
5. Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient system management and operation; and
8. Emphasize the preservation of the existing transportation system.

MAP-21 also requires state DOTs and MPOs to establish performance measures and set performance targets for each of the seven national goal areas to provide a means to ensure efficient investment of federal transportation funds, increase accountability and transparency, and improve investment decision-making. The MAP-21 national goal areas are:

- Safety
- Infrastructure condition
- Congestion reduction
- System reliability
- Freight movement and economic vitality
- Environmental sustainability
- Reduce project delivery delays

B. Planning Emphasis Areas (PEAs)

The metropolitan transportation planning process must also incorporate Federal Highway Administration/Federal Transit Administration planning emphasis areas (PEAs).[1] For FY 2015-2016, these include:

- **Models of Regional Planning Cooperation:** Promote cooperation and coordination across MPO boundaries and across State boundaries to ensure a regional approach to transportation planning. Cooperation could occur through the metropolitan planning agreements that identify how the planning process and planning products will be coordinated, through the development of joint planning products, and/or by other locally determined means. Coordination includes the linkages between the transportation plans and programs, corridor studies, projects, data, and system performance measures and targets across MPO and State boundaries. It also includes collaboration between State DOT(s), MPOs, and operators of public

[1] Accessed at www.fhwa.dot.gov/planning/processes/metropolitan/mpo/fy_2015/index.cfm on February 20, 2015.

transportation on activities such as: data collection, data storage and analysis, analytical tools, target setting, and system performance reporting in support of performance based planning.

- **Access to Essential Services:** As part of the transportation planning process, identify transportation connectivity gaps in access to essential services. Essential services include housing, employment, health care, schools/education, and recreation. This emphasis area could include identification of performance measures and analytical methods to measure the transportation system's connectivity to essential services and the use of this information to identify gaps in transportation system connectivity that preclude access of the public, including traditionally underserved populations, to essential services. It could also involve the identification of solutions to address those gaps.

- **MAP-21 Implementation: Transition to Performance Based Planning and Programming to be used in Transportation Decision-making:** The development and implementation of a performance management approach to metropolitan transportation planning and programming includes the development and use of transportation performance measures, target setting, performance reporting, and selection of transportation investments that support the achievement of performance targets. These components will ensure the achievement of transportation system performance outcomes.

C. Public Involvement

Federal regulations place significant emphasis on broadening participation in transportation planning to include key stakeholders who have not traditionally been involved in the planning process, including the business community, members of the public, community groups, and other governmental agencies. Effective public involvement will result in meaningful opportunities for the public to participate in the planning process.

D. Regional Transportation Plan

The long-range transportation plan must include the following:

- Identification of transportation facilities (including major roadways, transit, bike, pedestrian and intermodal facilities and intermodal connectors) that function as an integrated metropolitan transportation system.
- A discussion of types of potential environmental mitigation activities and potential areas to carry out these activities.
- A financial plan that demonstrates how the adopted transportation plan can be implemented.
- Operational and management strategies to improve the performance of existing transportation facilities to manage vehicular congestion and maximize the safety and mobility of people and goods.
- Capital investment and other strategies to preserve the existing and projected future metropolitan transportation infrastructure and provide for multimodal capacity increases based on regional priorities and needs.
- Proposed transportation and transit enhancement activities.

E. Metropolitan Transportation Improvement Program (MTIP)

The short-range metropolitan TIP must include the following:

- A priority list of proposed federally supported projects and strategies to be carried out within the TIP period.
- A financial plan that demonstrates how the TIP can be implemented.
- Descriptions of each project in the TIP.

F. Transportation Management Area (TMA)

Designated TMAs (urbanized areas with a population of over 200,000) such as the Metro must also address the following requirements:

- Transportation plans must be based on a continuing and comprehensive transportation planning process carried out by the MPO in cooperation with the State and public transportation operators.
- A Congestion Management Process (CMP) must be developed and implemented that provides for effective management and operation, based on a cooperatively developed and implemented metropolitan-wide strategy of new and existing transportation facilities, through use of travel demand reduction and operational management strategies.
- A federal Certification of the metropolitan planning process must be conducted at least every 4 years. Also, at least every 4 years, the MPO must also self-certify concurrent with submittal of an adopted TIP.

G. Air Quality Conformity Process

In areas, such as the Portland metropolitan region, with maintenance plans that identify how the region will continue to meet federal standards for air quality, transportation plans and programs are required to be in conformance with the transportation provisions of the state's air quality plan (the State Implementation Plan or SIP), which demonstrates how the State will meet the standards.

II. METRO OVERVIEW

Metro is now entering its 36 year as the MPO for the Portland metropolitan area. Under the requirements of the MAP-21, Metro serves as the regional forum for cooperative transportation decision-making as the federally designated Metropolitan Planning Organization (MPO) for Oregon portion of the Portland-Vancouver urbanized area.

Federal and state law requires several metropolitan planning boundaries be defined in the region for different purposes. The multiple boundaries for which Metro has a transportation and growth management planning role are: MPO Planning Area Boundary, Urban Growth Boundary (UGB), Urbanized Area Boundary (UAB), Metropolitan Planning Area Boundary (MPA), Air Quality Maintenance Area Boundary (AQMA). u Maps for these boundaries can be found starting on page X.

First, Metro's jurisdictional boundary encompasses the urban portions of Multnomah, Washington and Clackamas counties.

Second, under Oregon law, each city or metropolitan area in the state has an urban growth boundary that separates urban land from rural land. Metro is responsible for managing the Portland metropolitan region's urban growth boundary.

Third, the Urbanized Area Boundary (UAB) is defined to delineate areas that are urban in nature distinct from those that are largely rural in nature. The Portland-Vancouver metropolitan region is somewhat unique in that it is a single urbanized area that is located in two states and served by two MPOs. The federal UAB for the Oregon-portion of the Portland-Vancouver metropolitan region is distinct from the Metro Urban Growth Boundary (UGB).

Fourth, MPO's are required to establish a Metropolitan Planning Area (MPA) Boundary, which marks the geographic area to be covered by MPO transportation planning activities, including development of the UPWP, updates to the Regional Transportation Plan, updates to the MTIP and allocation of federal transportation funding through the Regional Flexible Fund Allocation (RFFA) process. At a minimum, the MPA boundary must include the urbanized area, areas expected to be urbanized within the next twenty years and areas within the Air Quality Maintenance Area Boundary (AQMA) – a fifth boundary.

The federally-designated AQMA boundary includes areas located within attainment areas that are required to be subject to ozone regulations, although recent changes mean that air quality conformity no longer is required to be performed for ozone in this region. The region continues to complete air quality conformity for carbon monoxide for projects within the AQMA boundary.

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. The last quadrennial certification review occurred in October 2012. Metro received a small number of corrective actions that have been addressed through various narratives in the 2015-16 UPWP activities:

The 2014 RTP Update work program includes the disposition of 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 Engagement guide was updated to meet new federal requirements in November 2013.

- Regional Transportation Plan - The 2014 RTP Update work program includes the disposition of public comments and will demonstrate the impacts to performance measures like air quality with different funding decisions.
- Metropolitan Transportation Improvement Program - 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.
- Public Involvement - The Public Engagement Guide was updated to meet new federal requirements in November 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. The table of corrective actions and corresponding actions taken is located starting on page XV.

REGIONAL TRANSPORTATION 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.

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 first 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 MAP-21, but also the Oregon 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, plus a representative from the Southwest Washington Regional Transportation Council, and six community members. In addition, the Federal Highway Administration and C-TRAN have each appointed an associate non-voting member to the committee. TPAC makes recommendations to JPACT.

METRO TECHNICAL ADVISORY COMMITTEE

MTAC is comprised of technical staff from the same jurisdictions as MPAC plus community and business members representing different interests, including public utilities, school districts, economic development, parks providers, housing affordability, environmental protection, urban design and development. 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 Oregon 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.

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 Plan (RTP);
- Update to the 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, , 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, Regional Transit 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 2015-16 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 2014 RTP update was adopted in July 2014. The 2015-18 MTIP was also adopted in July 2014.

A Congestion Management Process (CMP) was adopted as part of 2014 RTP in July 2014. It can be found in Chapter 5 page 29-31.. 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 revised 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 and 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 took place in the fall of 2012 and is covered under this work program.

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADOPTING THE FISCAL YEAR 2015-16 UNIFIED PLANNING WORK PROGRAM AND CERTIFYING THAT THE PORTLAND METROPOLITAN AREA IS IN COMPLIANCE WITH THE FEDERAL TRANSPORTATION PLANNING REQUIREMENTS	))))	RESOLUTION NO. 15-4623 Introduced by Chief Operating Officer Martha Bennett with the concurrence of Council President Tom Hughes

WHEREAS, the Unified Planning Work Program (UPWP) update as shown in Exhibit A attached hereto, describes all Federally-funded transportation planning activities for the Portland-Vancouver metropolitan area to be conducted in Fiscal Year (FY) 2015-16; and

WHERAS, the UPWP is developed in consultation with Federal and State agencies, local governments, and transit operators; and

WHEREAS, the FY 2015-16 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, South Metro Area Regional Transit, the Port of Portland, and the Oregon Department of Transportation; and

WHEREAS, approval of the FY 2015-16 UPWP is required to receive Federal transportation planning funds; and

WHEREAS, the FY 2015-16 UPWP is consistent with the proposed Metro Budget submitted to the Metro Council; 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; now therefore

BE IT RESOLVED by the Metro Council:

1. That the FY 2015-16 UPWP attached hereto as Exhibit A is hereby adopted.
2. The FY 2015-16 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 (FHWA) and Federal Transit Administration (FTA).

ADOPTED by the Metro Council this _____ day of May 2015.

Tom Hughes, Council President

Approved as to Form:

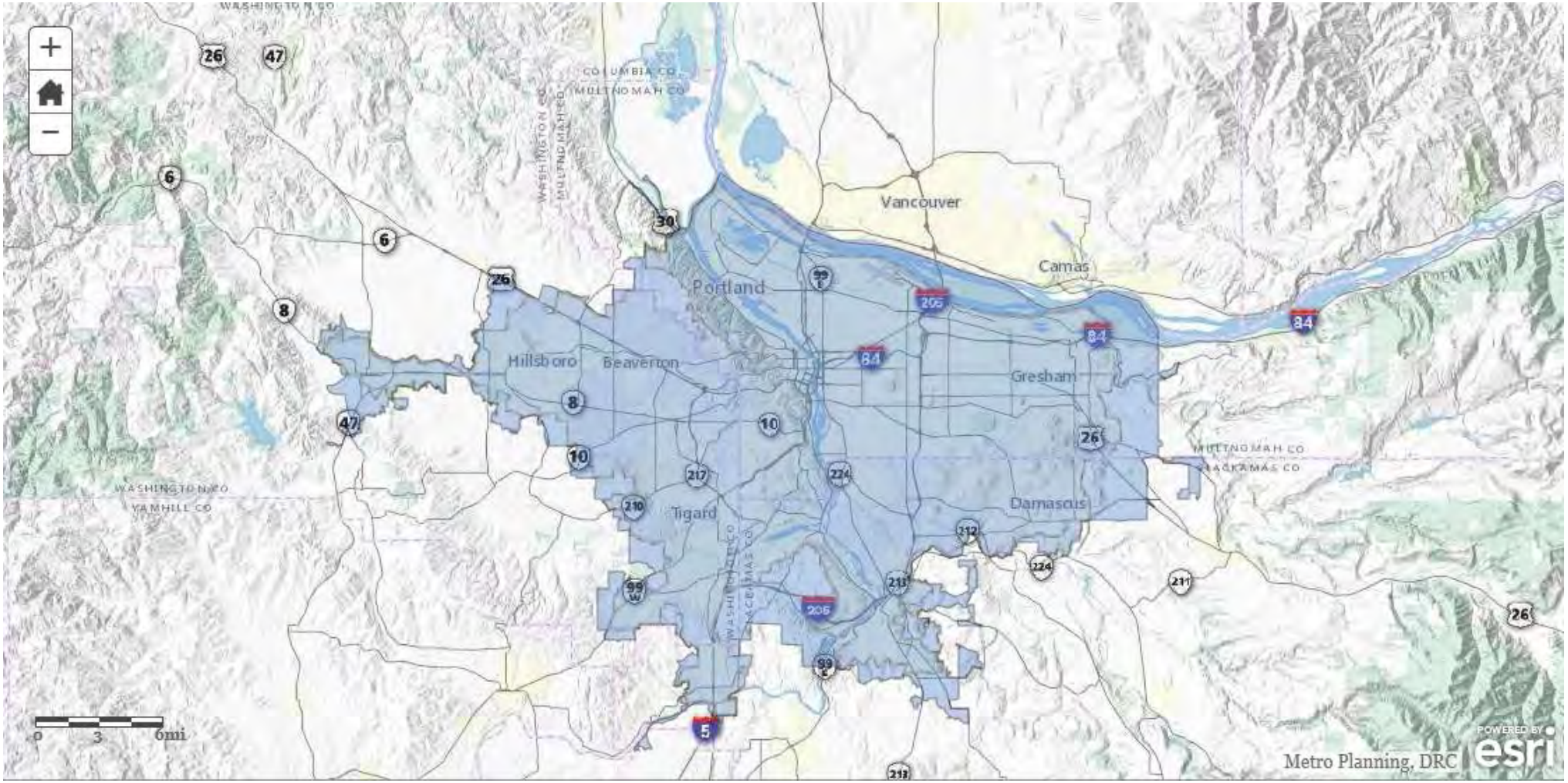
Alison R. Kean, Metro Attorney

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.



Metropolitan Planning Area

The areas effected by HB 4078 will be reflected in a techical amendment to this map followiong adoption of the UPWP

Description **T**he Metropolitan Planning Area (MPA) boundary is a federal requirement for the metropolitan planning process. The boundary is established by the governor and individual Metropolitan Planning Organizations within the state, in accordance with federal metropolitan planning regulations. The MPA boundary must encompass the existing urbanized area and the contiguous areas expected to be urbanized within a 20-year forecast period. Other factors may also be considered to bring adjacent territory into the MPA boundary. The boundary may be expanded to encompass the entire metropolitan statistical area or combined as defined by the federal Office of Management and Budget.

Function The Metropolitan Planning Area boundary establishes the area in which the Metropolitan Planning Organization conducts federally mandated transportation planning work, including: a long-range Regional Transportation Plan, the Metropolitan Transportation Improvement Program for capital improvements identified for a four-year construction period, a Unified Planning Work Program, a congestion management process, and conformity to the state implementation plan for air quality for transportation related emissions.

Table 1: Corrective Actions, Recommendations and Commendations Summary 2013 -- Metro

Topic	Corrective Actions	Recommendations/Commendations	Actions Taken
Study Area Organizational Structure (23 CFR 450.310)	None	There are no significant changes in the area warranting organizational structure changes since the previous (2008) review.	N/A
Metropolitan Planning Area Boundaries (23 CFR 450.312)	None	Based on results from the 2010 U.S. Census, Metro will make boundary adjustments with its next RTP update, scheduled for 2014.	Metro adjusted the MPA boundary as part of the 2014 RTP update.
Agreements and Contracts (23 CFR 450.314	None	The MPO and its partners are commended for having updated intergovernmental agreements for performing various planning activities. Metro, ODOT, TriMet, RTC, and SMART updated their intergovernmental agreements in 2008 and 2012; the agreements do not warrant any updates at this time.	The 2015-16 UPWP has one MOU update between RTC and Metro.
Unified Planning Work Program (23 CFR 450.308	None	The next UPWP should include tasks to address corrective actions and recommendations in this report. The status of previous work, planned work, budget and details of tangible products for each planning activity in Metro's UPWP serves as a model UPWP for other MPOs.	The 2015-16 UPWP includes a corrective actions and recommendations table with corresponding comments and actions taken.

Topic	Corrective Actions	Recommendations/Commendations	Actions Taken
Transportation Planning Process (23 CFR 450.318)	None	Metro is commended for its strong collaborative relationship with transit, local, and state agencies. Metro should continue to develop the mechanism for making safety objectives an operational part of the planning process. Metro has state-of-the-art modeling capabilities in both multi-modal travel forecasts and greenhouse gas (GHG) emissions.	Metro will continue to work on making safety objectives, an operational component of the planning process, through updating the plan's policy framework and performance targets. This emphasis will guide investment priorities.
Congestion Management Process (CMP) (23 CFR 450.316)		As outlined in the CMP, Metro should complete a system performance report. The next RTP update, scheduled for fall 2014, must clearly show the linkages between the outcomes of the CMP performance measures and projects and strategies selected in the RTP.	Metro is currently updating the Mobility Atlas version 2.0. Scheduled for completion in calendar year 2015. Several CMP performance measures are addressed in the 2014 RTP chapter 5 pgs 29-30. During RTP project solicitation process Metro provides guidance to jurisdictions and agencies regarding project priorities. This includes outcomes of the CMP performance measures.

Topic	Corrective Actions	Recommendations/Commendations	Actions Taken
Regional Transportation Plan (RTP) 23 CFR 450.322)	Next RTP update (June 2014) must include the disposition of all public comments. The next RTP should provide more clarity between the fiscally constrained system and 2035 investment strategy.	Metro is commended for the RTP that includes a unique concept of 24 "mobility corridors". The mobility corridor concept helps decision makers understand existing system conditions on major transportation networks, and identify needs to prioritize investments. The RTP include discussion of any funding deficit, that may arise, if a planned strategy to be pursued or implemented does not materialize, by an outline of the impacts to the plan and air quality conformity.	The 2014 RTP update addressed two corrective actions identified in the 2012 Federal certification review: A summary of all public comments received and how they were addressed is published in the plan's technical appendix. Metro produced a 2014 RTP Public Comment Report that includes the full text of every comment received. All RTP documents are available to download here: ftp://ftp.oregonmetro.gov/pub/tran/2014RTP/ In addition, Chapter 3 of the plan includes an updated discussion on the differences between the fiscally constrained system of investments and a larger system of investments recommended to meet statewide planning goals if additional revenues become available.

Topic	Corrective Actions	Recommendations/Commendations	Actions Taken
Metropolitan Transportation Improvement Plan (23 CFR 450.322)	The MTIP must include the disposition of all public comments. Document the formal public meeting conducted to invite public comments. The MTIP shall clearly identify estimated total project cost and YOE costs in the program table.	Metro's MTIP clearly lays out the policy framework, fiscal constraint by year, project prioritization process and its consideration of the congestion management process and amendment process.	The 2015-18 MTIP Appendix A.1, which acts as the public comment report for this MTIP, includes the Public Comment Summary and Responses as well as the stakeholder and community engagement process. The 2015-18 Appendix A.2 contains the text of comments received. Additionally, 2015-18 MTIP Appendix B.1 contains public comments and responses for the 2016-18 Regional Flexible Funds Allocation process, funds from which are reported by Metro in the 2015-18 MTIP. The 2015-18 MTIP is scheduled for adoption by the Metro Council July 31st 2014. The document will update the programming table labels and the description of the "estimated total project cost" to clearly articulate that the project cost estimates are provided in Year of Expenditure dollars (YOE $).
Financial Planning and Fiscal Constraint (23 CFR 450.322)	None	None	N/A

Topic	Corrective Actions	Recommendations/Commendations	Actions Taken
Public Outreach (23 CFR 450.316)	The Public Participation Plan (PPP) must be updated to fully meet all Federal planning requirements, including but not limited to the disposition of comments and an updated schedule, by December 31, 2013.	It is recommended that Metro include a prominent, easy-to-use link on the website for the public to submit comments and complaints. Metro should address how frequently the PPP will be updated. Metro should identify how the MPO coordinates with Tribes and public land agencies.	In November 2013, Metro updated its public engagement guidelines to ensure everyone has opportunities to learn about and participate in decision-making. The 2013 Public Engagement Guide documents Metro's updated practices for public engagement and consultation with government and community partners. In accordance with the Federal Highway Administration, 23 CFR 450.316(a), this guide serves as Metro's documented, "*process for providing citizens, affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with reasonable opportunities to be involved in the metropolitan transportation planning process.*" The draft Public Engagement Guide underwent a 45-day public comment period from August 12 to September 30, 2013.This engagement and comment period had the primary goal of engaging a diverse and representative group of stakeholders from across the region and gathering substantive public comment and feedback to help shape, inform and improve Metro's engagement policies.

Topic	Corrective Actions	Recommendations/Commendations	Actions Taken
Air Quality and Conformity (40 CFR 93)	None	Metro does a commendable job in completing air quality conformity findings.	N/A
Self-Certification (23 CFR 450.334)	None	Provide follow-up status of corrective actions and recommendations from the USDOT review in future self-certifications.	No corrective actions for most recent self-certification.
Title VI (23 CFR 200.9)	None	Metro needs to expand the discussion in the Title VI Plan to include how it will analyze impacts of its planning decisions on Environmental Justice populations. Metro is commended for its efforts to develop and implement procedures for addressing Limited English Proficiency in its planning activities (i.e., *"Vamonos"* project). Metro should provide easier online access to its Title VI Plan and complaint procedures. Metro's Title VI Plan should document data collection procedures used to capture public participation (by race, ethnicity) in order to measure Title VI program effectiveness.	Metro expanded Title VI discussion by conducting both a qualitative and quantitative civil rights assessment for the 2014 RTP and 2015-18 MTIP. This provided multiple opportunities on how planning decisions impact Environmental Justice populations. Metro redeveloped its website in 2014. This redevelopment includes easier access to the Title VI plan and complaint procedures. Metro gathers demographic and statistical data on race and ethnicity, minority groups, income level, language spoken, and sex of participants and beneficiaries of federally funded programs through census data, public opinion surveys and voluntary self-identification on questionnaires. These procedures are documented in the Title VI Program for Metro and accessible on the Metro website.

Topic	Corrective Actions	Recommendations/Commendations	Actions Taken
ITS and Management & Operations	None	The Regional TSMO Plan, adopted as a supporting document to the 2035 RTP, emphasizes the effective and efficient management of the transportation system, recognizes ITS investments, and has received programmatic allocation of MTIP funds. It is an excellent integration of M&O, ITS and CMP. The MPO should take a lead role in ensuring that ITS projects funded with Federal funds are compatible with Regional ITS architecture.	Metro is in the early stages of updating the Regional ITS Architecture and a Regional ITS Communications Master Plan. Both projects are scheduled for completion in calendar year 2015.

I. TRANSPORTATION PLANNING

Regional Transportation Planning

Description:

The Regional Transportation Planning program is responsible for maintaining and updating the Regional Transportation Plan (RTP). The RTP provides long-term policy direction that guides local and regional transportation planning, funding and implementation activities. The plan 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 includes policies and both short-range and long-range investments, strategies and actions that lead to the development of an integrated multimodal transportation system that facilitates the safe, reliable and efficient movement of people and goods.

The plan also addresses a broad range of regional planning objectives, including implementing the 2040 Growth Concept – the region's long-range growth management strategy – and advancing local and regional goals to support job creation and economic development, save businesses and households money, help people live healthier lives, protect our region's clean air and water, reduce greenhouse gas emissions, manage congestion and make the most of the investments we have already made in our transportation system.

Central to the RTP is an overall emphasis on outcomes, multi-modal system completeness, and measurable performance targets to monitor progress toward the region's desired outcomes and the plan's goals and objectives. Local transportation system plans (TSPs) in the region must conform to the RTP under provisions of the Oregon Transportation Planning Rule (TPR). The Regional Transportation Functional Plan (RTFP) and Urban Growth Management Functional Plan (UGMFP) direct local implementation of the RTP.

The RTP is maintained and updated regularly to ensure continued compliance with State and Federal regulations and address new policy issues and changes in land use, demographic, financial, travel and economic trends. The RTP was last updated in July 2014. The update was limited in scope, focusing on maintaining compliance with federal law and MAP-21, addressing corrective actions identified in the 2012 Federal Certification Review, extending the planning horizon to the year 2040, conducting an expanded environmental justice and Title VI assessment and incorporating system map and project list changes identified in local TSP updates, corridor refinement plans and other plans developed or adopted since 2010, such as the Regional Active Transportation Plan and Regional Transportation Safety Plan.

The next update to the plan will begin in the FY 2015-16 period. Stakeholder outreach, research, analysis and policy discussion to support development of a draft plan will occur in 2016 and 2017, with final adoption in 2018. The update will identify refinements to the plan's policies, performance targets, long-range financial assumptions, project lists and modal and topical plans and guides related to safety, freight, transportation system management and operations, regional travel options, transit and design.

The 2018 RTP update will address recommendations from the 2010 Regional Freight Plan, 2012 Regional Transportation Safety Plan, the 2013 Portland Region Westside Freight Access and Logistics Analysis, 2014 RTP update, the 2014 Regional Active Transportation Plan (ATP), the 2014 Climate Smart Strategy, the 2014 Economic Impacts of Congestion Study, Metro's Equity Strategy, TriMet's Service Enhancement Plans, and SMART's Master Plan and respond to federal MAP-21 goal areas and related performance measurement, target setting and reporting requirements and any recommendations or corrective actions identified in the 2016 Federal Certification Review. MAP-21 identifies seven national goal areas: safety, infrastructure condition, congestion reduction, system reliability, freight movement and economic vitality, environmental sustainability and reducing project delivery delays.

The update will also be coordinated with other related UPWP planning activities, including the Title Vi Environmental Justice, Regional Transit Plan, SMART Transit Master Plan, Regional Travel Options Program,

Regional Freight Program and related studies, Regional Mobility Program, Metropolitan Economic Atlas & Infrastructure Investment Action Plan, Designing Livable Streets and corridor refinement plan activities.

Objectives:

- Carry out work activities to maintain, implement, and update the RTP in cooperation and coordination with federal, state and local agencies and other transportation providers. (ONGOING)
- Continue to meet state and federal planning, air quality conformity and public participation requirements, and effectively begin implementation of the MAP-21 performance-based planning requirements to make data-driven decisions and use performance measures and targets to inform the development of investment priorities in the plan. (ONGOING)
- Continue to implement the 2040 Growth Concept and plans and visions that have been adopted by communities and the region, integrating land use and transportation to create healthy, resilient and equitable communities and a strong economy. (ONGOING)
- Implement a proactive public involvement process that supports early and continuing involvement of interested members of the public, transportation providers and affected groups in developing an updated RTP, providing complete information, timely public notice, and full public access to key decisions. (ONGOING)
- Meaningfully engage interested members of the public, transportation providers and other affected groups during development and adoption of the updated plan and air quality conformity determination, ensuring communication and engagement efforts are inclusive of historically underrepresented groups. (ONGOING)
- Develop a Regional Transit Plan and update the Regional Transportation Safety Plan, Regional Freight Plan, Regional Transportation System Management and Operations Plan, Regional Travel Options Strategic Plan and transportation design guides to inform the update of the RTP. (ONGOING)
- Collaborate with the Metro Research Center to identify and address data needs and improve tools for evaluating and monitoring transportation system performance in partnership with the Transportation Research and Education Center (TREC) and Portal at Portland State University, the Oregon Modeling Steering Committee (OMSC) and ODOT to support reporting related to MAP-21, Title VI and environmental justice, the region's Congestion Management Process (CMP), and GHG emissions from transportation. (ONGOING)

Previous Work:

- Adopted the Climate Smart Strategy and supporting implementation actions (e.g., Regional Framework Plan policy amendments, toolbox of possible actions and performance monitoring approach). The policy amendments adopted in the Climate Smart Strategy were also amended into the policy chapter of the RTP (Chapter 2). Development of the strategy was informed by extensive public engagement and analysis of the potential public health, economic, travel, equity and fiscal benefits and impacts of different policies and strategies. The strategy and supporting implementation actions will be further implemented through the 2018 RTP. (DECEMBER 2014)
- Adopted the 2014 RTP, updated the financial plan and financially constrained project list, air quality conformity determination and federal findings after a public comment period. The 2014 RTP update also addressed two corrective actions identified in the 2012 Federal certification review. A summary of all public comments received and how they were addressed is published in the plan's technical appendix. In addition, Chapter 3 of the plan includes an updated discussion on the differences between the fiscally constrained system of investments and a larger system of investments recommended to meet statewide planning goals if additional revenues become available. This practice will continue in future RTP updates. (JULY 2014)
- Developed and adopted the Environmental Justice and Title VI Assessment for the 2014 RTP and 2015-18 Metropolitan Transportation Improvement Program with recommendations for future refinements to be

addressed in the next RTP and MTIP updates. The assessment identified locations of communities of concern through a demographic analysis and included a regional-level disparate impacts and benefits and burdens analysis. (JULY 2014)

- Developed and adopted the first Regional Active Transportation Plan (ATP) and coordinated efforts to identify policy amendments related to the ATP for adoption in the 2014 RTP. The ATP identified recommendations related to transportation safety and design that will be further addressed in the 2018 RTP update. (JULY 2014)
- Developed the first Regional Transportation Safety Plan and coordinated efforts to identify and recommend short- and long-term actions related to planning, transportation design, data collection, and performance monitoring. The recommendations will be further refined and addressed as part of updating the Regional Transportation Strategy Plan during the 2018 RTP update. (MAY 2012)
- Maintained web page to provide access to information about the plan. Materials can be downloaded at www.oregonmetro.gov/rtp. (ONGOING)
- Provided ongoing elderly and disabled transportation planning support. (ONGOING)
- Held trainings and workshops and provided other technical assistance to support local government implementation of the RTP and ATP. (ONGOING)
- Reviewed local transportation system plan updates for consistency with RTP, Regional Transportation Functional Plan and transportation-related elements of the Urban Growth Management Functional Plan. (ONGOING)

Methodology:

Regional Transportation Plan (RTP): Begin major update to RTP to meet federal and state requirements. The update will begin in 2015 and conclude in the Fall 2018. The planning process will include outreach, research, analysis, and policy discussion that will result in adoption of an updated plan. The updated plan will be informed by a proactive public involvement process that supports early and continuing involvement of interested members of the public, transportation providers and affected groups, providing complete information, timely public notice, and full public access to key decisions.

The update will address actions and recommendations identified in the 2010 Regional Freight Plan, 2012 Regional Transportation Safety Plan, the 2014 RTP update, the 2014 Regional ATP, the 2014 Climate Smart Strategy, Metro's Equity Strategy, TriMet's Service Enhancement Plans, and respond to federal MAP-21 policy priorities and related performance measurement and reporting requirements and any recommendations or corrective actions identified in the 2016 Federal Certification Review.

A variety of UPWP subarea and modal planning activities will be undertaken throughout FY 2015-16 that will provide input to the 2018 RTP update. Related Metro-led UPWP activities include the Regional Transit Plan, Regional Freight Program, Metropolitan Economic Atlas & Infrastructure Investment Action Plan, Designing Livable Streets, Transportation System Management and Operations programs, Powell/Division Transit Corridor Plan and Southwest Corridor Plan. Related ODOT Region 1-led UPWP activities that will also inform the 2018 RTP update include Region 1 Interchange Atlas update, Facility Bottleneck and Solutions Feasibility Assessment, Performance Measures for State Highways in the Metro Area and Region 1 Active Transportation Needs Inventory. FY 2015-16 highlights include:

- **Scoping Activities**: Prepare a work plan and public participation plan to support a major update of the Regional Transportation Plan. Some RTP update work activities may require consultant assistance.
- **Develop data, methods and tools to advance the region's outcomes-based planning efforts:** Collect data, update methodologies and identify tools to better integrate safety, system reliability, equity, environmental justice, economic development, public health, and environmental objectives into the planning and evaluation process. This work will support the baseline assessment, MAP-21 target setting and a system-level analysis of investment priorities. This work will also include addressing

recommendations from the 2014 RTP update related to community engagement and the data and methodologies to be used to conduct a Title VI equity assessment for the 2018 RTP, 2019-2021 Regional Flexible Funds Allocation, and 2018-2021 Metropolitan Transportation Improvement Program.

- **Baseline/Existing Conditions Assessment**: Report on the key demographic, travel, economic development, fiscal and land use trends in the region to frame regional challenges and policy choices to be addressed in 2018 RTP update. This work will include documenting how the transportation system is performing today and engaging partners to update current and future transportation needs and possible solutions.

- **Regional Transportation Needs Assessment**: Use the Regional Mobility Corridor Atlas (developed by the Regional Mobility Program) with other background technical work and engagement activities to begin prepare a regional assessment of multi-modal gaps and deficiencies to inform a discussion of regional transportation needs and investment priorities.
- **MAP-21 Implementation and Target Setting:** Continue to participate in MAP-21 rulemaking activities and update existing RTP performance measures and targets to address federal rulemaking on MAP-21 goal areas, target setting, and performance reporting; the Climate Smart Strategy performance monitoring targets; and recommendations from Metro's Equity Strategy baseline framework and the 2014 RTP Environmental Justice and Title VI Assessment. This work will include significant coordination and collaboration with ODOT as the agency also sets statewide performance measures and targets to respond to MAP-21.
- **Climate Smart Strategy Implementation:** Begin to incorporate recommendations for increased investment in transit and transportation system management and operations programs and projects as part of refinements to policies and performance measures; identify approach and resources for updating regional parking policies and tools to better reflect the range of parking management approaches available for different development types; and conduct background work to transition from GreenSTEP, the strategic greenhouse gas emissions assessment tool used during the Climate Smart Strategy analysis, to MOVES, the EPA-approved air quality analysis tool, to conduct the greenhouse gas emissions analysis that will be completed for the 2018 RTP update.
- **Regional Transportation Safety Plan Update:** Begin work to update the Regional Transportation Safety Plan by reviewing ODOT's Strategic Highway Safety Plan, Transportation Safety Action Plan, All Roads Transportation Safety (ARTS) Program data and recommended counter measures, Region 1 Interchange Atlas update, Corridor and Origin-Destination Atlas, Performance Measures for State Highways in the Metro Area and Region 1 Active Transportation Needs Inventory, and the City of Portland's Vision Zero efforts and Clackamas County's 2012 Transportation Safety Action Plan. The review will inform the research and policy development tasks and system development and analysis related tasks in the 2018 RTP update. This work will include policy and data coordination and collaboration with ODOT as the agency sets statewide safety-related performance measures and targets to respond to MAP-21.
- **Regional Freight Plan Update:** Begin work to update the Regional Freight Plan by reviewing the 2010 Regional Freight Plan and related action plan recommendations and any freight-related studies completed since 2010 to inform the research and policy development tasks and system development and analysis tasks in the 2018 RTP update. An update to the Regional Freight Plan will be completed in coordination with the Regional Freight Program.

Tangible Products Expected in FY 2015-2016:

- Quarterly progress reports. (QUARTERLY)
- Public information on the RTP via Metro's website. (ONGOING)
- RTP **amendments**, if necessary (ONGOING)

- **MAP-21 rulemaking participation and implementation**, including the implementation of the performance-based planning framework, goal areas, target setting, and performance reporting through the 2018 RTP update and coordination and collaboration with federal and state agencies on statewide and regional target setting as directed by MAP-21. (ONGOING)
- **Work plan** for 2018 RTP. The work plan will include outreach, research, analysis, and policy development tasks. Some RTP update work activities may require consultant assistance. (FIRST QUARTER)
- **Public participation plan** that builds partnerships and addresses Title VI and environmental justice, and engagement of underserved communities, transportation providers and other affected groups. The public participation plan will outline how and where information about the project will be distributed and opportunities for input prior to key decision milestones. Some RTP update engagement activities may require consultant assistance. (FIRST QUARTER)
- **Reports, memoranda and other materials** documenting research, analysis and outreach activities conducted for the 2018 RTP update. (ONGOING)
- **Documentation of draft policy and performance target refinements** that will guide development and evaluation of a shared investment strategy of local, regional and state investment priorities. (FOURTH QUARTER)
- **Documentation of draft financial analysis** that estimates how much funding is expected to be available to implement the plan's priority transportation system investments, including operations, maintenance and preservation of the system as a whole. This includes accounting for revenues that are "reasonably anticipated to be available" from federal, state, regional, local, and private sources based on historic trends and potential new funding. (FOURTH QUARTER)

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
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 (MTAC)
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 of Portland and Port of Vancouver
Federal Highway Administration (FHWA)
Federal Transit Administration (FTA)
Environmental Protection Agency (EPA)
Oregon Transportation Commission (OTC)
Land Conservation and Development Commission (LCDC)
Department of Land Conservation and Development (DLCD)
Oregon Department of Environmental Quality (DEQ)
Oregon Health Authority
Other Oregon MPOs
Community groups and organizations involved in health, equity, environmental justice, economic development, business, climate change, land use and transportation issues and serving the needs of communities of concern, including communities of color, low-income persons, older adults, youth, people with disabilities, and persons with limited English proficiency
Organizations and advisory committees serving regional bicycle, pedestrian, freight, motor vehicle and transit needs
Interested 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	$2,110,058	11.965
*2012-13	$1,497,674	9.099
*2013-14	$698,555	3.98

**The total budget and FTE comparison for FY 2011-12 and FY 2012-13 includes both the Regional Transportation Planning and Climate Smart Communities work. These two projects have been split into separate narratives for the 2013-15 UPWP.*

FY 2014-15 Costs and Funding Sources:

Requirements:			**Resources:**		
Personal Services	$	335,957	PL	$	788,755
Interfund Transfers	$	491,422	Section 5303	$	253,298
Materials and Services	$	78,000	Metro	$	63,326
Contingency	$	200,000			
TOTAL	**$**	**1,105,379**	**TOTAL**	**$**	**1,105,379**
Full-Time Equivalent Staffing					
Regular Full-Time FTE		3.13			
TOTAL		**3.13**			

FY 2015-16 Costs and Funding Sources:

Requirements:			**Resources:**		
Personal Services	$	711,030	PL	$	680,270
Interfund Transfers	$	450,737	Section 5303	$	256,965
Materials and Services	$	31,200	5303	$	253,298
Contingency	$	100,000	Metro	$	102,434
TOTAL	**$**	**1,292,967**	**TOTAL**	**$**	**1,292,967**
Full-Time Equivalent Staffing					
Regular Full-Time FTE		6.0			
TOTAL		**6.0**			

Regional Transit Plan

Description:
Transit has a significant role in supporting the 2040 Growth Concept – the region's long-range strategy for managing growth. The 2040 Growth Concept calls for focusing future growth in the Portland Central City, regional and town centers, station communities, main streets, 2040 corridors and employment areas, and includes policies to connect the Portland Central City and regional centers together with high capacity transit, which can include light rail, bus rapid transit, commuter rail, or streetcar. The Regional Transportation Plan (RTP) expands this vision to include a connected network of regional and local transit service that is complemented by transit-supportive land uses, safe and convenient bike and pedestrian connections to transit, and other facilities, programs and services designed to make transit more convenient, frequent, accessible and affordable.

The Regional Transit Plan, formerly known as the Regional High Capacity Transit System Plan, will provide a coordinated vision of future transit for the region to support the 2040 Growth Concept, Climate Smart Strategy, and Regional Transportation Plan. The plan will include improvements to bus service as well as future investments in high capacity transit improvements. The Plan will also include an update to the System Expansion Policy that will provide local and regional partners with direction on how to move future projects forward. This work will be conducted as part of the 2018 Regional Transportation Plan update and will be closely coordinated with the Future of Transit vision being developed by TriMet through its Service Enhancement Plans and the update to Transit Master Plan by the South Metro Area Regional Transit (SMART) district.

Objectives:
- Implement the 2040 Growth Concept, Climate Smart Strategy and the RTP.
- Update RTP transit-related policies and performance measures to guide consideration of the effect of investments on transit performance and ability to support broader mobility, land use, urban form, and environmental and social equity objectives.
- Update the current Regional Transit Network Map and High Capacity Transit Map in the RTP to reflect a coordinated vision for future transit service in the region that includes high capacity transit and regional, local and community-based transit services.
- Recommend refinements and/or amendments to RTP transit-related policies, strategies and investments to support the coordinated vision for future transit service in the region.
- Recommend a coordinated strategy for future transit investments and identify potential partnerships, strategies and funding sources for implementation.

Previous Work:
- The Regional High Capacity Transit System Plan, adopted as a component of the RTP in 2010, identified the region's HCT corridor priorities in support of the 2040 Growth Concept and RTP. (AUGUST 2010)
- Developed and adopted the first Regional Active Transportation Plan to support improved bike and pedestrian access to transit and other community destinations. (July 2014)
- The Climate Smart Strategy, adopted in December 2014, identified increased capital and operational transit investments and supporting infrastructure as a key component of the region's strategy for reducing greenhouse gas emissions from light-duty vehicles. (DECEMBER 2014)

Methodology
The methodology includes stakeholder and public outreach, technical analysis and policy discussions that will be coordinated with other related UPWP planning activities, including the 2018 RTP update and SMART Transit Master Plan update, Metro's My Place in the Region and Regional Equity Strategy. Public outreach, including, but not limited to workshops, meetings in places where people gather (e.g., farmers markets), community meetings and web surveys will be conducted. An updated System Expansion Policy evaluation framework will be developed consistent with the RTP to guide how to move future projects forward. Approval of the Regional Transit Plan is by the Metro Council after consideration of public comments and recommendations from JPACT and MPAC, Metro's regional

policy advisory committees.

Schedule for Completing Activities:

- Approve Regional Transit Plan. (FALL 2016)
- Integrate appropriate Regional Transit Plan investments and strategies in draft 2018 RTP. (2016-2017)

Tangible Products Expected in FY 2015-16:

- Regional Transit Plan Work Plan (FIRST QUARTER)
- Draft refinements to RTP transit policy, performance measures and System Expansion Policy (SECOND AND THIRD QUARTERS)
- Reports documenting technical analysis and outreach activities. (ONGOING)
- Draft Regional Transit Plan (FOURTH QUARTER)

Entity/ies Responsible for Activity:
Metro - Lead Agency
TriMet – Cooperate/Collaborate
SMART – Cooperate/Collaborate

Other stakeholders - Consider/Collaborate

- Transportation Policy Alternatives Committee (TPAC)
- Joint Policy Advisory Committee on Transportation (JPACT)
- Metro Technical Advisory Committee (MTAC)
- Metro Policy Advisory Committee (MPAC)
- Federal Highway Administration (FHWA)
- Federal Transit Administration (FTA)
- Cities within Metro's boundaries
- Clackamas, Multnomah, Washington, and Clark Counties
- Oregon Department of Transportation (ODOT)
- Other neighboring transit districts, including C-TRAN
- Community groups and organizations involved in equity, environmental justice, economic development, business, climate change, land use and transportation issues and serving the needs of communities of concern, including communities of color, low-income persons, older adults, youth, people with disabilities, and persons with limited English proficiency.
- Citizens of the region

Funding History:
NA

FY 2015-16 Cost and Funding Sources:

Requirements:			**Resources:**		
Personal Services	$	39,446	PL	$	20,895
Interfund Transfers	$	23,682	STP	$	28,866
	$		Metro	$	13,367
TOTAL	**$**	**63,128**	**TOTAL**	**$**	**63,128**
Full-Time Equivalent Staffing					
Regular Full-Time FTE		0.275			
TOTAL		**0.275**			

Metropolitan Transportation Improvement Program

Description:
The Metropolitan Transportation Improvement Program (MTIP) is a critical tool for implementing monitoring progress of the Regional Transportation Plan (RTP) and 2040 Growth Concept. The MTIP programs and monitors funding for all regionally significant projects in the metropolitan area. Additionally, the program administers the allocation of urban Surface Transportation Program (STP), Congestion MitigatioNAir Quality (CMAQ) and Transportation Alternatives Program (TAP) 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. Funding for projects in the program are constrained by expected revenue as defined in the Financial Plan.

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 regulations. 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.

The UPWP budget includes contingency funding in anticipation of $25,000 of Metro general fund for scoping and early implementation of recommendations to improve data administration and reporting on transportation planning and investments. These funds are anticipated to be considered in the Metro budget process but are subject to Metro Council approval.

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

- 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: Adopt an updated policy for the 2018-21 MTIP and 2019-21 Regional Flexible Fund Allocation process and begin the project solicitation process for the allocation of 2019-21 regional flexible funds. The policy update may need to address any new requirements of expected federal rule making to implement MAP- 21 legislation. Additional policy and process updates may result from recommendations regarding the potential establishment of an Area Commission on Transportation (ACT) for the purposes of advising the Oregon Transportation Commission on transportation funding allocations administered by ODOT. (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 2014-15 fiscal year included:

- Adoption of the 2015-2018 MTIP.
- Coordination with ODOT, TriMet and SMART in the allocation and programming of funding to projects administered by those agencies.
- Completion of the 2014 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 seven 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 2015-16:

- Adoption of the 2018-21 MTIP Policy report.
- Publication of the 2019-21 regional flexible fund project solicitation packet.
- Amendments to current MTIP (ONGOING).
- 2014 Obligation Report (DECEMBER 2015).
- Completion of several project development plans (ONGOING).

Entities 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, including:

- 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)
- 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
2013-14	$560,466	3.26

FY 2014-15 Costs and Funding Sources:

Requirements:			**Resources:**		
Personal Services	$	376,569	PL	$	181,269
Interfund Transfers	$	175,849	STP	$	258,499
Materials & Services	$	63,000	Section 5303	$	174,249
		99,002	Metro	$	100,403
TOTAL	**$**	**714,420**	**TOTAL**	**$**	**714,420**
Full-Time Equivalent Staffing					
Regular Full-Time FTE		3.33			
TOTAL		**3.33**			

FY 2015-16 Costs and Funding Sources:

Requirements:			**Resources:**		
Personal Services	$	620,497	PL	$	409,710
Interfund Transfers	$	351,990	STP	$	262,304
Materials & Services	$	48,500	Section 5303	$	335,161
Contingency	$	100,000	Metro	$	113.812
TOTAL	**$**	**1,120,987**	**TOTAL**	**$**	**1,120,987**
Full-Time Equivalent Staffing					
Regular Full-Time FTE		5.375			
TOTAL		**5.375**			

Air Quality Program

Description:
The Air Quality Program ensures the Regional Transportation Plan (RTP) and the Metropolitan Transportation Improvement Program (MTIP) for the Portland metropolitan area address state and federal regulations and coordinates with other air quality initiatives in the region.

The state and federal component of the Air Quality Program is the Air Quality Conformity Determination (AQCD) which is a technical analysis to determine the air quality impacts of the RTP and MTIP. An AQCD determination is made during the update to each MTIP and RTP or when amendments to the MTIP or RTP warrant a re-evaluation of air quality impacts. The AQCD analysis requires special coordination with staff from Oregon Department of Environmental Quality (DEQ) and other regional, county, city and state agencies and is guided by rules set forth in the Portland Area Second 10-Year Maintenance Plan, which is a component of the State Implementation Plan (SIP). The SIP is overseen by DEQ and approved by the U.S. Environmental Protection Agency (EPA). The Portland Area Second 10-Year Maintenance Plan is set to expire in October 2017. When Metro seeks approval of an AQCD the review and approval process are done in consultation with DEQ and EPA, but joint approval is issued by the Federal Highway Administration and Federal Transit Administration.

In addition to the state and federal components, the Air Quality Program includes participation and partnerships on other regional initiatives.

Objectives:
- Continue to implement the provisions set forth by the Portland Area Second 10-Year Maintenance Plan SIP. (ONGOING)
- Serve and continue to coordinate inter-agency consultation on air quality conformity and related issues in the Portland metropolitan region. Conduct public outreach, produce conformity reports, and hold public hearings required as part of the conformity process. (ONGOING)
- Continue to maintain and implement emissions modeling tools for air quality analyses and transportation conformity demonstration purposes. Implement any new updates to emissions modeling tools as they emerge. (ONGOING)
- Ensure near and long-term transportation investments in the region, as identified in the MTIP and RTP, are consistent with Federal air quality rules and regulations. (ONGOING)
- Ensure amendments to near and long-term transportation investments, as identified in the MTIP and the RTP, are consistent with Federal air quality rules and regulations. (ONGOING)
- Consult, participate, and partner on activities as it relates to the implementation of the Portland Area Second 10-Year Maintenance Plan SIP and transportation conformity. (ONGOING)
- Consult, participate, and prepare, if necessary, any end of SIP or maintenance plan related closeout, per recently issued guidance from EPA.
- Participate and partner on air quality related activities which are beyond the scope of federal regulations and transportation conformity. (ONGOING)

Previous Work:
Work completed in the 2014-15 fiscal year included:

- Adoption of the Joint Air Quality Conformity Determination for the 2015-2018 MTIP and 2014 RTP by Metro Council.
- Approval of the Joint Air Quality Conformity Determination for the 2015-2018 MTIP and 2014 RTP by federal partners. (Forthcoming)

Methodology:

For federal transportation conformity, the AQCD is conducted through an extensive technical analysis where the methodology is reviewed and approved by local, regional, state, and federal partners through an interagency consultation process. The methodology review in interagency consultation includes technical tool selection, investment evaluation, as well as the schedule for technical tasks and public involvement for the AQCD. The AQCD also undergoes a significant public involvement process, which is consistent with Metro's public involvement plan.

For other regional air quality initiatives, participation, partnership, and disseminating information are main activities.

Tangible Products Expected in FY 2015-16:

- Implementation of updated emissions model (MOVES2014) (2015 or 2016)
- Consult, coordinate, and collaborate on air quality and transportation conformity related items with Oregon DEQ and local, regional, state, and federal partners. (ONGOING)
- If necessary, conduct transportation conformity and air quality analyses on MTIP and RTP amendments to ensure the amendments are consistent with federal air quality regulations. (AS NEEDED)

Entity/ies Responsible for Activity:

- Metro – Product Owner/Lead Agency
- Oregon State Department of Environmental Quality – Consult/Collaborate
- Transportation Policy Alternatives Committee (TPAC) – Consult/Collaborate
- Federal Highway Administration (FHWA)
- Federal Transit Administration (FTA)

Other Stakeholders:

- Local partner agencies and members of the public
- Joint Policy Advisory Committee on Transportation (JPACT)
- US Environmental Protection Agency (EPA)
- Southwest Washington Regional Transportation Commission (SWRTC)

Funding History:

NA

FY 2015-16 Costs and Funding Sources:

Requirements:			**Resources:**		
Personal Services	$	17,151	PL	$	27,450
Interfund Transfers	$	10,299			
	TOTAL $	**27,450**		**TOTAL $**	**27,450**
Full-Time Equivalent Staffing					
Regular Full-Time FTE		0.15			
	TOTAL	**0.15**			

Local Partnerships

Description:

State planning rules require city and county transportation system plans (TSPs) to be updated in tandem with periodic updates to the Regional Transportation Plan (RTP) to ensure consistency. Metro works with local governments to establish a compliance timeline for these local plan updates, with most jurisdictions required to complete local planning within three years of adoption of an updated RTP. While state planning grants fund some of the local work, the compliance timeline is developed in recognition of the fact that most jurisdictions do not receive state funding to complete this work.

To support these local TSP activities, Metro planning staff liaisons are assigned to each of the 25 cities and three counties in the region. In this capacity, Metro staff assists local jurisdictions in reviewing state and regional planning requirements, and participate on local technical committees to help ensure local transportation planning efforts meet state and regional requirements for TSPs.

The current RTP was adopted in July 2014, triggering another round of local transportation system plan updates. In FY 2015-16, Metro staff will continue working with local jurisdictions to ensure that local TSPs are once again updated for consistency with the regional plans. The UPWP budget includes contingency funding in anticipation of this local implementation work, but also acknowledging the current uncertainty surrounding MPO funding in Oregon at this time. As part of the 2015-16 Metro budget and UPWP, these contingency funds will be more specifically programmed as either FTE or personal services funding dedicated to the RTP implementation, depending on the stability and levels of funding expected from federal planning grants at that time.

Objectives:

- Provide technical support to cities and counties as TSPs are updated for compliance with the RTP
- Comment on the accuracy of land use decisions such as code amendments, for local jurisdictions.

Previous Work:

- 2014 Regional Transportation Plan adopted (not funded as part of this project)
- Local TSP compliance schedule for 2014 RTP
- TSP exemptions negotiated (2014)
- Metro staff serve on technical committees and provide comments on draft TSPs
- RTP workshops related to local implementation of the regional plan through TSPs
- RTP implementation resources/tools on Metro website

Methodology:

Local TSP Compliance Schedule: Developed as part of RTP updates a

Local TSP Liaisons: Continue current partnership with local governments to support local TSP consistency with the RTP

Workshops and Technical Support: Develop and execute periodic training workshops for local TSP staff and consultants; continue to maintain updated tools on Metro website in support of local TSP implementation

Tangible Products Expected in FY 2015-16:

- Quarterly progress reports (QUARTERLY)
- Metro staff liaison assignments (FIRST QUARTER)
- Metro staff liaisons attend county coordinating and City of Portland transportation meetings (ONGOING)
- Metro staff liaisons participate on TSP advisory committees (ONGOING)
- Public information on local implementation of the RTP on Metro website (ONGOING)
- Published materials supporting local TSP updates (ONGOING)
- Periodic training opportunity to support local TSP updates (ONGOING)
- Metro staff liaison internal information updates (ONGOING)
- Metro staff comments on TSP updates (AS WARRANTED)
- Metro letter confirming compliance (ACCORDING TO TSP SCHEDULE)

Entities Responsible for Activity:

Metro –Lead Agency
Oregon Department of Transportation – Cooperate/Collaborate
Department of Land Conservation and Development (DLCD) – Cooperate/Collaborate Cities and counties in the Metro region – Cooperate/Collaborate

Schedule for Completing Activities:

Local implementation of the RTP is an ongoing program. Deadlines for TSP completion are identified in the RTP. Local governments with TSP updates scheduled for 2015-16 are Fairview, Gladstone, Happy Valley, Hillsboro, West Linn, Portland and Wood Village.

Funding History:

Fiscal Year	Total Budget	FTE Comparison
2011-12	$150,000	NA
2012-13	$150,000	NA
2013-14	local Implementation was previously funded as part of the RTP general budget	NA

FY 2014-15 Costs and Funding Sources:

Requirements:			**Resources:**		
Personal Services	$	100,774	PL	$	174,163
Interfund Transfers	$	48,389	Metro	$	75,000
Contingency	$				
TOTAL	**$**	**149,163**	**TOTAL**	**$**	**149,163**
Full-Time Equivalent Staffing					
Regular Full-Time FTE		0.95			
TOTAL		**0.95**			

FY 2014-15 Costs and Funding Sources:

Requirements:			**Resources:**		
Personal Services	$	167,080	PL	$	117,990
Interfund Transfers	$	100,331	Metro	$	149,421
TOTAL	**$**	**267,411**	**TOTAL**	**$**	**267,411**
Full-Time Equivalent					
Regular Full-Time FTE		1.71			
TOTAL		**1.71**			

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:

- Created an internal language assistance guide to help staff take advantage of resources to provide access for people who do not speak English well.
- 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.
- Created a language hub on the Metro website to communicate services and civil rights in 13 non-English languages.
- Submitted a Title VI Compliance Report covering 12 months of activity through June 30, 2013 to the Oregon Department of Transportation on Aug. 30, 2013, to comply with Federal Highway Administration civil rights reporting requirements.
- Submitted a Title VI Compliance Report covering 12 months of activity through June 30, 2014 to the Oregon Department of Transportation on Aug. 30, 2014, 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 environmental justice 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.
- Updated agency's civil rights web page, www.oregonmetro.gov/civilrights with federal compliance related reports.
- Conducted focus group for Climate Smart Communities project engaging environmental justice advocates and leaders to discuss and develop methods of evaluating benefits and burdens on low income populations and communities of color.
- Used email and Metro News posts to keep environmental justice stakeholders informed of Regional Transportation Plan update and Metropolitan Transportation Improvement Program comment period and decision-making milestones; called a meeting with environmental justice advocates to discuss and develop

methods for a Civil Rights Assessment for the RTP and MTIP; opened a comment period for the results of the RTP and MTIP Civil Rights Assessment.

- Completed Title VI/EJ/LEP demographic analysis for Division/Powell corridor.
- Completed *Metro Advisory Committees Baseline Demographic Survey Report*, June 2014, which identifies the current volunteered demographic makeup of Metro's advisory committees.

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 2014-2015:

- Submit a Title VI Compliance Report covering 12 months of activity through June 30, 2014 to the Oregon Department of Transportation, to comply with Federal Highway Administration civil rights reporting requirements. (First Quarter 2014-15; complete Aug. 30, 2014)
- LEP Plan implementation: complete all tasks identified in the LEP Plan through June 2015 including action items like convening non-English language focus groups to engage and determine the needs of people who do not speak English well. (Ongoing)
- Annually update staff language resource list to provide in-house translation services as needed for multiple languages. (Ongoing)
- Coordinate with the development of the Metro Equity Strategy. (Ongoing)
- Continue with Diversity Action Plan efforts such as analysis of recruitment data to identify if any barriers to hiring or committee recruitment and retention exist for a particular group and develop tools to address as necessary and share learned best practices with community partners. (Ongoing)
-

Tangible Products Expected in FY 2015-2016:

- Submit a Title VI Compliance Report covering 12 months of activity through June 30, 2015 to the Oregon Department of Transportation, to comply with Federal Highway Administration civil rights reporting requirements. (First Quarter 2014-15)
- 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 2016 including action items like updating the agency's (Department of Justice) Four-Factor Analysis and Limited English Proficiency Plan. (Throughout 2015-16)
- Update corridor-specific (Department of Justice) Four-Factor Analysis using 2014 American Community Survey and public schools data for Southwest Corridor Plan and Powell-Division Transit and Development Project in anticipation of further NEPA analysis in FY 2015-16 forward.
- Work with local jurisdictions and environmental justice leaders to update methodology for future benefits, burdens and disparate impact analyses for Regional Transportation Plan updates and future Metropolitan Transportation Improvement Programs to inform decision-makers and identify any need to avoid, minimize or mitigate impacts to communities of concern prior to final adoption. (Throughout 2015-16)
- Work with environmental justice leaders and communities of concern to assess transportation needs that might be addressed through policy updates in the 2018 Regional Transportation Plan. (Ongoing)
- Work with local jurisdictions to clarify and create resources and guidelines to help local jurisdictions comply with Title VI and the Executive Order on Environmental Justice when updating and implementing their Transportation System Plans.
- Conduct specific engagement to populations of color, limited English proficiency populations and low-income populations for corridor projects (Southwest Corridor Plan, Powell-Division Transit and Development Project). (Ongoing)
- Coordinate with the development and implementation of the Metro Equity Strategy. (Ongoing; the Equity Strategy is scheduled for Metro Council approval Second Quarter 2015-16)
- Continue with Diversity Action Plan efforts such as implementing a tool that enables Metro to effectively coordinate outreach to key community stakeholders in diverse communities, including contacts made through Human resources, Procurement and Communications efforts. (Third Quarter 2015-16 and 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
2013-14	$122,644	0.50

FY 2014-15 Costs and Funding Sources:

Requirements:			**Resources:**		
Personal Services	$	40,627	Metro	$	50,191
Interfund Transfers	$	9,564			
	TOTAL $	**50,191**		**TOTAL $**	**50,191**
Full-Time Equivalent Staffing					
Regular Full-Time FTE		0.41			
	TOTAL	**0.41**			

FY 2015-16 Costs and Funding Sources:

Requirements:			**Resources:**		
Personal Services	$	85,927	PL	$	81,553
Interfund Transfers	$	29,942	Metro	$	34,316
	TOTAL $	**115,869**		**TOTAL $**	**115,869**
Full-Time Equivalent Staffing					
Regular Full-Time FTE		0.7			
	TOTAL	**0.7**			

Designing Livable Streets

Description:

Metro's "Designing Livable Streets" was established to provide a set of tools for achieving regional livability goals, including safety and health, and to encourage local jurisdictions to design streets that better support the 2040 Growth Concept. The program started with the release of the *Creating Livable Streets* handbook in 1997. Since then the program has grown to include a suite of handbooks: *Green Streets, Trees for Green Streets, Green Trails: Guidelines for Environmentally Friendly Trails,* and *Wildlife Crossings: Providing safe passage for urban wildlife*. The Designing Livable Streets implements Regional Transportation Plan (RTP) design policies for regional transportation facilities and includes ongoing involvement in local transportation project conception, funding, and design. Metro's Regional Transportation Functional Plan (RTFP), the implementing plan of the RTP, specifies that city and county street design regulations shall allow implementation of the recommended designs. Additionally, transportation projects funded with federal Regional Flexible Funds must follow the design guidelines. This program also addresses Federal context-sensitive design solutions initiatives and MAP-21 requirements to develop mitigation strategies to address impacts of the transportation projects.

Other program elements include providing technical assistance to cities and counties as transportation projects are developed and providing workshops, forums and tours to increase understanding and utilization of best practices in transportation design.

The handbooks were last updated in 2002 (with the exception of the *Wildlife Crossings*, which was completed in 2009) and content needs to be updated to reflect the state of the practice in transportation and incorporate missing topics, including designing for safety, relationship of transportation design to public and environmental health, providing for effective freight and goods movements in multi-modal environments, trail design, cycletracks and other protected bikeways and bicycle and transit interaction. These themes will be reflected in a comprehensive update to the published documents planned for FY 2014-15. At the same time, different formats and methods for sharing the information (e.g. digital, design workshops) need to be considered. The update will be coordinated with other related UPWP planning activities, including the Regional Transportation Plan, Regional Transit Plan, Regional Travel Options Program, Regional Freight Program, Regional Mobility Program, Metropolitan Economic Atlas & Infrastructure Investment Action Plan, and corridor refinement plan activities.

Working with experts within Metro and partners across the region, an update of the program will determine how Metro can continue to best serve cities, counties and residents working to develop livable and complete streets in the region.

Objectives:

- Cities, counties and agencies have most up-to-date state of the practice guidance in transportation design to facilitate implementing transportation projects that achieve desired goals and outcomes, including balancing all transportation modes and freight for functioning complete streets and that protect the environment.
- Support context sensitive design and best practices in transportation projects by developing and updating design guide handbooks as needed.
- Increase knowledge, understanding and acceptance of best practices and context sensitive design, through a variety of formats including: handbooks; website with tools and resources; visual library of best practices; forums, workshops and tours.
- Provide more detail on and implement regional street-design policy and recommendations in the *Regional Transportation Safety Plan* (May 2012).
- Support integration of design guidance of the *Regional Active Transportation Plan* (July 2014)into local transportation system plans and implementation in projects.
- Integrate design recommendations of the *Freight and Goods Movement Plan: Truck and Street Design Recommendations Technical Report* (May 2007) into the handbooks and support implementation of the *2035 Regional Freight Plan*.
- Participate in local project development and design activities, including technical advisory committees,

design workshops and charrettes, as well as formal comment on proposed projects.

- Ensure that local plans and design codes adequately accommodate regional design objectives through the local Transportation System Plan (TSP) review process.
- Provide leadership in the professional engineering and planning community on innovative designs and the transportation/land use connection through the handbooks.
- Develop shared strategies with partner agencies and structure the process to increase awareness and use result in on-the-ground projects that reflect innovative design that work for all users.
- Inspire and educate with imagery and visualizations, and represent the unique areas of the region and the different needs of communities. Create an understanding of beneficial outcomes that can occur with best practices.
- Project activities and work products inform and support the update of plans and projects, including the *2018 Regional Transportation Plan, Regional Transit Plan, Regional Travel Options Program, Regional Freight Program, Regional Mobility Program, Metropolitan Economic Atlas & Infrastructure Investment Action Plan,* and corridor refinement plan activities.

Previous Work:

- First handbook, *Creating Livable Streets*, was published in 1997, and updated in 2002. All handbooks in the Program are provided to partner agencies and residents to the region free of charge and are available for sale to interested parties.
- *Green Streets: Innovative Solutions for Stormwater and Stream Crossings* and *Trees for Green Streets* handbooks, published in 2002, serve as companion publications to *Creating Livable Streets*. The handbooks take a watershed-based approach to transportation planning by providing methodologies and design solutions to minimize the negative impacts of stormwater runoff caused by the impervious surfaces of streets. The handbooks were developed as new technologies were emerging; an update will capture state of the art practice.
- In early 2007, Metro added engineering staff to enhance technical outreach and advocacy for the program.
- In FY 2007-08, staff worked with the Regional Freight Technical Advisory Committee to develop recommended changes and additions to the *Creating Livable Streets* handbook to better accommodate freight movement in urban street design standards. Recommendations will be incorporated into the next update of the handbook.
- In May 2007 Metro completed the *Freight and Goods Movement Plan: Truck and Street Design Recommendations Technical Report*, providing design recommendation that will be addressed in the FY2015-16 update of the handbooks.
- In FY 2008-09, *Wildlife Crossings* handbook was published. This is an emerging program element that seeks to minimize the impacts of roadway projects on wildlife populations and helps implement Title 13 of Metro Code, which builds upon the Title 3 regional standards for water quality and erosion control and upon local provisions for habitat under city and county comprehensive plans. Wildlife crossings that are designed to protect habitat by restoring or maintaining habitat connectivity may help satisfy Title 13 policy requirements.
- In May 2012 Metro completed the *Regional Transportation Safety Plan* which provides recommendations for addressing unsafe roadways for all modes of travel. The Creating Livable Streets Program provides tools to help implement the recommendations.
- In 2014, the *Regional Active Transportation Plan* was adopted and provides high-level design guidance for regional bicycle, pedestrian and trail facilities and will be referred to in the update of the handbooks.
- In 2014, co-hosted a Transportation and Land Use Forum with DLCD with three nationally recognized transportation engineers. Sponsored the 2014 Oregon Active Transportation Summit which featured sessions on design, including day-long trainings of the NACTO Bikeway and Urban Street Design Guides.

Methodology:

Metro has traditionally participated in local project-development activities for regionally funded transportation projects. During FY 2015-16, the Designing Livable Streets will continue to focus those activities on projects that directly relate to implementation of Region 2040 land use components, including active transportation, main street, freight, transit and other projects funded through the Metropolitan Transportation Improvement Program (MTIP).

Updates to the handbooks and additional activities in FY 2015-16 will be managed by Metro but guided by the input of stakeholders. Metro will utilize surveys, interviews, and scans of other programs to provide information on how well the Program is serving the region, and identify gaps and opportunities, and to provide information on state of the practice to inform update of handbook content. This information will be utilized to refine and expand the initial work scope.

Metro staff in regional transportation planning will work cross departmentally within Metro, specifically for elements relating to freight, transit, trails, stormwater/green streets, trees for green streets and wildlife crossings. In addition to the activities described above, the Program will provide opportunities for partners in the region to learn more about new approaches with on-the ground workshops and forums.

Program activities will be coordinated with the update of the *2018 Regional Transportation Plan* to most effectively provide resources for implementing the RTP, the adopted *Climate Smart Communities Strategy* and recommendations in the 2007 *METRO Freight and Goods Movement Plan: Truck and Street Design Recommendations Technical Report, 2012 Regional Transportation Safety Plan*, and the *2014 Regional Active Transportation Plan*. The project will be coordinated in collaboration with ODOT and TriMet. Opportunities to coordinate and collaborate with stakeholders, such as those listed in the stakeholders section will be actively sought out in order to more effectively increase understanding, awareness and acceptance of Livable Streets and to develop a Program and work products that are useable and effective.

To update the *Creating Livable Streets, Green Streets, and Trees for Green Streets* handbooks and to develop a new handbook on Regional Trail Design, Metro staff will work with experts within Metro, with a consultant team and with peer workgroups, to review and revise content for design guidance. The update will incorporate recommendations from the *Metro Freight and Goods Movement Plan: Truck and Street Design Recommendations Technical Report* (May 2007) on designs that balance freight needs with pedestrians and other transportation modes; expand on and incorporate recommendations from the *Regional Transportation Safety Plan* (May 2012) for designs that are safer for all modes; and incorporate design guidance recommendations from the *Regional Active Transportation Plan* (July 2014) for designs for regional pedestrian and bicycle routes. Additionally, national and international design guides and approaches will be consulted and considered for incorporation.

Building on suggestions, requests for changes and extensive recommendations in regional freight, transit, trail, safety and active transportation, and transportation system plans, Metro will also seek input early on from a variety of stakeholders to frame the project. Metro will seek expert peer review of the handbook revisions and program design.

Two standing Metro committees will also serve in an important coordination role, given their geographic and agency-representative makeup. The Transportation Policy Alternatives Committee (TPAC) serves as the region's formal technical advisory body on transportation issues. TPAC will be presented with regular updates on the progress of the study, and have opportunities to review the technical work on the project. The Joint Policy Advisory Committee on Transportation (JPACT) and citizen-elected Metro Council will serve as the approval bodies for Regional Transportation Plan and Regional Transportation Functional Plan amendments that result from the handbook updates.

Tangible Products Expected in FY 2015-16:

- Work scope for program update (FIRST QUARTER)
- Communication Plan for update of program (FIRST QUARTER)
- Summary of survey(s), interviews and scans (FIRST QUARTER)
- RFP for project consultant activities (SECOND QUARTER)
- Workshop(s) and/or best practice tour(s) and regional forum (OVER COURSE OF PROJECT)
- Case studies of best practices in the region, what is working and what is not, and examples of what has changed with better design (THIRD QUARTER)
- Personal stories to understand how design impacts the daily lives of people living in our region (THIRD

QUARTER)

- Concept plan for webpage, tools, technical assistance and resources (FOURTH QUARTER)
- Photographic library of examples of livable streets and communities in the region (FOURTH QUARTER)
- Schematics and visualizations of regional transportation concepts, such as Bicycle Parkways, in a variety of contexts, including dense urban, neighborhood, town center, suburban, transit hub (FOURTH QUARTER)
- Updated handbook renderings and street cross sections (FY16-17)
- Updated Program webpage with technical assistance tools and resources, expanded over time (FY 16-17)
- Updated *Creating Livable Streets* handbook (FY 16-17)
- Updated Green Streets handbook (FY 16-17)
- Updated Trees for Green Streets handbook (FY 16-17)
- New handbook on Regional Trail Design (FY 16-17)

Entities Responsible for Activity:

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

Other stakeholders - Collaborate:
Cities and counties in the region
City/county departments of transportation, health, & environment
Joint Policy Advisory Committee on Transportation (JPACT)
Transportation Policy Alternatives Committee (TPAC)
Metro Policy Advisory Committee (MPAC)
Metro Technical Advisory Committee (MTAC)
South Metro Area Regional Transit (SMART)
Port of Portland
Portland Freight, Bicycle and Pedestrian Committees
City and county bicycle, pedestrian and transportation committees
The Intertwine Alliance
Federal Highway Administration (FHWA)
Federal Transit Administration (FTA)
Department of Land Conservation and Development (DLCD)
US Fish and Wildlife Service
National Marine Fisheries Services
Community groups and organizations involved in transportation, health, environmental stewardship and water quality, including: Bicycle Transportation Alliance, Oregon Walks, Coalition for a Livable Future, National Safe Routes to School Partnership, Audubon Society, 1,000 Friends of Oregon,
Consultants/professionals working in fields related to the program

Schedule for Completing Activities:

Update of the handbooks and related activities are planned to be completed within 18-24 months.

Funding History:

Fiscal Year	Total Budget	FTE Comparison
2011-12	$110,450	NA
2012-13	$110,450	NA
2013-14	Local Implementation was previously funded as part of the RTP general budget.	NA

FY 2014-15 Costs and Funding Sources:

Requirements:			**Resources:**		
Personal Services	$	142,539	PL	$	29,683
Interfund Transfers	$	68,443	Metro	$	304,898
Materials & Services	$	23,600			
TOTAL	**$**	**234,581**	**TOTAL**	**$**	**234,581**
Full-Time Equivalent Staffing					
Regular Full-Time FTE		1.1			
TOTAL		**1.1**			

FY 2015-16 Costs and Funding Sources:

Requirements:			**Resources:**		
Personal Services	$	57,853	FY10 Guidebook STP	$	219,898
Interfund Transfers	$	34,740	Metro	$	115,893
Materials & Services	$	243,198			
TOTAL	**$**	**335,791**	**TOTAL**	**$**	**335,791**
Full-Time Equivalent Staffing					
Regular Full-Time FTE		0.4			
TOTAL		**0.4**			

Public Involvement

Description:

Metro is committed to transparency and access to decisions, services and information for everyone throughout the region. Metro strives to be responsive to the people of the region, provide clear and concise informational materials and address the ideas and concerns raised by the community. Public engagement activities for decision-making processes are documented and given full consideration.

Objectives:

- Promote participation, based on citizen involvement opportunities, of individuals and of community, business and special interest groups. (ONGOING)
- Provide communications to encourage citizen participation in Metro processes that are understandable, timely and broadly distributed. (ONGOING)
- Provide citizens with an opportunity to be involved early in the process of policy development, planning and projects. (ONGOING)
- Comply with federal and state laws, regulations and guidance regarding public participation and notice of comment opportunities in transportation and land use decisions. (ONGOING)

Previous Work:

- ensure that Metro's public involvement is effective, reaches diverse audiences and harnesses emerging best practices.
- Conducted public engagement on the draft recommendation for the Climate Smart Communities Scenarios Project as documented in the *Climate Smart Communities Scenarios Project public comment report*, December 2014.
- Conducted public engagement for the development of investment strategies for the Southwest Corridor Plan, documented in the *Southwest Corridor Plan Shape Southwest public involvement report*, January 2013.
- Conducted public engagement for Southwest Corridor Plan phase I recommendation, documented in the *Southwest Corridor Plan draft recommendation public involvement report*, July 2013.
- Conducted public engagement for the East Metro Connections Plan, summarized in the *Overview of EMCP public outreach*, June 2012.
- Conducted stakeholder outreach for final approval of regional flexible funding projects, documented in the *2016-2018 Regional Flexible Fund public comment report*, July 2013.
- Submitted an updated and Metro Council adopted *Metro Public Engagement Guide*, November 2013 (formerly the Public Involvement Policy for Transportation Planning) to Federal Highway Administration and Federal Transit Administration in compliance with 23 CFR 450.316(a) and FTA C 4702.1B.
- Conducted an online survey of public involvement through Metro's online panel, Opt In, currently made up of more than 18,000 members as part of the annual agency public involvement report as documented in the *Metro public engagement annual report*, November 2013
- Conducted public engagement for the 2014 Regional Transportation Plan, documented in the *2014 Regional Transportation Plan public comment repor*t, June 2014.
- Conducted public engagement for the 2014 Regional Active Transportation Plan, documented in the *2014 Regional Active Transportation Plan public comment repor*t, June 2014.
- Conducted public engagement for the 2015-18 Metropolitan Transportation Improvement Program, documented in *2015-18 Metropolitan Transportation Improvement Program, Appendix A: Public Comment Summary and Responses public comment report*, December 2014.
- Conducted public engagement for the purpose and need statement for the refinement phase of the Southwest Corridor Plan, as documented in the *Southwest Corridor Plan survey summary: draft purpose and need for the refinement phase*, January 2014)

Methodology:

Metro' public involvement practices follow the agency's Public Engagement Guide (formerly the Public Involvement Policy for Transportation Planning) which reflects changes in the most recent federal transportation authorization act, Moving Ahead for Progress in the 21st Century Act (MAP-21). Metro's public involvement policies establish consistent procedures to ensure all people have reasonable opportunities to be engaged in planning and policy process. Procedures include outreach to communities underserved by transportation projects, public notices and opportunities for comment. The policies also include nondiscrimination standards that Metro, its subcontractors and all local governments must meet when developing or implementing projects that receive funding through Metro. When appropriate, Metro follows specific federal and state direction, such as those associated with the National Environmental Policy Act and Oregon Department of Land Conservation and Development rules, on engagement and notice and comment practices.

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. 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.

Tangible Products Expected in FY 2014-2015:

- Convene the first annual community summit, seeking input from the public to help shape public involvement processes. (Third Quarter 2014-15; annual event)
- Publish annual public involvement report for Metro, reviewing and evaluating public involvement processes across the agency. (Third Quarter 2014-15; annual activity)
- Begin development of public involvement performance measure (Fourth Quarter 2014-15)
- Continue to engage the public in the Southwest Corridor through development of a locally preferred alternative decision for a transit project and other project implementation. (Ongoing)
- Continue to engage the public in the Powell-Division corridor through initiation of a transit project (NEPA) and other project implementation. (Ongoing)
- Initiate stakeholder outreach on an update to the Regional Transit System Plan as part of the 2018 Regional Transportation Plan update. (Ongoing)
- Conduct engagement and public comment period to update Metropolitan Transportation Improvement Program (Fourth Quarter 2014-15)

Tangible Products Expected in FY 2015-2016:

- Convene the annual community summit, seeking input from the public to help shape public involvement processes. (Annual event)
- Conduct an online survey of public involvement through Metro's online panel, Opt In, currently made up of more than 18,000 members as part of the annual agency public involvement report. (Annual activity)
- Produce the annual public involvement report for Metro, reviewing and evaluating public involvement processes across the agency. (Annual activity)
- Implement and refine public involvement performance measures (Ongoing)
- Continue to engage the public in the Southwest Corridor through development of a locally preferred alternative decision for a transit project and other project implementation. (Ongoing)
- Continue to engage the public in the Powell-Division corridor through initiation of a transit project (NEPA) and other project implementation. (Ongoing)
- Continue outreach and conduct public comment period on an update to the Regional High Capacity Transit System Plan as part of the 2018 Regional Transportation Plan update. (Throughout 2015-16)
- Initiate stakeholder and public outreach on an update to the policies and project solicitation process for the 2018 Regional Transportation Plan. (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:
NA

Transportation System Management and Operations - 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 2013-14 and 14-15, the Regional Mobility Program:

- Administered TSMO projects sub-allocated in the 2012-15 MTIP. Transitioned project staff and project management in 2014.
- Coordinated sub-allocation process for 2016-18 MTIP funds for TSMO.
- Continued the Congestion Management Process (CMP) including development of the Regional Mobility Corridor Atlas version 2.0 focusing on creation of new maps and info graphics including safety (crash) data and demographics.
- Launched update of Regional ITS Architecture and Communications Master Plan.
- Coordinated and participated in monthly TransPort meetings.
- Coordinated TSMO-related professional development and training opportunities.
- Participated in project coordination meetings for the Bi-State Travel Time Signage project.
- Participated at federal level: SHRP2 Travel Time Reliability Panel (March 2014), NCHRP 20-07 research panel and Transportation Research Board (2014), AMPO (2013) and submitted grant application for FHWA ICM Deployment Planning grant. Shared knowledge throughout state, for example at Oregon Public Transportation Conference (2013) and Northwest Transportation Conference (2014).

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.

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 enhance Portal, a regional archived data user service managed by Portland State University, 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 2015-16:

- Manage projects funded with FY2016-2018 MTIP to advance priority projects as identified in the 2010 Regional TSMO Plan (ONGOING)
- Provide strategic and collaborative program management including coordination of activities for TransPort and regional TSMO-related forums.
- 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)
- Begin to scope project to upgrade or replace the Regional Signal System and form partnerships. (ONGOING)
- Begin scoping TSMO Plan Update by exploring prioritized topics such as equity, safety, transit signal priority and asset management. (ONGOING)
- Regional ITS Architecture Update (See UPWP narrative)
- ITS Communications Master Plan (See UPWP narrative)
- Support Congestion Management Process including the Regional Mobility Corridor Atlas Update (2014-15) (ONGOING)

Entities Responsible for TSMO Activity:

Policymaking
Metro Council

Cooperation, Collaboration & Grant Recipients
Metro (Lead Agency)

Joint Policy Advisory Committee on Transportation (JPACT)
Transportation Policy Alternatives Committee (TPAC)

TransPort and subcommittees (includes Portal Technical Advisory Committee, Transportation Incident Management Team (likely forming in 2015))

Transportation Research and Education Center (TREC)/ Portland State University Federal Highway Administration (FHWA) Federal Transit Administration (FTA)
Oregon Department of Transportation (ODOT) TriMet, Port of Portland

Counties of Clackamas, Multnomah & Washington
Cities of Beaverton, Gresham, Hillsboro, Portland, Lake Oswego, Tigard, Wilsonville
SW Regional Transportation Council, C-TRAN
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
2013-14	69,963	1.49

FY 2014-15 Costs and Funding Sources:

Requirements:			**Resources:**		
Personal Services	$	190,385	PL	$	106,894
Interfund Transfers	$	91,419	STP	$	48,005
			TSMO STP	$	60,000
			Metro	$	66,906
TOTAL	**$**	**281,805**	**TOTAL**	**$**	**281,805**
Full-Time Equivalent Staffing					
Regular Full-Time FTE		1.55			
TOTAL		**1.55**			

FY 2015-16 Costs and Funding Sources:

Requirements:			**Resources:**		
Personal Services	$	122,889	STP	$	72,601
Interfund Transfers	$	73,749	TSMO STP	$	112,288
Materials and Services	$	2,500	Metro	$	14,294
TOTAL	**$**	**199,183**	**TOTAL**	**$**	**199,183**
Full-Time Equivalent Staffing					
Regular Full-Time FTE		0.9			
TOTAL		**0.9**			

Transportation System Management and Operations Program - Regional Travel Options (RTO)

Description:

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

Objectives:

- Implement 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. Lead development of regional marketing initiatives. Facilitate Portland-region implementation of ODOT transportation options marketing initiatives. (ONGOING)
- Administer and monitor the RTO grants program. Develop criteria that support the Regional Transportation Plan and other regional goals, focusing on achieving outcomes that improve equity, the environment, and the economy. 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, to ensure alignment with federal and regional goals related the vehicle miles traveled and air quality. (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 2013-14, the Regional Travel Options Program:

- Managed 13 grant projects awarded via the 2013-15 RTO grant solicitation process totaling $2.1 million. Grant projects are scheduled to be completed by June 30, 2015.
- Began work on the 2015-17 RTO grant solicitation process.
- 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," "Bike Commute Challenge," "Bike Month," "Carefree Commuter Challenge," and others.
- Completed a program evaluation report, covering activities during the 2011-13 timeframe. The report measures the effectiveness of program investments and provides input for future program policy and funding decisions.

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 and partners will measure projects along a triple-bottom line framework with performance indicated in terms of economic, social and environmental benefits. RTO moved to the triple-bottom line framework to better align with RTP performance measures. In keeping with the RTP mode share targets, a primary RTO performance measure is shifting mode share to 50% non-drive-alone trips by 2035.

Tangible Products Expected in FY 2015-16:

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)
- Develop, reprint and distribute an updated version of the Bike There! map through area retail outlets, distribute free copies of the map to youth and programs that serve low-income and transportation underserved populations. (ONGOING)
- 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)
- Coordinate with City of Vancouver and C-TRAN on bi-state commute programs. (ONGOING)
- Implement and manage FY 13-15 Regional Travel Options grants. (ONGOING)
- Solicit and award FY 15-17 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 – Grant Recipient
Lloyd TMA – Grant Recipient
Swan Island TMA – Grant Recipient
Westside Transportation Alliance TMA – Grant Recipient
Portland Parks and Recreation – Grant Recipient Ride Connection – Grant Recipient
Community Cycling Center – Grant Recipient Bicycle Transportation Alliance – Grant Recipient Gresham Area Chamber of Commerce – Grant Recipient
Drive Oregon – Grant Recipient Verde – Grant Recipient
City of Portland – Grant Recipient
City of Wilsonville/Wilsonville SMART – Grant Recipient
Home Forward – Grant Recipient
TriMet – Grant Recipient
Clackamas County – Cooperate/Collaborate, Grant Recipient
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
2013-14	$2,040,294	5.66

FY 2014-15 Costs and Funding Sources:

Requirements:			**Resources:**		
Personal Services	$	577,425	FTA, RTO STP	$	2,161,096
Interfund Transfers	$	201657	Metro	$	125,165
Materials and Services	$	1507,179			
	TOTAL	**$ 2,286,261**		**TOTAL**	**$ 2,286,261**
Full-Time Equivalent Staffing					
Regular Full-Time FTE		5.35			
	TOTAL	**5.35**			

FY 2015-16 Costs and Funding Sources:

Requirements:			**Resources:**		
Personal Services	$	480,399	FTA-STP	$	1,617,182
Interfund Transfers	$	213,417	ODOT-FHWA-STP	$	443,000
Materials and Services	$	1,602,164	Metro	$	235,798
	TOTAL	**$ 2,295,980**		**TOTAL**	**$ 2,295,980**
Full-Time Equivalent Staffing					
Regular Full-Time FTE		4.25			
	TOTAL	**4.25**			

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.
- 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 MAP-21 provisions for coordination of freight movement.
- 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, Metro's Behavior Based Freight 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 2013-15, 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.
- Participated on ODOT's National Hwy System Expansion working group and design sub-committee.
- Participated on ODOT's Freight Route Capacity Rulemaking Advisory Committee.
- Continued to participate in monthly Portland Freight Committee and quarterly State Oregon Freight Advisory Committee.

- Participated in consultant selection, detailed scoping, budget revisions, and executing intergovernmental agreement for the Regional Over-Dimensional Truck Route Study.

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 2015-16 will continue to 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 2015-16:
- Complete Greater Portland Export Atlas (2015)
- Update Freight Element of 2018 RTP (2016)
- 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 Regional Over-Dimensional Truck Route Study project management, review all work tasks and deliverables identified in scope of work, and participate in all stakeholder activities. (2015-16)

Entity/ies Responsible for Activity:
- Metro Council (Lead Agency)
- Joint Policy Advisory Committee on Transportation (JPACT)
- Transportation Policy Alternatives Committee (TPAC)
- 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
2013-14	$91,385	.51

FY 2014-15 Costs and Funding Sources:

Requirements:			**Resources:**		
Personal Services	$	130,196	STP	$	172,921
Interfund Transfers	$	62,517	Metro	$	19,792
	TOTAL $	**192,713**		**TOTAL $**	**192,713**
Full-Time Equivalent Staffing					
Regular Full-Time FTE		.95			
	TOTAL	**.95**			

FY 2015-16 Costs and Funding Sources:

Requirements:			**Resources:**		
Personal Services	$	69,778	STP	$	100,209
Interfund Transfers	$	41,901	Metro	$	11,470
	TOTAL $	**111,679**		**TOTAL $**	**111,679**
Full-Time Equivalent Staffing					
Regular Full-Time FTE		0.53			
	TOTAL	**0.53**			

II. RESEARCH AND MODELING

GIS Mapping and Land Information

Description:

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

- Data Development: Maintains a collection of more than 100 land-related geographic datasets (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, parks and natural areas planning and management, 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 regional and 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
- Efficient data development processes that are coordinated with local jurisdictions, state agencies, and other partners

Previous Work:

- Provided custom mapping and analysis to Metro Planning and Development
- Provided custom mapping and analysis to Metro Sustainability Center
- Maintained RLIS datasets, providing quarterly updates to subscribers
- Managed contract to acquire regional orthophotography and LiDAR
- Made historical collection of regional aerial photos available via web service
- Purchased and mapped building permit records
- Developed and analyzed regional demographic data
- Mapped regional employment sites
- 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 DatabaseProvided 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:

Metro's Urban Growth Boundary (UGB) administrative mandates require the collection and maintenance of the land information in RLIS. The Metropolitan Planning Organization (MPO) data collection and forecasting mandates for transportation planning dictate the maintenance of population and employment data for the bi-state region. In addition, the Metro Council requires regularly updated information to monitor progress toward regional goals.

Model applications require the use of data, such as travel costs (auto operating and driving cost per mile, parking costs, transit fares). In addition, model applications must be validated to correspond with observed data measurements such as traffic counts, vehicle miles traveled and transit patronage. Traffic counts are collected in even-numbered years at specific cutline count locations throughout the region. Traffic counts are collected for Tier 1 cutlines in even-numbered years for consistency and timeliness. Metro GIS staff seek additional count data from local jurisdictions and historical counts collected by vendors. When available, these data are included in the traffic count database to provide greater geographic and temporal coverage.

Tangible Products Expected in fiscal years 2015-16:

- 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)
- Maintain and publish regional bicycle network data (ONGOING)
- Complete annual aerial orthophoto contract (March 2016)
- Compile and maintain regional demographic and socio-economic data (e.g., income, race, ethnicity, age, employment, education) (ONGOING)
- Develop and implement plan for a shared data environment (digital infrastructure) for centralized, consistent and cost-effective storage and maintenance of regional data. (ONGOING)
- Collect, compile, and publish regional auto and vehicle classification count data as part of quarterly RLIS releases (ONGOING)
- Coordinate with other jurisdictions to help implement a federal standard classification for streets which will support ODOT's classifications in TransData. (ONGOING)
- Consolidate and standardize historic traffic count data in centralized database for improved reporting, visualization, and distribution (2015)
- Develop and implement a traffic count data collection contract with input from local jurisdictions, ensuring that cutlines and count locations are not duplicative of other agencies' traffic count collection efforts (2015)
- Coordinate with ODOT and regional partners to improve street centerline data and to ensure that streets data are current, consistent, standardized, and shared with ODOT and other state agencies (ONGOING)
- Collaborate and coordinate with ODOT to support the use of TransData datasets and to ensure that data development efforts are not duplicative. (ONGOING)
- Coordinate with the Active Transportation Program and regional partners to review existing bicycle and pedestrian count protocols and equipment. Develop a comprehensive program to collect and report these data to support multi-modal transportation modeling (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)
- Respond to transportation monitoring data requests (e.g., traffic counts, daily Vehicle Miles of Travel (VMT) per capita) (ONGOING)
- Enhance existing Metro System Monitoring data reporting resources (ONGOING)

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
2013-14	$1,812,176	9.48

FY 2014-15 Costs and Funding Sources:

Requirements:			**Resources:**		
Personal Services	$	926,984	PL	$	48,456
Interfund Transfers	$	929,392	ODOT Support	$	51,551
			STP	$	287,286
			Metro	$	848,160
			Other	$	620,923
TOTAL	**$**	**1,856,376**	**TOTAL**	**$**	**1,856,376**
Full-Time Equivalent Staffing					
Regular Full-Time FTE		7.88			
TOTAL		**7.88**			

FY 2015-16 Costs and Funding Sources:

Requirements:			**Resources:**		
Personal Services	$	874,151	PL	$	784,270
Interfund Transfers	$	730,614	STP	$	562,673
Materials & Services	$	110,000	Metro	$	262,879
			Other	$	104,943
TOTAL	**$**	**1,714,765**	**TOTAL**	**$**	**1,714,765**
Full-Time Equivalent Staffing					
Regular Full-Time FTE		7.3			
TOTAL		**7.3**			

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 demographic, economic and real estate development assumptions and 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 periodic review of the Metro UGB capacity.
- Maintain an inventory of socioeconomic and land-related economic, demographic and geographic datasets associated with the operation of MetroScope.

MetroScope – a real estate forecast and land use allocation model – 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 MetroScope land use simulation model.

- Update and maintain the regional econometric population and employment forecast model and the land-use simulation model.
- 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

- Offer services to local and regional clients, including public and private interests.
- Maintain databases and provide statistics for monitoring the performance of Metro's UGB and economy, 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 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.

In 2013, Metro research staff conducted and completed an innovative residential stated preference survey. The survey amounted to two surveys in one, with the first half of this survey designed as a traditional preference polling survey and the second half designed as a stated preference survey (SP) that pivoted from revealed preference (RP) information that was collected by the survey. In other words, the SP portion of the survey utilized RP information to select sample choice sets which were used to narrow the choice set that the respondent was given. The information from the stated preference survey were used to update the elasticities and residential utility equations of the current MetroScope model. The opinion polling and SP survey data were both considered to be scientific samples representative of the region's population.

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 a given set of 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 transportation networks, same mode split characteristics and auto- occupancy results from previous travel model projections. 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:

Metro is presently undergoing it's legislatively mandated 5-year periodic update and review of land use plan and urban growth boundary (UGB) capacity assessment including. Under state statues, Metro has two years to complete this task. The first milestone is the acceptance of the urban growth report. This was accomplished in December 2014. The Metro Council will undertake a comprehensive assessment which will culminate in its UGB decision. Upon LCDC acknowledgment of the Metro UGB decision, we will be gearing up for the next official TAZ growth allocation process with local jurisdiction input.

Recapping from lessons learned during the last five years, the next growth allocation process will see more incremental improvements:

- MetroScope model fully updated and calibrated to 2010 Census and BLS employment data
- MetroScope now fully stated in NAICS employment
- incorporated an improved mixed use supply module to account for a share of residential capacity that can accommodate commercial employment demand
- Adopted urban / rural reserves – clearing the way for the next TAZ forecast to draw on urban reserves to accommodate future employment and housing growth
- Coordination and collaboration with planning officials inside the Metro UGB, and with Clark county and cities adjacent to the Metro UGB
- More scrutiny of the buildable land inventory (BLI) – which includes vacant and redevelopment land supplies for residential and non-residential uses
- Set the technical stage for research and land use analysis for the next periodic review and urban growth report in 2020.

Next steps in 2015 (and beyond):

- Reset the MetroScope model for a 2015 base year (previously 2010 was the 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 (incorporate what we learn from the SP survey)
- Gain acceptance of a point in the 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

- Adopt a new growth management plan and incorporate its policy and political ramifications into the next TAZ forecast allocation
- Gear up (update technical specifications) for the next TAZ forecast allocation using MetroScope
- MetroScope Version 5 Model Refinements – anticipated work items beyond 2015: 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 2015-16:

- MetroScope calibrated to a 2015 base year configuration
- Further progression into understanding residential location preferences from SP survey
- Official Metro Council acceptance of a point in the regional range forecast (2015 to 2040)
- Metro Council to complete UGB decision

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:

Please note that due to modifications to the organizational chart and funding structure for the Research Center, the budget for Economic and Land Use Forecasting has risen. This increase reflects primarily a change in funding source for existing staff rather than a net increase of staff or staff time.

Fiscal Year	Total Budget	FTE Comparison
2011-12	$517,340	3.415
2012-13	$373,916	2.45
2013-14	$425,151	2.60

FY 2014-15 Costs and Funding Sources:

Requirements:			**Resources:**		
Personal Services	$	287,636	PL	$	323,815
Interfund Transfers	$	288,383	Section 5303	$	226,303
			Metro	$	25,901
TOTAL	**$**	**576,019**	**TOTAL**	**$**	**576,019**
Full-Time Equivalent Staffing					
Regular Full-Time FTE		2.4			
TOTAL		**2.4**			

FY 2015-16 Costs and Funding Sources:

Requirements:			**Resources:**		
Personal Services	$	438,644	Metro, STP	$	31,998
Interfund Transfers	$	366,618	TriMet	$	216,769
			Metro	$	357,449
TOTAL	**$**	**805,262**	**TOTAL**	**$**	**805,262**
Full-Time Equivalent Staffing					
Regular Full-Time FTE		3.45			
TOTAL		**3.45**			

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: Per special requests, data summaries and tabulations were prepared from the survey data to address various research questions. In addition, tabulations were prepared that will be useful in validating the new dynamic activity model. These summaries express travel characteristics in terms of complete trip tours – not just individual legs.

New Models

- Activity Based Model: A new dynamic activity based model is being developed. Results from the 2011 travel behavior survey are being used in the model estimation. A consultant team has been hired to develop this model. Work on the new model is nearly complete.
- Trip Based Model (current model): Several refinements to the trip-based model are being made to better reflect behavior patterns found from the household travel behavior survey data. In addition, the model is being updated to a 2015 base year.
- Truck Model: A SHRP2 C-20 IAP grant was awarded to Metro. A consultant team has been selected and contract put in place. Work has begun in implementing a prototype model framework using national data. In addition, a data capture plan has been prepared that defines the methodology to collect local data from establishments, logistic firms, and other sources. These data will be used to refine the prototype model to ensure that it more closely reflects the conditions in Portland.
- Bike Routing Algorithm: The routing algorithm is being modified to include a variety of simplifying features to ease the application of the tool.
- Pedestrian Model Research: Support is being 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.
- Dynamic Traffic Assignment: Documentation has been prepared to address the application methods of the tool and the key assumptions.

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:

The Model Development Program requires approximately 3.9 FTE. The approximate allocation of that FTE is as follows:

- Survey and Research - 0.2 FTE
- New Models - 2.8 FTE
- Model Maintenance – 0.8 FTE
- Professional Development - 0.1 FTE

The program details follow:

Survey and Research

- 2011 Travel Behavior Survey: Per special requests, data summaries and tabulations will be prepared from the survey data to address various research questions.
- Motor Vehicle Emissions Simulator (MOVES): Conduct background work to transition from GreenSTEP, the strategic greenhouse gas emissions assessment tool used during the Climate Smart Strategy analysis, to MOVES, the EPA-approved air quality analysis tool, to conduct the greenhouse gas emissions analysis that will be completed for the 2018 RTP update.

New Models

- Activity Based Model: The new activity based model will be completed. Key efforts in FY16 include the development of staff expertise and the derivation/implementation of a tool acceptance program.
- Trip Based Model (current model): Using the model refinements that were completed in FY2014-15, additional enhancements will be made to the model (e.g., mode choice, use PSU research to enhance pedestrian treatment).
- Truck Model: The SHRP2 C-20 work will continue to progress through the work of the consultant team. Once the prototype tool development is complete and the local data collected, the model will be refined so that it will capture the conditions particular to the Portland region.
- Bike Routing Algorithm: The routing algorithm continues to be refined to facilitate its use.
- Pedestrian Model Research: Support is being 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.

Model Maintenance

- Modeling Master Network: Master networks will be created that serve as the basis from which to build alternative scenarios. Software code will be refined to allow the conversion of the network to other vendor formats.
- Modeling Network Attributes: Metro will collaborate with the regional modeling partners to review and refine the network assumptions found in the network.
- 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 refined.
- Travel Demand Model Computer Code: Model application code will be modified, as warranted.
- Software Expertise: As new versions of the network modeling software are released, staff will take steps to maintain their expertise.

Statewide and National Professional Development

- Oregon Modeling Steering Committee: Staff will continue to participate on the OMSC and 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 2015-2016:

FY2015-2016

Survey and Research

- 2011 Travel Behavior Survey: Custom survey data summaries and tabulations. (As warranted)

New Models

- Activity Based Model: Completion milestones as defined in the activity based model consultant scope of work. (Contract completion – first quarter)
- Trip Based Model: Documentation that reflects the refinements made to the model. (quarter 4)
- Truck Model: Completion of milestones as defined in the consultant scope of work.
- Bike Routing Algorithm: Documentation that reflects the refinements. (third quarter)

Model Maintenance

- Modeling Master Network: Computer databases that contain the networks. (quarter 3)
- Modeling Network Attributes: Modified networks. (quarter 3).
- Travel Demand Model Input Data: Modified model input data. (As warranted).
- Travel Demand Model Computer Code: Modified model application code. (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 and ODOT
- 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:
The travel demand model must be kept current and robust to remain a viable tool for analyzing future travel condition. The confidence level of the model must be such that it can ensure the provision of sound information for policy and investment decisions. Thus, the Model Development program is funded each year to meet that need. Key areas within the program include the collection and analysis of data (Survey and Research), the development of new modeling tools (New Models), the maintenance of the model input data (Model Maintenance), and the staff participation on local and national research and model implementation committees (Statewide and Professional Involvement).

Fiscal Year	Total Budget	FTE Comparison
2011-12	$843,236	2.9
2012-13	$860,307	4.837
2013-14	$693,559	4.11

FY 2014-15 Costs and Funding Sources:

Requirements:			**Resources:**		
Personal Services	$	437,315	PL	$	220,824
Interfund Transfers	$	438,449	STP	$	242,730
			ODOT Support	$	173,449
			TriMet Support	$	191,419
			Metro	$	27,782
			Other	$	19,560
TOTAL	**$**	**875,764**	**TOTAL**	**$**	**875,764**
Full-Time Equivalent Staffing					
Regular Full-Time FTE		3.56			
TOTAL		**3.56**			

FY 2015-16 Costs and Funding Sources:

Requirements:			**Resources:**		
Personal Services	$	536,896	Metro	$	985,633
Interfund Transfers	$	448,737		$	
	TOTAL $	**985,633**		**TOTAL $**	**985,633**
Full-Time Equivalent Staffing					
Regular Full-Time FTE		3.933			
	TOTAL	**3.933**			

Behavior-Based Freight Model

Description:
This project will replace Metro's current trip-based truck model that utilizes fixed commodity flows with a truck tour model designed to reflect decisions made by shippers, receivers, truck operators, terminal managers, and others. The model will simulate movement of individual shipments throughout the supply chain, including transshipment facilities. Shipments are allocated to truck of various classes, and the movements of all freight vehicles are simulated over the course of a typical weekday. Metro's freight model will also be coordinated with the economic and commercial transport modules of the Statewide Integrated Model (SWIM2).

Metro was selected to receive one of four Freight Model Implementation Assistance grants under the federal SHRP2 C20 Freight Demand Modeling and Data Improvement Project. These funds will be used for model development. Model development and implementation will require collection of behavioral data from shippers and receivers representing a wide range of industries, common and contract freight carriers, business that operate non-freight commercial vehicles, warehouse managers, and logistics agents. The establishment surveys will gather data about industry type and size, commodities shipped and received, shipment size and frequency, and truck fleet data. Truck operators will be asked to complete diaries that provide details on all truck movements, including type and quantity of goods delivered and picked up at each stop, over a 24-hr period. Additional freight data, such as GPS truck tracking data and truck counts may also be collected. Freight data collection will be funded with Surface Transportation Program (STP) as part of the MTIP Regional Freight Analysis and Project Development program, in an amount to be determined at a later time.

Objectives:
Develop tools to enable a more comprehensive analysis of infrastructure needs and policy choices pertaining to the movements of goods. The following are examples:

- Infrastructure needs to support the region's export sectors
- Effects of vehicle length or weight restrictions on roads and bridges
- Local market potential for electric-powered freight vehicles
- Policies that affect location of warehouse and distribution facilities

Develop more detailed network assignments by truck type, which support regional environmental analysis, as well as local traffic operations and engineering analysis.

Develop freight forecasts that are responsive to changes in economic forecasts, changing growth rates among industrial sectors, and changing rates of economic exchange and commodity flows between sectors.

Replace trip-based truck model with more realistic tour-based model.

Previous Work:
The current truck model was initially implemented in 2002, based on commodity flow forecasts prepared for the Port of Portland and derived from the federal Freight Analysis Framework (FAF). A major model enhancement occurred in 2007, using data obtained in the Portland Freight Data Collection Project, including extensive vehicle classification counts, origin-destination surveys, and estimates of activity at transshipment facilities. The truck model was most recently updated in December, 2013 using new commodity flow forecasts prepared for the Port of Portland, Metro, and other partner agencies. They include commodity flow estimates for the 2010 base year, and forecasts for 2020, 2030, and 2040 based on FAF3 and TransSearch databases.

Methodology:

Metro will implement a metropolitan truck tour model using the framework developed for Federal Highway Administration (FHWA), and previously implemented as a metropolitan demonstration project for the Chicago Metropolitan Agency for Planning (CMAP) and implemented in a statewide application for the Florida Department of Transportation. The model specification will be customized for our region and model parameters will be re-estimated using data to be collected in a locally-funded establishment survey. The model will exchange data with Oregon's Statewide Integrated Model (SWIM2), utilizing simulated commodity flows between industrial sectors as regional control totals and allocating external flows into and out of the region to local producer and consumer entities, consistent with state and regional economic forecasts.

The SHRP2 C20 funds will be used to hire qualified consultants to 1) develop Model Implementation and Data Plans, 2) transfer the current FHWA truck tour model framework to our region, 3) update the model specification and re-estimate parameters using local surveys, and 4) add model components to simulate movement of heavier classes of non-goods commercial vehicles (e.g., utility, construction), for which data will also be obtained in the local surveys.

The STP funds will be used to implement the Data Plan. Qualified consultants will be hired to 1) design, test, and conduct business establishment surveys and truck diary surveys and utilize other instruments to obtain behavioral data for model specification and parameter estimation, 2) collect truck counts, vehicle tracking data and other data for model calibration, and 3) prepare a report summarizing data methodology and results. STP and local matching funds will be used to develop land use, economic, demographic, and freight network infrastructure data for use in model development.

The consultants will be required to:

1. Prepare an Implementation Plan, detailing initial demonstration model transfer, software requirements, integration into the current Metro travel models, SWIM2 data exchange, and desired enhancement/customization of the demonstration model;
2. Prepare a Data Plan outlining all data needs including currently available land use, economic, demographic, and transport infrastructure data, desired behavioral data to be obtained in the establishment surveys and truck diaries, contingency data resources to be used if the local survey data are not available within the project time frame, or to fill in gaps for shipment types not adequately captured in the local survey, and both existing and desired data to be obtained for model calibration and validation, such as truck counts, GPS vehicle tracking data (e.g., ATRI), and a portion of the local survey data set. A range of data options will be prepared, from funding levels $250,000 to $450,000. The funding amount will be determined by Metro following completion of this task.
3. Implement the enhanced demonstration model, to include SWIM data integration and non-freight commercial vehicles;
4. Implement the Data Plan
5. Prepare a memorandum describing key findings from the local surveys, with a plan for updating the model specification and re-estimating model parameters to reflect local behavior;
6. Implement, calibrate and validate the updated model. Both truck flows by vehicle type and shipments by commodity type will be validated;
7. Provide monthly progress reports;
8. Provide a final report.

Tangible Products Expected in FY 2014-15:

1. Model Implementation Plan
2. Model Data Plan
3. Survey Instruments
4. Land Use, Economic, Demographic, and Infrastructure Data

Tangible Products Expected in FY 2015-16:

1. Initial Implementation of FHWA Demonstration Model
2. Survey Report / Model Update Memorandum
3. Calibrated and Validated Behavior-Based Freight Model
4. Final Report

Entity Responsible for Activity:

Metro Research Center	Project management, data
Port of Portland	Technical advisor, data, private sector outreach
Oregon DOT	Contract administration, technical advisor, data
Southwest Washington Regional Transportation Council	Technical advisor, data
Port of Vancouver	Technical advisor, data
Washington State DOT	Technical advisor, data

Schedule for Completing Activities:

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

FY 2014-15 Costs and Funding Sources:

Requirements:			**Resources:**		
Materials & Services	$	350,000	SHRP2 C20 IAP	$	350,000
TOTAL	**$**	**TBD**	**TOTAL**	**$**	**TBD**
Full-Time Equivalent Staffing					
Regular Full-Time FTE					
TOTAL		**TBD**			

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 TriMet, Washington County, and the City of Portland).
- Provided data and modeling services to private consultants and other non-governmental clients (e.g., modeling support services to Lane Council of Governments).
- 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 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 2015-16:
- Data and modeling services to jurisdictions and regional agencies (Upon request)
- Data and modeling services to private consultants and other non-governmental clients. (Upon request)
- Funds to the local governmental agencies to purchase and pay maintenance on transportation modeling software. (Upon request)

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
2013-14	$318,317	1.39

FY 2014-15 Costs and Funding Sources:

Requirements:			**Resources:**		
Personal Services	$	59,531	STP	$	76,840
Interfund Transfers	$	59,685	TriMet Support	$	33,581
Computer			Metro	$	8,795
TOTAL	**$**	**119,216**	**TOTAL**	**$**	**119,216**
Full-Time Equivalent Staffing					
Regular Full-Time FTE		.712			
TOTAL		**.712**			

FY 2015-16 Costs and Funding Sources:

Requirements:			**Resources:**		
Personal Services	$	55,298	STP	$	74,225
Interfund Transfers	$	46,218	ODOT Support	$	25,954
Materials and Services	$	15,389	TriMet Support	$	8,231
			Metro	$	8,495
TOTAL	**$**	**116,905**	**TOTAL**	**$**	**116,905**
Full-Time Equivalent Staffing					
Regular Full-Time FTE		0.407			
TOTAL		**0.407**			

III. MPO ADMINISTRATIVE SERVICES

Management and Coordination Grant – 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)
  - 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 eight 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 also participates in the quarterly MPO & Transit District coordination meetings convened by ODOT, and attended by all eight MPOs, several transit districts, ODOT, FHWA and other state and federal agencies, as needed.

Objectives:

Provide consistent and ongoing administrative support for the regional transportation planning programs. (ONGOING)

- Maintain an updated Unified Planning Work Program (UPWP), including biennial updates and periodic amendments, as needed to advance regional planning projects (ONGOING)
- Complete an annual self-certification review of compliance with federal transportation planning requirements (ONGOING)
- Maintain planning intergovernmental agreements and memorandums of understanding with regional planning partners to ensure timeline delivery of planning program products and funding (ONGOING)

Previous Work:

Work completed in the 2014-15 fiscal year included:

- Adoption of the revised 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 the 2012 Quadrennial Review.
- Completion of the 2014 annual self-certification.
- Organization of twelve JPACT, twelve 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 2015-16:

- Update to the federally mandated Metropolitan Planning Area (MPA) boundary.
- Update of the MPO Public Participation Plan.
- Full implementation of the MOVES mobile emissions model.
- Adoption of the 2015-16 UPWP.
- Completion of quarterly and year-end planning progress reports submitted to FTA and FHWA via ODOT.
- Coordination with the 2015-16 Metro budget.
- Completion of the 2015 annual self-certification.
- Organization of twelve JPACT, twelve 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.

Entities 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)
- Oregon MPO Consortium (OMPOC)

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
2013-14	$1,644,305	8.44

FY 2014-15 Costs and Funding Sources:

Requirements:			**Resources:**		
Personal Services	$	190,292	PL	$	241,643
Interfund Transfers	$	74,444	STP	$	12,605
Materials & Services	$	56,700	Metro	$	67,188
TOTAL	**$**	**321,436**	**TOTAL**	**$**	**321,436**
Full-Time Equivalent Staffing					
Regular Full-Time FTE		1.52			
TOTAL		**1.52**			

FY 2015-16 Costs and Funding Sources:

Requirements:			**Resources:**		
Personal Services	$	177,975	PL	$	331,631
Interfund Transfers	$	87,300	STP	$	19,164
Materials & Services	$	47,100	Metro	$	39,241
Contingency	$	77,661			
TOTAL	**$**	**390,036**	**TOTAL**	**$**	**390,036**
Full-Time Equivalent Staffing					
Regular Full-Time FTE		1.45			
TOTAL		**1.45**			

IV. METRO CORRIDOR PLANNING AND PROJECTS OF REGIONAL SIGNIFICANCE

Portland to Lake Oswego Trail Master Plan: Trail Connections to Tryon Creek State Natural Area and to Mouth of Tryon Creek/Willamette River

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 Tryon Creek State Natural Area/Tryon Creek mouth at Willamette River 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 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 may be studied, as well as on-street connections.

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 commendations 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 trail routes to connect to Tryon Creek State Natural Area and along Tryon Creek to the Willamette River, as well as a future trail bridge over Tryon Creek to Foothills Park and Trail.
- 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	NA
2012-13	$110,450	NA
2013-14	$110,450	NA

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		**NA**			
	TOTAL	**NA**			

FY 2015-16 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		**NA**			
	TOTAL	**NA**			

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 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 Small Starts funding and the initiation of environmental approvals under the National Environmental Policy Act (NEPA).

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.
- Initiate environmental approvals under the National Environmental Policy Act (NEPA).
- 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 2014-16

- Evaluation and refinement of promising options and related transportation improvements and land use investments (Summer 2014)
- Conceptual design of transit alternative(s) (Spring 2015)
- Traffic and Transportation technical report (Spring 2015)
- Land use and development technical report (Spring 2015)
- Draft and Final Transit and Development Action Plan (Fall 2015)
- Environmental scan and initiation of NEPA class of action (Winter 2016)

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
2013-14	$441,348	2.455

FY 2014-15 Costs and Funding Sources:

Requirements:			Resources:		
Personal Services	$	345,083	Powell/Division STP	$	771,226
Interfund Transfers	$	339,293			
Materials & Services	$	86,850			
TOTAL	**$**	**771,226**	**TOTAL**	**$**	**771,226**
Full-Time Equivalent Staffing					
Regular Full-Time FTE		2.58			
TOTAL		**2.58**			

FY 2015-16 Costs and Funding Sources:

Requirements:			**Resources:**		
Personal Services	$	563,574	Powell/Division STP	$	500,000
Interfund Transfers	$	271,676	Other Anticipated	$	748,900
Materials & Services	$	413,650			
TOTAL	**$**	**1,248,900**	**TOTAL**	**$**	**1,248,900**
Full-Time Equivalent Staffing					
Regular Full-Time FTE		6.05			
TOTAL		**6.05**			

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.

The Refinement Phase of the Southwest Corridor Plan is on track to be completed in June of 2014. At that time, the Steering Committee will be asked to recommend a narrowed set of high capacity transit design options and associated roadway and active transportation projects to carry into a Draft Environmental Impact Statement (DEIS).

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

FY2013-14:

- Completed Phase 1 of the SW Corridor Plan
- The Steering Committee issued a shared investment strategy recommendation to:
- Invest in transit, including 1) directing TriMet to develop and implement the Southwest Service Enhancement Plan to improve local service in the corridor, and 2) investing in high capacity transit in the corridor to help achieve local visions for development, revitalize and encourage private investment, and improve movement of people. The recommended general alignment connects Portland to Tualatin, via Tigard, with between 50% and 10)% of the alignments in exclusive right of way, and includes BRT and LRT as modes for further consideration.
- Invest in roadways and active transportation, including projects that either leverage and support the potential high capacity transit line, or highly support the community land use vision
- Invest in parks, trails and natural areas to support community visions and leverage future transportation investments
- Develop a collaborative funding strategy for the Southwest Corridor Plan including local, regional, state, and federal sources
- Completed the Southwest Corridor Transit Alternatives Analysis
- Developed regulatory framework toolkit describing key transit supportive policies and regulatory tools recommended for further action by local partners to help foster transit ready communities in support of the land use vision
- Local jurisdictions adopted resolutions in support of the shared investment strategy
- JPACT and Metro Council adopted the shared investment strategy
- Initiated Refinement Phase to narrow transit design options for further study in DEIS
- Continued public outreach to gather opinions regarding transit options, roadway, active transportation, parks, trails, and nature projects
- Initiated Implementation and Development Southwest (IDSouthwest), a committee of Southwest Corridor community leaders created to encourage public-private partnerships in the corridor and to help implement early opportunity projects in the corridor
- Initiated development of work plan and decision/process architecture for DEIS for HCT alternatives

FY 2014-15

- Implemented early opportunity projects, including the Tualatin River Greenway and OR-99W improvements
- Refined definition of HCT alternatives
- Evaluated HCT alternatives based on capital cost, travel time, accessibility to transit, environmental impacts, development and redevelopment potential, property impacts, and traffic impacts
- Refined HCT alignments and HCT-supportive multimodal projects based on technical evaluation and community input
- Identified and addressed key questions about HCT alignment options and funding strategies during a focused refinement period
- Produced draft recommendations for new local bus routes, route extensions, route changes, and service upgrades in TriMet's Southwest Service Enhancement Plan
- Developed streamlined schedule to facilitate local decision-making and conserve resources by further refining mode, alignment, and terminus prior to entering DEIS
- Initiated place-focused outreach strategy to further refine HCT alignments and share information about roadway and active transportation projects throughout the corridor

Major Products and Activities Expected in FY 2015-16

- Continued early opportunity project implementation, including roadway, active transportation, safety, parks and habitat projects
- Continue place-focused, corridor-wide, and online public outreach to gather input on HCT alignment, mode, and terminus and share information on funding sources for roadway and active transportation projects in the corridor
- Recommend a preferred package of HCT alignment, mode, and terminus and supporting roadway and active transportation projects for further study in DEIS
- Identify timeframe and potential funding sources for priority roadway and active transportation projects throughout the corridor
- Continue to collaborate with project partners to support community vision and implement shared investment strategy

Future Years:

- 2016-2017: Initiate DEIS – contingent upon regional collaboration and decision
- 2017-2018: Publish DEIS for HCT investment in Southwest Corridor

Entities Responsible for Activity:

Metro – Lead Agency – Overall Southwest Corridor Plan – Lead agency for Refinement Oregon
Department of Transportation – cooperate/collaborate
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
2013-14	$1,956,046	11.4

FY 2014-15 Costs and Funding Sources:

Requirements:			**Resources:**		
Personal Services	$	623,405	Other (Bond to be paid back with regional funds)	$	2,028,202
Interfund Transfers	$	487,297			
Materials & Services	$	917,500			
TOTAL	**$**	**2,028,202**	**TOTAL**	**$**	**2,028,202**
Full-Time Equivalent Staffing					
Regular Full-Time FTE		5.485			
TOTAL		**5.485**			

FY 2015-16 Costs and Funding Sources:

Requirements:			**Resources:**		
Personal Services	$	666,951	Other (Bond to be paid back with regional funds)	$	3,644,253
Interfund Transfers	$	351,202			
Materials & Services	$	2,626,100			
TOTAL	**$**	**3,644,253**	**TOTAL**	**$**	**3,644,253**
Full-Time Equivalent Staffing					
Regular Full-Time FTE		6.05			
TOTAL		**6.05**			

Corridor Refinement and Project Development (Investment Areas)

Description:

The Resource and Project Development Division and the Investment Areas program works with partners to develop shared investment strategies that help communities build their downtowns, main streets and corridors and that leverage public and private investments that implement the region's 2040 Growth Concept. Projects include supporting compact, transit oriented development (TOD) in the region's mixed use areas, conducting multijurisdictional planning processes to evaluate high capacity transit and other transportation improvements, and integrating freight and active transportation projects into multimodal corridors.

The Investment Areas program completes system planning and develops multimodal projects in major transportation corridors identified in the Regional Transportation Plan (RTP) as well as developing shared investment strategies to align local, regional and state investments in economic investment areas that support the region's growth economy. 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 identified in the RTP.

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 outlined in the RTP through monitoring ongoing planning activities and working with other jurisdictions to initiate new corridor efforts. (ONGOING)
- Advance transit projects identified in the High Capacity Transit Plan as part of the RTP (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 2013-14, the program provided support for the SW Corridor and East Metro Corridor Plans.

Accomplishments in FY 2013-2014 are:

- Advanced East Metro Connections Plan priority projects toward implementation. (Aug 2012 through present)
- Secured funding through a competitive process from the Strategic Highway Research Program (SHRP 2) to pilot decision support tool, *Transportation for Communities - Advancing Projects through Partnerships.* (Aug 2012 to Jan 2013)
- Partnered with community organizations, jurisdictions and agencies within the Powell-Division Transit and Development Project study area to lay the groundwork for the planning and policy decision phase. (Jan 2013 to Jan 2014)

- Advanced the Southwest Corridor Shared Investment Strategy towards implementation and initiated the Southwest Corridor Refinement Phase to narrow the transit options considered in the corridor (2013)
- Conducted public engagement in conjunction with the Southwest Corridor Shared Investment Strategy. (Mar 2013 to July 2013)

In FY 2014-15, the program provided support for the SW Corridor and Powell-Division Transit and Development Project Corridor Plans.

Accomplishments in FY 2014-2015 are:

- Advanced East Metro Connections Plan priority projects toward implementation. (Aug 2012 through present)
- Partnered with community organizations, jurisdictions and agencies within the Powell-Division Transit and Development Project study area to establish a Steering Committee. (Feb 2014 to present)
- Defined a shared investment strategy including definition of a bus rapid transit project to forward into FTA Project Development. (2014)
- Advanced the Southwest Corridor Shared Investment Strategy towards implementation and narrowed the range of options for a high capacity transit investment for further study (2014)
- Developed a collaborative funding strategy with contributions from nine project partners to define a Preferred Package by May 2016 that includes a prioritized set of roadway, bicycle and pedestrian improvements and a definition of a high capacity transit investment that includes mode, terminus and alignment options for further study (September 2014 to present)
- Conducted public engagement in to further refine and implement the Southwest Corridor Shared Investment Strategy (January 2015 to present)

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.

a) 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)
- Develop an approach for shared funding for the Powell-Division BRT project to move through FTA Project Development. (2015)
- 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)

- Support local project development efforts on mobility corridors. (ONGOING)
- Complete local and regional plan amendments (2014)
- Continue to develop the Powell-Division Transit and Development project (ONGOING)
- Continue to support the SW Corridor Shared Investment Strategy and Transit project (ONGOING)
- Initiate the Regional High Capacity Transit Plan update (2015)
- Launch a new economic investment area (2015)

Entities Responsible for Activity:
Metro – Lead agency
TriMet – cooperate/collaborate
ODOT – cooperate/collaborate
Multnomah, Clackamas and Washington Counties – cooperate/collaborate
Other Local Cities – cooperate/collaborate

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

Funding History:

Fiscal Year	Total Budget	FTE Comparison
2010-11	$141,080	0.89
2011-12	$155,681	0.865
2012-13	$149,211	1.02
2013-14	$343,290	1.745

FY 2014-15 Costs and Funding Sources:

Requirements:			**Resources:**		
Personal Services	$	192,222	PL	$	142,243
Interfund Transfers	$	87,256	5303	$	59,188
Materials & Services	$	2,750	Metro	$	80,797
TOTAL	**$**	**282,228**	**TOTAL**	**$**	**282,228**
Full-Time Equivalent Staffing					
Regular Full-Time FTE		1.315			
TOTAL		**1.315**			

FY 2015-16 Costs and Funding Sources:

Requirements:			**Resources:**		
Personal Services	$	70,583	PL	$	41,733
Interfund Transfers	$	42,385	5303	$	59,188
Materials & Services	$	2,750	Metro	$	14,797
TOTAL	**$**	**115,718**	**TOTAL**	**$**	**115,718**
Full-Time Equivalent Staffing Regular					
Full-Time FTE		0.275			
TOTAL		**0.275**			

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 traded sector 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 in service to the traded sector supply chain.

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 traded sector economy, with the aim of identifying a nexus between the region's land-use planning and economic development strategies. 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 2015-16

- Scope development and consultant selection (FIRST QUARTER 2015-16)
- Creation of interagency data and policy working group (FIRST QUARTER 2015-16)
- Market assessment of traded sector economy & goods movement in Portland-Vancouver MSA (SECOND QUARTER 2015-16)
- Metropolitan Export Atlas (THIRD QUARTER 2015-16)
- Export Infrastructure Investment Action Plan (FOURTH QUARTER 2015-16)
- 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
2013-15	$222,891	NA

FY 2015-16 Costs and Funding Sources:

Requirements:			**Resources:**		
Personal Services	$	100,000	STP	$	200,000
Materials & Services Consultant	$	225,000	Metro	$	125.000
	$				
TOTAL	**$**	**325,000**	**TOTAL**	**$**	**325,000**
Full-Time Equivalent Staffing					
Regular Full-Time FTE		0.5			
TOTAL		**0.5**			

Regional Intelligent Transportation Systems (ITS) Communications Master Plan

Description:
The Portland metropolitan region is considered a leader in the application of intelligent transportation system (ITS) strategies. Examples of ITS solutions include traffic control at intersections, metering vehicles at freeway on-ramps, providing real-time traveler information for transit riders, and detecting roadway incidents. These ITS solutions depend on real-time communications between field devices and traffic operations centers. As the region becomes more sophisticated in deployment of ITS solutions, there is a need to plan for the communication network to ensure that it is advanced enough to accommodate the increasing rate of data transfer in a fast, resilient, and secure environment.

This project will complete a master plan for the region's ITS communications network, looking at current and future needs, and identifying communication technologies to support these needs. The outcome of the project will be a plan that will be used by TransPort to guide infrastructure investment.

Objectives:
- Identify gaps in the existing regional communications network and solutions to address needs of partner agencies.
- Define best practices for lifecycle planning, security protocols, and compatibility.
- Engage broad range of communication network users in planning effort.
- Look ahead to new technologies to position the region for the future.
- Incorporate communications plan outcomes into Regional ITS Architecture.

Previous Work:
In June 2010, the region adopted the *Regional Transportation System Management and Operations (TSMO) Plan*, which 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. Under the direction of the Joint Policy Advisory Committee on Transportation (JPACT) and Metro Council, the Metropolitan Transportation Improvement Program (MTIP) established a programmatic allocation of funding at $1.5 million per year since 2010 that has been used to implement the Regional TSMO Plan.

The region has an established sub-committee of Transport, the region's TSMO committee, focused specifically on ITS communications collaboration. Assembled in 1997, the Cooperative Telecommunications Infrastructure Committee (CTIC) is made up of operations and IT staff from ODOT, TriMet, Clackamas County, Washington County and the cities of Beaverton, Gresham and Portland. Through the collaborative effort, bandwidth on existing fiber optic communication networks is exchanged to avoid duplication where jurisdictions overlap. The agencies have a quid pro quo system of exchanging bandwidth, where only use of the network is swapped among the stakeholders. A unique feature of this project is that no funding has changed hands throughout the development of the fiber network. Each agency focused on installing the portions of the network that support the individual agency's operations, and the efforts were coordinated to eliminate redundancy. A collective architecture for the project was developed. An intergovernmental agreement exists to document roles and responsibilities for the effort.

Methodology:
Metro will serve as project manager for this effort, with significant support from TransPort and CTIC. This project will be coordinated with the update of the Regional ITS Architecture Update.

The project will complete the following components:
- Stakeholder Engagement – identifying stakeholders and involving them in the master plan process.
- Best Practices – document trends in technology, security, contracting, and life cycle management of communications networks.

- Existing Conditions – inventory location of communication infrastructure, type of communications (wired v. wireless) and other equipment including routers and switches. Document planned infrastructure.
- Planned Network - Identify gaps in existing network using inventory. Using regional and local Transportation Improvement Plan (TIP) lists to identify opportunities for completing network gaps.
- Project Development – Prepare phased list of communications investments.
- Protocols – Document agency to agency communication protocols. Recommend regional protocols for security, compatibility and life cycle management of equipment. Prepare agreement to document cooperation on protocols.
- Final Documentation – Prepare Regional ITS Communications Plan document.

Tangible Products Expected in FY 2015-16:

- Fully Executed IGA, Consultant Contract, and Notice to Proceed (2nd Quarter FY 2014-15)
- Final Portland Regional Communications Master Plan document (4th Quarter FY 2014-15)

Entities Responsible for TSMO Activity:
Metro – Lead Agency
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:
NA

FY 2015-16 Costs and Funding Sources:

Requirements:			**Resources:**		
Personal Services	$		STP	$	50,000
Interfund Transfers	$		Metro	$	5,723
Materials & Services Consultant	$	55,723			
TOTAL	**$**	**55,723**	**TOTAL**	**$**	**55,723**
Full-Time Equivalent Staffing					
Regular Full-Time FTE		NA			
TOTAL		**NA**			

Regional Intelligent Transportation Systems (ITS) Architecture Update

Description:

The Federal Highway Administration defines *Intelligent Transportation Systems* as "the application of advanced sensor, computer, electronics, and communication technologies and management strategies—in an integrated manner—to improve the safety and efficiency of the surface transportation system". This definition encompasses a broad array of systems and information processing and communications technologies. The Portland metropolitan region is recognized as a national leader in the coordinated implementation of ITS technologies and management strategies.

Starting with the Transportation Equity Act for the 21st Century (TEA-21), federal transportation legislation has required that all ITS projects funded from the Highway Trust Fund be in conformance with the National ITS Architecture and officially adopted standards. With the passage of Moving Ahead for Progress in the 21st Century (MAP-21), provisions strengthen requirements to promote the use of systems engineering methods in the widespread deployment and evaluation of intelligent transportation systems. This requires that ITS projects conform to a regional ITS architecture, which is built on the National ITS Architecture but customized to the unique characteristics of a region. The bottom-line for Portland region is that to continue using federal funding for ITS investments, it must be able to demonstrate it is meeting these requirements.

A regional ITS architecture is a specific regional framework for ensuring institutional agreement and technical integration for the implementation of ITS projects. Portland's Regional ITS Architecture was originally developed in 2001 to meet the federal architecture requirements of TEA-21. It was last updated in 2006. Since that time minimal maintenance has been performed and the region has increased its scope and breadth of ITS infrastructure. Several agencies have updated their ITS plans.

This project will bring the 2006 revision of the Portland Regional ITS architecture into line with the most recent version of the National ITS Architecture including updating to Turbo Architecture 7.0, which is a software tool designed to support development of regional and project architectures based on the National ITS Architecture.

Objectives

- Align regional ITS architecture with the National ITS Architecture 7.0 to maintain consistency with federal regulations.
- Incorporate the Regional TSMO Plan policies into regional ITS architecture, including performance measures.
- Update regional ITS architecture software to Turbo Architecture 7.0
- Ensure regional ITS architecture is consistent with local ITS plans, new devices and connections.

Previous Work:

The original Portland Regional ITS Architecture was prepared in 2001 and updated in 2003, 2005 and 2006. The 2006 version has a 10-year planning horizon of 2005-2015. This document is tied to the 5.1 version of the National ITS Architecture and the 3.1 version of Turbo Architecture. Since the last update, ODOT Region 1, Clackamas County, and Washington County have updated their agency ITS plans. The region has also created the *Regional Transportation System Management and Operations (TSMO) Plan*, adopted in June 2010, which 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 Metropolitan Transportation Improvement Program (MTIP) established a programmatic allocation of funding at $1.5 million per year since 2010 that has been used to advance TSMO solutions in the region.

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). This project will follow the process for completing a regional ITS architecture described in the FHWA Regional ITS Architecture Guidance document. This project will be coordinated with the Regional ITS Communications Master Plan effort.

The project will complete the following components:

- Stakeholder Engagement – identifying stakeholders and involving them in the update process.
- Data Collection – updating inventory of ITS equipment and services in Turbo Architecture 7.0; determining needs and user services/market packages; updating the operational concept to clarify roles and responsibilities in implementing and operating regional ITS elements; and defining functional requirements.
- Interfaces Definition – identifying interconnects and defining information flows between ITS elements in Turbo Architecture 7.0.
- Implementation – Define project sequencing; list agency agreements; and identify ITS standards.
- Final Documentation – Prepare Portland Regional ITS Architecture document.

Tangible Products Expected in FY 2015-16:

- Fully Executed IGA, Consultant Contract, and Notice to Proceed (2nd Quarter FY 2014-15)
- Regional ITS Architecture database (4th Quarter FY 2014-15)
- Final Portland Regional ITS Architecture document (4th Quarter FY 2014-15)

Entities Responsible for TSMO Activity:
Metro – Lead Agency
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:
NA

FY 2015-16 Costs and Funding Sources:

Requirements:			**Resources:**		
Personal Services	$		STP	$	50,000
Interfund Transfers	$		Metro	$	5,723
Materials & Services Consultant	$	55,723			
TOTAL	**$**	**55,723**	**TOTAL**	**$**	**55,723**
Full-Time Equivalent Staffing					
Regular Full-Time FTE		NA			
TOTAL		**NA**			

V. OTHER PROJECTS OF REGIONAL SIGNICIFANCE

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 and/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 (TPR), Oregon Highway Plan, Access Management Rule and ODOT permit compliance and make recommendations as appropriate

Previous Work:

Work during the 2014-2015 fiscal year included review of over 2,000 land use actions, with approximately 80 written responses and 60 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 2015-2016:

- Products occur throughout the planning period, depending on development/land use proposals and timing of notices (Q3 2015 – Q2 2016)
- May include response letters and mitigation agreements

Entities Responsible for Activity:

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

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

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
2011-2012	$250,000	2.0
2012-2013	$250,000	2.0
2013-2014	$300,000	2.75
2014-2015	$300,000	2.75

Estimated FY 2015-2016 Costs and Funding Sources:

Requirements:			**Resources:**		
Staff Time	$	300,000	SPR	$	300,000
TOTAL	**$**	**300,000**	**TOTAL**	**$**	**300,000**
Full-Time Equivalent Staffing					
Regular Full-Time FTE		2.75			
TOTAL		**2.75**			

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 TGM program provides grants to regional and local jurisdictions to conduct land use and transportation planning.

Objectives:
- Partner with DLCD and regional or local governments to conduct land use and transportation planning efforts receiving TGM grants
- Provide technical assistance with regard to best practices and 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 2013-14 and FY 2014-2015):
- Portland Division-Midway Neighborhood Street Plan (end date 6/30/2014)
- Portland Central City MMA (end date 12/31/2014)
- Sherwood Transportation System Plan Update (end date 7/31/2014)
- Tigard Triangle District Plan (ends 2/28/2015)
- Clackamas County Active Transportation Plan (end date 12/31/2014)
- Washington County Multimodal Performance Measures and Level of Service Standards (end date 12/31/2014)
- Washington County Neighborhood Greenway Streets Plan (end date 6/30/2014)
- Happy Valley Transportation System Plan Update (end date 6/30/2015)
- Lake Oswego – Lake Grove Parking Plan (end date 6/30/2015)
- Milwaukie – Monroe Street Bike Boulevard/Neighborhood Greenway(end date 6/30/2015)
- Portland – Tryon and Stevens Creek Headwaters Neighborhood Street Plan (end date 6/30/2015)
- Multnomah County – Sauvie Island and Multnomah Channel Transportation System Plan (end date 6/30/2015)
- Washington County – 170th/Merlo Corridor Concept Plan (end date 6/30/2015)

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

Tangible Products Expected in 2015-2016:
- Portland – Parking Analysis and Tool Kit for Neighborhood Centers and Corridors (end date 10/31/2015)
- West Linn – Transportation System Plan Update (end date 9/30/2015)
- Fairview – Transportation System Plan Update (end date 6/30/2016)
- Portland – Growing Transit Communities (end date 6/30/2016)
- Portland – Truck Parking and Loading Plan (end date 6/30/2016)
- Wood Village – Town Center Master Plan and TSP Update (end date 6/30/2016)
- Clackamas County – Monroe Neighborhood Street Design Plan (end date 6/30/2016)
- TriMet – Bicycle Plan (end date 6/30/2014)
- Washington County – Right-sizing the Parking Code (end date 6/30/2016)

Additional TGM grants will be awarded in 2015 for slated project completion by June 2017.

Entities Responsible for Activity:
Oregon Department of Transportation – Product Owner

DLCD – Product Owner
Cities and Counties – Collaborate
Metro – Cooperate
TriMet – 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:

Biennium	Total Metro Area Grant Budget	FTE Comparison
2012-2014	$ 810,100	2.0
2013-2015	$ 870,125	2.0
2014-2016	$ 813,250	2.0

Estimated FY 2015-2016 Costs and Funding Sources:

Requirements:			**Resources:**		
Staff Time	$	100,000	TGM	$	506,625
Grants	$	**406,625**			
TOTAL	**$**	**506,625**	**TOTAL**	**$**	**506,625**
Full-Time Equivalent Staffing					
Regular Full-Time FTE		2.0			
TOTAL		**2.0**			

ODOT – Before and After Study of ODOT Investments

Description:

ODOT continues to invest significantly in the regional transportation system. Limited financial resources require that each project is a strategic investment that maximizes beneficial returns. Evaluating the returns on infrastructure investments can help inform future project decisions, in coordination with corridor refinement plans and other analytical exercises. Determining how these investments provide a beneficial return to be able to strategically make additional investments in the system is of great importance given limited financial resources. This project continues the previous effort of examining project investments from a pre- and post-construction and implementation phase to compare operating conditions under both scenarios to determine the effects/benefits the project had in solving the original need identified. Key areas of focus include (but are not limited to) the safety and operational impacts of auxiliary lanes, changes in lane configurations, acceleration and acceleration lanes or braided ramps.

Objectives:

Continue previous study effort that:

- Identified a list of potential projects for consideration /assessment
- Gather data from pre- and post- construction
- Update previous report with additional project findings

Previous Work:

- Before and After Study Results (June 2015)

Methodology:

- Develop scope of work for project
- In coordination with Metro, TriMet and jurisdictional partners, identify project list for potential before and after review
- Connect consultants with internal staff to gather data potential data to determine if project has enough data to move forward into evaluation
- Use previous methodology/criteria (or establish new/different criteria depending on project and data available) to evaluate the success or effect of the project compared to pre-conditions
- Coordinate with Metro (and other partners, as appropriate) to maximize consistency in methodology, especially regarding planning assumptions and other model inputs.
- Document results and update previous report with new data
- Monthly (or bi-weekly) check-in with consultants and staff on project progress and milestones/deliverables
- Identify lessons learned, successes, and next steps at the end of the project

Tangible Products Expected in 2015-2016:

- Scope for project (Q1)
- Procurement and contracting (Q1)
- Draft list of potential projects and final list of projects to move forward for evaluation (Q2)
- Draft report with findings (Q3)
- Final updated report with new projects (Q4)

Entities Responsible for Activity:

Oregon Department of Transportation – Lead Agency
Metro, TriMet, Jurisdictional 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
2014-2015	$30,000	0.25

Estimated FY 2015-16 Costs and Funding Sources:

Requirements:			Resources:		
Consultant Services	$	80,000	SPR	$	100,000
Staff Time	$	20,000			
TOTAL	**$**	**100,000**	**TOTAL**	**$**	**100,000**
Full-Time Equivalent Staffing					
Regular Full-Time FTE		0.25			
TOTAL		**0.25**			

ODOT – 82nd Avenue of Roses Implementation Plan

Description:

The 82nd Avenue of Roses Implementation Plan will identify improvements to 82nd Avenue between NE Killingsworth in Portland and SE Johnson Creek Boulevard in Clackamas County. This effort will be cognizant of concurrent efforts to the Powell-Division Corridor Study and regarding possible high capacity transit investments in this part of the region.

82nd Avenue is state highway OR 213, designated a District Highway. In the project area, it has a five-lane cross-section with two through lanes in each direction and a center turn/median lane. There are no bike facilities on the highway. Sidewalks are substandard in width through much of the corridor and non-existent in some sections. 82nd Avenue is one of the region's key transit corridors, with the 72 bus ranking amongst TriMet's busiest. Stakeholders, including state legislators, have advocated for an implementation plan to identify projects that will improve the highway corridor. This ODOT-led planning work will include several elements, including:

- Project Management
- Public and Stakeholder Involvement: Facilitation, Outreach and Communications
- Multi-Modal Transportation Planning
- Conceptual Design Engineering
- Traffic Analysis and Management
- Funding and Financial Analysis
- Land Use Analysis
- Graphics and Visual Imaging

Plan Objectives:

The following is a list of key objectives expected to be completed during the planning work on 82nd Avenue:

- Overall objectives: analysis to inform discussion and implementation recommendations for the future of 82nd Avenue, including safety and sense of place.
- A summary report of past planning documents along the corridor. Past planning work should not be discarded and should inform the current planning work
- Analysis and recommendations for improvements of focus areas. For selected focus areas, sidewalks, bike facilities, access management, transit ridership and other data will be gathered and analyzed to produce a set of proposed improvements
- A financial feasibility analysis. This document will identify sources and likelihood of funding, which will help inform the scale of the plan's project list
- A jurisdictional transfer memo. This memo will look at what a transfer of ownership of 82nd Avenue (from ODOT to City of Portland) means and will recommend next steps. It will not make a recommendation on whether to pursue jurisdictional transfer
- A cross-section memo. This memo will look at different cross-sections and will inform the conversation on jurisdictional transfer analysis and other plan products
- A decision-making structure with a Steering Committee, Community Advisory Committee and a Technical Advisory Committee. The Steering Committee made up of representatives of agencies with implementation authority will make plan decisions, the Community Advisory Committee made up of corridor stakeholders will make recommendations to the Steering Committee, and the Technical Advisory Committee will provide technical feedback on work products

Previous Work:

Plan information will be informed by past 82nd Avenue planning work including but not limited to the 82nd Avenue of

Roses High Crash Corridor Safety Plan, City of Portland Comprehensive Plan, City of Portland Transportation System Plan, Clackamas County Transportation System Plan, ODOT Region 1 sidewalk inventory, ODOT Pedestrian Analysis, Metro 2040 Plan, 82nd Avenue Community Forum Summary Report, Imagine 82nd, Powell-Division High Capacity Transit Plan products, ODOT Statewide Transportation Improvement Program, Pedestrian Network Analysis (TriMet), Lents 5-year Action Plan and the Jonesmore Station Area Plan.

Methodology:

- Develop scope of work for 82nd Avenue Plan
- Determine the level of investment that is feasible for plan implementation
- Select via the community and steering committees the criteria that should be used to determine focus areas along the corridor
- Within selected focus areas, gather information on safety, bike inventory, sidewalk inventory, land use, crosswalk locations and other data
- Develop project sets for the focus area based on data collected and stakeholder input
- Develop an implementation plan that identifies agency and partner commitments for project development in the short-term
- Make recommendations for future study

Tangible Products Expected in 2015-2016:

- Existing Plan Context Memo (2015)
- Jurisdictional Transfer Memo (2015)
- Financial Feasibility Memo (2015)
- Analysis of Cross-Sections Options Memo (Q3 2015)
- Project Sets for Focus Areas (Q4 2015)
- Implementation Plan (Q1 2016)

Entities Responsible for Activity:

Oregon Department of Transportation – Product Owner
City of Portland Bureaus of Transportation and Planning & Sustainability, Metro, TriMet, Clackamas County – Cooperate and/or Fund projects
Stakeholders, community organizations – Cooperate

Schedule for Completing Activities:

Please refer to schedule information provided in the *Tangible Products* section.

Funding History:

$200,000 of ODOT funding in FY 2014-2015 for scope development, community-based interviews, and beginning consultant work.

Estimated FY 2015-2016 Costs and Funding Sources:

Requirements:			**Resources:**		
Consultant Services	$	225,000	SPR	$	300,000
Staff Time	$	75,000			
TOTAL	**$**	**300,000**	**TOTAL**	**$**	**300,000**
Full-Time Equivalent Staffing					
Regular Full-Time FTE		1.5			
TOTAL		**1.5**			

ODOT – Region 1 Interchange Atlas Update

Description:
The purpose of this activity is to maintain a valuable data reference to inform a wide variety of planning and project development activities. Along with other reference sources, namely the Regional Mobility Atlas, this will enable consistency between analyses. The update will include safety and operational information on potential off-ramp congestion (queuing) that may negatively impact freeway mainline lanes at interchanges in areas where Multi-Modal Mixed-Use Area (MMA) designation requests could occur.

The ODOT Region 1 Interchange Atlas is a document that provides maps, figures, and data that describe the current and future function and characteristics of freeway interchanges in the Portland Metro Area. The first edition of the ODOT Region 1 Interchange Atlas was issued during the 2008-2009 fiscal year; the update will include safety and vehicle traffic operations information in addition to updates to first-edition data.

A consultant completed the first edition, and a consultant will also complete the update.

Objectives:

- To provide safety and operational information at highway interchanges
- To provide a simple and easy to navigate reference to facilitate quick comparisons among interchanges and understanding of current and future conditions
- To provide data to ODOT staff and decision-makers that will enable them to understand the character of each interchange and, where needed, inform selection of potential improvement project locations for more detailed analysis for long-range planning or development review

Previous Work:
The first edition of ODOT Region 1 Interchange Atlas was issued during the 2008-2009 fiscal year.

Methodology:
Data sources include ODOT, Metro and consultant inventory. Much of the data is extracted from analysis of the Metro Regional Travel Demand Forecasting Model using VISUM modeling software. The 2040 financially constrained model for the PM peak (2-hour) period is used as the basis for model measures. As early as possible, the existing 2010 Base Model will be updated to 2015.

Tangible Products Expected in 2015-2016:
The second edition of the ODOT Region 1 Interchange Atlas will be released during the second quarter of 2016.

Entities Responsible for Activity:
ODOT – Product Owner/Lead Agency;
Metro – coordinate;
TriMet, jurisdictional partners - inform

Schedule for Completing Activities:
The second edition of ODOT Region 1 Interchange Atlas will be released during the second quarter of 2016.

Funding History:

Fiscal Year	Total Budget	FTE Comparison
2008-2009	$200,000	.50
2014-2015	$75,000	0.25

Estimated FY 2015-2016 Costs and Funding Sources:

Requirements:			**Resources:**		
Consultant Services	$	60,000	SPR	$	75,000
Staff Time	$	15,000			
TOTAL	**$**	**75,000**	**TOTAL**	**$**	**75,000**
Full-Time Equivalent Staffing					
Regular Full-Time FTE		0.25			
TOTAL		**0.25**			

ODOT – Facility Bottleneck and Solutions Feasibility Assessment

Description:

The purpose of this activity is to create a useful baseline and future assessment that analysts throughout the region can rely on for corridor and project level investigations as well as in support of developing the 2018/ RTP update. This project is focused on providing high level corridor and origin/destination information for areas within Region 1 and along major ODOT and regional facilities. This information is helpful to determine the level of motor vehicle users on a road, identify differentials between local and regional trips, determine the distance users are able to travel from an area based on time during peak hours, and show how land use choices affect the transportation infrastructure within the region. This atlas could be used to help inform early decision-making processes for plans or processes that are evaluating potential projects along corridors and the number of users those choices/improvements may affect.

Objectives:

- Provide detailed information of physical characteristics of major ODOT and regional facilities
- Identify growth along major corridors in the region
- Identify users along corridors and their major origin and/or destination, while differentiating between "local" and "regional" users along a corridor
- Within the region identify major origin and destination areas to assess where motor vehicle travelers start and/or end their trip, and the potential over time for those origins and destinations to change based on regional land uses and trip generators
- Provide a user friendly product which documents data to help identify (at a larger scale) trips in the region and how those trips are using the transportation system to better inform other planning processes

Previous Work:

None

Methodology:

- Develop scope of work for project
- Coordinate with metro's travel demand forecasting staff regarding the consistency of the O/D methodology to ensure lasting utility of the final products
- Determine corridors and sub-areas to be included in assessment
- Utilize Metro Regional Travel Demand Model (both base 2010, or 2015 if available, and future 2040) for travel growth, users on corridor, origin/destination data, and travel time by distance
- Gather existing volume data (and other relevant data for example INRIX travel time) to help supplement and validate base model data
- Analysis of corridors and sub-areas
- Monthly (or bi-weekly) check-in with consultants and staff on project progress and milestones/deliverables
- Identify lessons learned, successes, and next steps at the end of the project

Tangible Products Expected in 2015-2016:

- Scope for project (Q1)
- Procurement and contracting (Q1)
- Documentation of methodology, including opportunity for Metro modeling staff to comment (Q2)
- List of corridors and sub-areas to include in assessment/evaluation (Q2)
- Draft report (Q4)
- Stakeholders workshop to share draft findings (Q4)
- Final report (Q4)

Entities Responsible for Activity:

Oregon Department of Transportation – Lead Agency

Metro, TriMet, Jurisdictional 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:
NA

Estimated FY 2015-16 Costs and Funding Sources:

Requirements:			**Resources:**		
Consultant Services	$	280,000	SPR	$	300,000
Staff Time	$	20,000			
TOTAL	**$**	**300,000**	**TOTAL**	**$**	**300,000**
Full-Time Equivalent Staffing					
Regular Full-Time FTE		0.25			
TOTAL		**0.25**			

ODOT – Performance Measures for State Highways in the Metro Area

Description:

In some contexts, the Oregon Highway Plan (OHP) mobility targets are not consistent with regional land use and transportation policy expectations. This can create practical difficulties with addressing the impacts and costs of meeting the mobility targets. The OHP allows for development of alternative mobility targets and alternative measures and targets related to other aspects of performance of the transportation system. Several TSPs in the region that have been completed recently or are in the process of completion include locations on the state highway system that are not projected to meet performance targets at the plan horizon. The recent course of action for these has generally been to commit to refinement at a later date to address meeting the OHP target. Although OHP policy allows for a process to adopt alternative mobility targets as part of development of a TSP, a better course of action may be to examine the issues on a more holistic regional and corridor level basis rather than to proceed on a piece-meal jurisdictional basis.

This project would explore different measures and methodologies for evaluating the performance of the transportation system in the context of the broader land use and transportation objectives the region is working together to achieve. The intent is to identify measures that support the Metro region urban and policy contexts. In addition to looking at alternative mobility measures or targets, other areas of emphasis could include safety, accessibility, system completeness, etc. The result would be a framework for measurement of state highway performance that is adaptable to local contexts and could be further refined as part of the next RTP update and future corridor planning processes.

Objectives:

Develop a state highway performance measurement framework that:

- Can be tailored to each mobility corridor and specific locations within corridors (e.g. town centers)
- Can be used to identify deficiencies when developing TSPs, corridor plans, and for significant effect determinations in plan/zone amendments under TPR 0060
- Includes recommended measures and methodologies for application in different corridor and planning contexts for identifying transportation need in a corridor
- Is accepted by regional policy-makers and ODOT and the regional technical community

Previous Work:

- Alternative Performance Measures Report (ODOT Region 1, 2012)
- A Multimodal Framework for the Transportation Planning Rule Process (Region 1, 2013)
- Safety Evaluation in Planning and Project Development (ODOT, 2014)
- Bicycle and Pedestrian Safety Implementation Plan (ODOT, 2014)
- Multi-Modal Performance Measures and Standards (Washington County, 2014)
- Portland Multimodal Performance Measure System (2013)
- Southwest Corridor Transportation Performance Measures (2014)

Methodology:

- Develop scope of work and identify stakeholders
- Hire consultant
- Develop alternatives for state highway performance measurement framework
- Recommend framework for implementation

Tangible Products Expected in 2015-2016:

- Scope for project (Q1)
- Procurement and contracting (Q1)
- Final report with framework for measurement of state highway performance that is adaptable to local contexts and could be further refined as part of the next RTP update and future corridor planning processes (Q4)

Entities Responsible for Activity:
Oregon Department of Transportation – Lead
Stakeholders: Metro, TriMet, cities, counties, Port

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

Funding History:
NA

Estimated FY 2015-16 Costs and Funding Sources:

Requirements:			**Resources:**		
Consultant Services	$	35,000	SPR	$	50,000
Staff Time	$	15,000			
TOTAL	**$**	**50,000**	**TOTAL**	**$**	**50,000**
Full-Time Equivalent Staffing					
Regular Full-Time FTE		0.25			
TOTAL		**0.25**			

ODOT – Southwest Corridor Plan

Description:

ODOT participates in the Southwest Corridor Plan by providing policy analysis and traffic analysis, providing input on project scoping and prioritization, working toward development of transportation performance measures, and other work associated with plan development. The project is led by Metro in partnership with TriMet. ODOT and other local jurisdictional partners also participate in the Southwest Corridor Plan process. See Metro write-up on Southwest Corridor Plan for additional details.

Objectives:

- Support and provide technical and policy analysis to develop a locally Preferred Package that includes high capacity transit and local transit, roadway, and bicycle and pedestrian improvements
- Support, provide and review analyses needed to assess multimodal safety and connectivity, overall transportation system function, motor vehicle traffic diversion, congestion and operations on ODOT facilities and the transportation system, as well as other decision factors
- Coordinate with Metro, TriMet, and local jurisdictions to assess the consistency of HCT alternatives 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, Oregon Highway Design Manual

Previous Work:

- Participated in various committees to support planning, technical analysis and decision-making including the Steering Committee, Project Team Leaders (PTL) team, Public Involvement Team and various working groups
- Reviewed and commented on major project deliverables including:
    - Revised purpose and need statement
    - Preliminary design of transit alternatives
    - Traffic analyses and travel demand model results
- Produced overview of past planning and analysis in the Naito/Ross Island Bridgehead area and held internal workshop to review proposed redesign concept
- Developed pieces of work plan to develop a Preferred Package prior to beginning the Draft Environmental Impact Statement
- Attended community outreach events

Methodology:

Methodology is dependent on work product and generally includes participation on technical advisory committees, review of plan products/documents, and information-sharing about ODOT policies and standards.

Tangible Products Expected in 2015-16:

Committee participation and document/product review of the following:

- Evaluation factors for defining Preferred Package
- Analysis of impacts and benefits associated with various alternatives and design options in order to define a Preferred Package
- Continued technical assistance in the development and review of mobility targets and/or potential alternative transportation performance targets
- Steering Committee consideration of the Preferred Package and next steps identification

Entities Responsible for Activity:

Oregon Department of Transportation – Cooperate/Collaborate
Metro – Co-lead
TriMet – Co-lead

Cities and Counties – Cooperate/Collaborate
Community groups and organizations/stakeholders – Cooperate/Collaborate

Schedule for Completing Activities:
Activities will be completed consistent with a project work plan currently under development by Metro.

Funding History:

Fiscal Year	Total Budget	FTE Comparison
2011-13	$1,140,000	1.25
2014-15	$500,000	1.0

Estimated FY 2015-2016 Costs and Funding Sources:

Requirements:			Resources:		
Staff Time	$	200,000	SPR - Region	$	200,000
Project Staff/Consultants	$	550,000	SPR - Salem	$	550,000
TOTAL	**$**	**750,000**	**TOTAL**	**$**	**750,000**
Full-Time Equivalent Staffing					
Regular Full-Time FTE		1.25			
TOTAL		**1.25**			

ODOT – Region 1 Active Transportation Needs Inventory (Phase 3)

Description:

The Oregon Department of Transportation (ODOT) Region 1 (Portland Metro area) is working to create safer and more walkable and bikeable networks in communities across the region. Less than half of ODOT's roadways in urban areas currently have sidewalks and bike lanes. The Oregon Transportation Plan sets a goal of completing the state biking and walking network by 2030, but adequate funding is not available to meet this target. ODOT Region 1 is developing an Active Transportation Needs Inventory (ATNI) to assess gaps in the existing system and inform future projects to provide the greatest benefits for all users.

In FY 2013 – 2014, ODOT completed two phases of the ATNI. Phase I (completed Jan. 2015) updated ODOT's inventory of pedestrian and bicycle facilities (e.g., sidewalks, bike lanes, paths) and identified gaps and deficiencies on ODOT Region 1 roadways. The updated inventory data will be incorporated into ODOT's statewide database and will be shared with Metro for integration into RLIS and thereby other Metro initiatives such as Regional Mobility Corridor Atlas and Congestion Management Process. Phase II (estimated completion June 2015) will evaluate needs from Phase I and create a framework for identifying projects to advance as future funding opportunities become available. This can also support future planning efforts, such as the 2018 RTP update. Ongoing coordination with transit properties and other jurisdictional partners will help connect the investment in the Inventory with implementation actions across the region.

This project builds upon previous efforts by pursuing recommendations identified in the ATNI Implementation Guidance Memo. Key areas of focus include (but are not limited to):

- establishing institutional mechanisms for updating and applying ATNI data
- continued coordination with Salem Asset Management to ensure data collected through Phase I & II are incorporated into TransInfo & TransGIS so that it is publicly accessible via existing websites and databases
- pursuing policy changes as recommended in the Implementation Guidance Memo
- evaluating top tier needs for implementation feasibility, including:
- design feasibility/challenges (e.g. topography, right-of-way, environmental)
- reconcile differing design standards and goals among various jurisdictions and planning documents
- prepare pre-scoping packages to help move needs forward for funding consideration and project development
- Identifying opportunities for implementing projects to fill identified active transportation needs, including:
    - coordination with existing programmed projects (e.g. preservation, maintenance, safety)
    - Small Contracts Program projects (construction under $100,000)
    - Larger stand-alone STIP projects (construction over $100,000)
    - cross agency or jurisdictional partnership opportunities (e.g. ODOT/TriMet Safety and Access to Transit, local partnerships to address ODOT network gaps on locally owned right-of-way),
    - public-private partnerships
- Update ATNI data and methodology as necessary to ensure coordination with ODOT's statewide Pedestrian and Bicycle Modal Plan, as it develops

Objectives:

Build upon previous project effort to:

- Complete and maintain ODOT active transportation facilities inventory
- Identify gaps and deficiencies
- Systematically evaluate needs and identify "top tier" candidates
- Conduct targeted outreach
- Create strategy for addressing problem areas
- Assess implementation feasibility of "top tier" needs
- Move feasible needs forward into project development

- Update previous report with additional project findings

Previous Work:
- Region 1 Active Transportation Needs Inventory (FY 2013 - 2014)

Methodology:
- To be developed based upon findings and recommendations in ATNI Implementation Guidance Memo (expected completion date, June 2015)

Tangible Products Expected in 2015-2016:
- Updated inventory of existing facilities, gaps, and deficiencies – accessible via TransGIS website
- "Needs Assessment" map and spreadsheet tool
- Implementation Guidance memo
- "Cut sheets" for up to 10 projects
- Additional scope/deliverables to be developed based upon findings and recommendations in ATNI Implementation Guidance Memo (expected completion date, June 2015)

Entities Responsible for Activity:
Oregon Department of Transportation – Lead
Other stakeholders:
Metro – Coordinate (to maximize use and value of the Inventory's products)
Cities and Counties in ODOT Region 1
Tri-Met, SMART and rural transit providers
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:
Previous UPWP which consisted of approximately $170,000 SPR dollars.

Estimated FY 2015-16 Costs and Funding Sources:

Requirements:			**Resources:**		
Consultant Services	$	80,000	SPR	$	100,000
Staff Time	$	20,000			
TOTAL	**$**	**100,000**	**TOTAL**	**$**	**100,000**
Full-Time Equivalent Staffing					
Regular Full-Time FTE		NA			
TOTAL		**NA**			

Clackamas County Regional Freight ITS Project

Description:
The Clackamas County Regional Freight ITS Project is a two part process. It includes the creation of a 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:

Project Notice to Proceed given by ODOT on November 25th, 2014. RFP will be drafted in Jan/Feb (Second Quarter). The first phase of Freight ITS project is anticipated to take six to nine months to complete. Freight ITS Plan should start and complete before end of 2014/15 fiscal year.

Funding History:

NA

FY 2014-15 Costs and Funding Sources:

Requirements:			**Resources:**		
Personal Services					
Clackamas County	$	25,000	CMAQ Fed Fund	$	94,216.50
ODOT	$	5,000	Local Match (Clackamas)	$	10,783.50
Consultant Contract	$	75,000			
TOTAL	**$**	**105,000**	**TOTAL**	**$**	**105,000**
Full-Time Equivalent Staffing					
Regular Full-Time FTE		NA			
TOTAL		**NA**			

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:

TREC 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 2015-2017:

- 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:

- Transportation Research and Education Consortium (TREC) 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 Winter 2015

Funding History:

Fiscal Year	Total Budget	FTE Comparison
2011-12	$75,000	1.0
2012-13	$35,000	.5
2013-14	$5,000	1.0

FY 2014-15 Costs and Funding Sources:

Requirements:			**Resources:**		
Personal Services	$	82,000	JPACT funding	$	82,000
Materials & Services	$	10,000	Other (in-kind match)	$	10,000
TOTAL	**$**	**92,000**	**TOTAL**	**$**	**92,000**
Full-Time Equivalent Staffing					
Regular Full-Time FTE		0.5			
TOTAL		**0.5**			

FY 2015-16 Costs and Funding Sources:

Requirements:			**Resources:**		
Personal Services	$	118,000	JPACT funding	$	118,000
Materials & Services	$	15,000	Other (in-kind match)	$	15,000
TOTAL	**$**	**133,000**	**TOTAL**	**$**	**133,000**
Full-Time Equivalent Staffing					
Regular Full-Time FTE		1.0			
TOTAL		**1.0**			

TriMet Employer Outreach Program

Description:
RTO efforts contribute to achieving the regional Climate Smart strategies goal of driving down vehicle emissions to 29 percent below 2005 levels in the next 20 years.

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 Employer Commute Options program. The TriMet outreach program reduces vehicle miles traveled by educating employers, offering promotional campaigns, meeting with employees, producing online communications and supplying educational materials for using transportation options. TriMet supplies transportation survey data in aggregate to the Metro RTO program, plus assists partners with transit operations information and opportunities to participate in TriMet campaigns.

Objectives:
- Increase the use of non-SOV travel options for commute trips among employers and colleges
- Market and increase awareness of active travel options that improve health plus provide economic benefits
- Coordinate with and support regional RTO campaigns plus local partner efforts
- Provide education about the variety of travel opportunities available in suburban areas and urban centers

Previous Work:
Key work program accomplishments for fiscal 2013-14 included the following:
- The latest RTO evaluation for 2011-13 conducted for Metro by Steer Davies Gleave lists the non-drive alone mode split for employers working with the TriMet Employer Outreach program increased from 27.1% in 2009 to 38.5% in 2011. Plus, according to the same study, commuters of RTO program sites that submitted survey data reduced auto usage by 26,587,886 vehicle-miles per year between the 2011 and 2013 evaluation period.
- Increased transportation program enrollment to 1,791 from 1,692 worksites a year ago; a 5.8% increase.
- Employer worksites offering transit subsidies changed from 1,192 last year to 1,156, a 3% decrease from FY12-13. However, worksite subsidies are 5.6% above FY11-12 by 62 worksites. The change is partly due to program updates of employers enrolled in TriMet's Emergency Ride Home program. Further explanation is supplied in the below ERH program summary.
- TriMet employer programs offered at worksites changed by 9 worksites to 1,143 from 1,152 in the previous year. The change is a 0.7% decrease from FY12-13 but a 10% increase over FY11-12.
- Enrolled 59 new employers in TriMet employer pass programs compared with 59 new pass programs enrolled in the previous fiscal year.

Methodology:
The staff works with employers to develop and maintain transportation programs to reduce SOV car trips. The programs also include transit pass programs for employers and colleges to encourage transit use. Following are key program components completed for fiscal 2013-14:

Employer and College Outreach:
- Completed 6,696 contacts with 1,975 employers and colleges; 246 of these employers were first-time contacts.
- Participated in 554 planning, informational meetings, outreach and public events with employers, colleges, business associations, community associations, citizens' advisory committees, and RTO partner organizations.
- National Bike month promotions in FY13-14 included bike-themed articles in the toWork employer newsletter. Distributed 286 bike seat covers from Metro at transit stops and on light rail trains in support of bike plus transit trips.

- Promoted the 2013 and 2014 statewide Drive Less Challenges at employer events, in the toWork employer newsletter with over 2,100 subscribers and by email to 253 employers. For 2013 TriMet donated ad space on buses. TriMet featured the Challenge on flat screens at light rail platforms, on the TriMet home page, blog, plus Facebook and Twitter social media channels. Plus for 2014, distributed 500 postcards to employees.
- Conducted a second phase of outreach to employer stakeholders about TriMet's Westside service enhancements with phone calls and a targeted mailing of 725 bus schedules to 38 employers. The contacts are in addition to the above number of 6,696 contacts.
- Conducted additional outreach to employer stakeholders for TriMet's Eastside service enhancement plans with phone calls to 118 employers, 7 briefing meetings plus distributed over 250 bus schedules. The outreach is in addition to the above number of 6,696 contacts.
- Exhibited TriMet employer programs outreach services at the GoGreen conference Q2 FY13-14 to approximately 450 total attendees.
- Supplied transportation options materials and online information quarterly to 14 colleges. Supplied 19,000 pieces of transit materials for three college student orientations for over 5,100 students in FY13-14.

Employee Communications:

- Promoted transportation options at 77 employer transportation fairs to 9,292 attendees.
- Distributed 1,965 New Employee Kits to 149 employers to promote non-SOV travel choices to new employees. The kits may be customized for an employer and by district – east, west and the central business district. The kits are branded with the regional Drive Less Save More campaign.
- Completed a set of employee briefing sessions with TriMet's General Manager at seven employer sites. Three sessions were held in FY12-13 and four sessions were completed in FY13-14.
- Participated in the regional Be Seen Be Safe commuter safety campaign timed with daylight savings change in Q1 FY13-14; staffed four public outreach events at transit centers plus distributed safety kits to 116 employers. TriMet coordinated the campaign in Q1 FY14-15; staff helped distribute approximately 10,000 safety items at transit centers.
- Promoted major transit service improvements for Q3 FY14-15 by email to 197 employers. Included information tailored for distribution to employees.

Employee Transportation Surveys:

- TriMet processed Employee Commute Option surveys for 256 worksites for 126 companies FY13-14. Surveys are conducted for any employer free of charge whether for DEQ or to inform a transportation program. The staff supplies the results in a report with recommendations for transportation programs.

Employer Transportation Programs:

- TriMet offers a free, Emergency Ride Home, cab voucher program to incentivize employers to subsidize transit. The program contract was revised in the last quarter of FY13-14 requiring all participants to re-enroll with the new contract. Outreach was conducted to 850 employer participants. A total of 110 employers including 20 new employers enrolled as of the end of FY13-14. Active re-enrollment is continuing into FY14-15. TriMet provided 51 cab rides for FY13-14.
- Surveyed employers for satisfaction with the TriMet outreach program November 2013 in advance of goal of FY15-16. Incorporated feedback into transportation options messages.

Other:

- Supplied information and materials for Metro's Drive Less Save More individualized marketing project for 5,000 residents of Cedar Hills.

Tangible Products Expected For FY 2014-2015 and FY 2015-2016:

For FY 2015-16 a major outreach project will promote TriMet's new light rail line that begins service in fiscal Q1. Plus, staff will promote regional Metro RTO campaigns. The work plan may be adjusted to incorporate the Climate Smart strategies adopted by Metro in December 2014.

Employer and College Outreach:

- Outreach calls following up on a promotion of fall service improvements began in Q1 FY14-15 and will continue into Q3. Promotion included a mailer targeted to 3,717 businesses along service routes plus a promotional email to 197 employers in Q1 FY14-15.
- An extensive outreach campaign for the upcoming Portland-Milwaukie Light Rail service began Q3 FY14 and will continue into Q1 FY15-16. The outreach activities will be conducted in three phases: bus service proposals related to the light rail service, service opening events, plus follow up to support the use of the new service. Work tasks will include identifying employers within a half-mile of the alignment (Q3 FY15-16), plus preparing materials and distributing information through a variety of channels.
- Outreach and briefings with stakeholder employers and colleges for TriMet's Service Enhancement Plans will continue into FY15-16. The project includes five geographical areas in various stages of development.
- Leverage regional campaigns for employee outreach including national bike month, the Bicycle Transportation Alliance's Bike Commute Challenge, the statewide DriveLessConnect Challenge and Be Seen Be Safe campaign.
- Produce and distribute six issues annually of the online, toWork employer newsletter in FY14-15 and FY15-16.
- Support Metro's ODOT-funded individualized marketing project targeting college students. Supplied 1,600 pieces of TriMet materials in Q2 FY14-15. Additional support may be provided when the project begins Q3 FY14-15.

Employee Communications:

- Promote transportation options and provide direct assistance to employees at employer fairs/events. Annual goal for FY14-15 and FY15-16 is 80 transportation fairs/events and a minimum of 8,000 participants.

Employee Transportation Surveys:

- Complete an average annual goal of surveys for 230 employer worksites for FY14-15 and FY15-16. As of Q1 FY14-15, 125 ECO surveys were completed for 55 employers.

Entities Responsible for Activity:

The TriMet's Employer Outreach program is staffed by 5.25 people within TriMet's Customer Information Services department. Following are stakeholders and entities with whom TriMet works in partnership:

Metro Regional Travel Options Workgroup
ODOT
FTA
Regional partner agencies including TMAs
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 and C-TRAN

Schedule for Completing Activities:
Please refer to the 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
2013-14	$469,118	5.25

FY 2014-15 Costs and Funding Sources:

Requirements:			**Resources:**		
Personal Services	$	483,193	CMAQ	$	433,569
			TriMet Support	$	49,624
TOTAL	**$**	**483,193**	**TOTAL**	**$**	**483,193**
Full-Time Equivalent Staffing					
Regular Full-Time FTE		5.25			
TOTAL		**5.25**			

FY 2015-16 Costs and Funding Sources:

The costs and funding sources for FY2015-16 are pending. The plan will be updated with the funding information.

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 issue

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:

Fiscal Year	Total Budget	FTE Comparison
2013-14	$111.445	NA

FY 2014-15 Costs and Funding Sources:
No update.

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 and post disaster route for police, fire and response vehicles and equipment
- 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 2015-2016:
- Perform alternatives analysis to determine final bridge location, including preliminary geotechnical, traffic, hydrology, environmental, and cultural resources analysis and reporting.
- Bridge Selection Report summarizing final bridge type, size, and location selection process, including cost estimates.

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 Clackamas County to determine ownership of the bridge and land commitment to the bridge on each shore of the Willamette.
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
Tualatin Valley Fire and Rescue District (TVFRD)
Clackamas County Sheriff's Office
Friends of French Prairie Travel Oregon

Schedule for Completing Activities:

- March 2016: Complete alternatives analysis and determine final bridge location.
- June 2016: Bridge Selection Report summarizing final bridge type, size, and location selection process, including cost estimates.
- Schedule will require project carryover into FY 2016-17.

Funding History:

As of November 30, 2014, the City has expended $27,500 in local Parks and Recreation System Development Charges in the development of the project scope of work, Intergovernmental Agreement with ODOT, and the Request for Proposal documents.

Fiscal Year	Total Budget	FTE Comparison
2013-14	$27,500	NA

FY 2014-15 Costs and Funding Sources*

Requirements:			Resources:		
City Staff and Professional Consultant Services	$	115,000	Metro	$	100,000
			Other	$	15,000
TOTAL	**$**	**115,000**	**TOTAL**	**$**	**115,000**
Full-Time Equivalent Staffing					
Regular Full-Time FTE		1.5			
TOTAL		***1.5**			

**1.5 FTE and consultant time and effort. Costs are anticipated*

FY 2015-16 Costs and Funding Sources:

Requirements:			Resources:		
City Staff and Professional Consultant Services	$	750,000	Metro	$	680,000
			Other	$	7,0000
TOTAL	**$**	**750,000**	**TOTAL**	**$**	**750,000**
Full-Time Equivalent Staffing					
Regular Full-Time FTE		NA			
TOTAL		**NA**			

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. In addition, SMART has opted to use a portion of Federal FY13 5307 funds to update to the Wilsonville Transit Master plan. The planning elements associated with these funds are outlined in the Tangible Products section below. This project will conclude in FY 15

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.
- Update the 2006 Transit Master Plan to ensure planning efforts dovetail with regional efforts and enhance overall efficiency of transit service in Wilsonville
- 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 hosting 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 Ice Age Tonquin Trail and Graham Oaks Nature Park trails. (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)

Transit Master Plan

- Transit Master Plan Kick-off (First Quarter of 2015)
- Public involvement plan (Second quarter of 2015)
- Stakeholder outreach (Second quarter 2015)
- Public involvement (Third and fourth quarter 2015)
- Phase 1 final report (Fourth quarter2015)
- Service implementation and phase two (First quarter 2016 through fourth quarter 2017)
- Phase 2 Final Report (Fourth quarter 2017)

Entities Responsible for Activity:
The City of Wilsonville's South Metro Area Regional Transit – Product Owner / Lead Agency
Metro's RTO Program Partners and Stakeholders – Cooperate / Collaborate

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
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	$	250,000	STP Transfer Funds for Transit Integration Project	$	175,000
			FY13 5307 Funds	$	$75,000
TOTAL	**$**	**250,000**	**TOTAL**	**$**	**$250,000**
Full-Time Equivalent Staffing					
Regular Full-Time FTE		2.0			
TOTAL		**2.0**			

MEMORANDUM OF

UNDERSTANDING BETWEEN

METRO AND

SOUTH METRO AREA REGIONAL

TRANSIT IMPLEMENTING

MOVING AHEAD FOR PROGRESS IN THE 21ST CENTURY ACT (MAP-21)

This MEMORANDUM OF UNDERSTANDING (MOU) is made and entered into by and between **METRO**, the Portland Urbanized Area Metropolitan Planning Organization (MPO), acting by and through its elected officials, hereinafter referred to as METRO, and the **SOUTH METRO AREA REGIONAL TRANSIT**, acting by and through its elected officials, hereinafter referred to as SMART, collectively referred to as the Parties.

WITNESSETH,

WHEREAS, by authority granted in ORS 190.110, units of local government or state agencies may enter into agreements for the performance of any or all functions and activities that parties to the agreement, or their officers or agents, have the authority to perform, and

WHEREAS, intergovernmental agreements defining roles and responsibilities for transportation planning between the MPO for an area and the public transit operator(s) for the area are required by MAP-21 and the Code of Federal Regulations (CFR), Chapter 23, Section 450.314; and

WHEREAS, METRO and SMART are mutually interested in the implementation of a multimodal transportation system and the Parties agree to consultation and coordination in the development of the Regional Transportation Plan (RTP), Metropolitan Transportation Improvement Program (MTIP), Regional Travel Options (RTO) program, multi-modal corridor studies, Transit Environmental Impact Statements/ Preliminary Engineering, Unified Planning Work Program (UPWP), and SMART's short-term Transit Investment Plan; and

WHEREAS, the Metropolitan Transportation Planning program is in the mutual interest of METRO and SMART and they mutually agree to appropriate funding shares to support the program; and

WHEREAS, METRO and SMART have responsibilities for complying with Federal, State, and Local regulations related to transportation and the provision of public transit; and

WHEREAS, METRO and SMART acknowledge that SMART is represented by the position for the "Cities of Clackamas County" on the Joint Policy Advisory Committee on Transportation (JPACT) and the Transportation Policy Alternatives Committee (TPAC).

NOW THEREFORE, the premises being in general as stated in the foregoing, it is agreed by and between the Parties hereto as follows:

TERMS OF AGREEMENT

1. Pursuant to the authority above, METRO and SMART agree to define roles and responsibilities in carrying out the metropolitan transportation planning process, as further described in this MOU.
2. The term of this MOU will begin on July 1, 2014 and will terminate on June 30, 2017.
3. This MOU may be revisited and modified as needed, when the Parties so determine.

METRO Agrees to:

1. Adopt and maintain the RTP and the MTIP as required by the Oregon Transportation Planning Rule and for coordination of METRO and SMART public involvement processes.
2. Provide for a coordinated, cooperative, and continuing transportation planning and programming process.
3. Manage the operation of JPACT and TPAC.
4. Develop the Congestion Management Process that is inclusive of transit, transportation demand management, and traffic operations strategies as required by federal regulations.
5. Coordinate with the Oregon Department of Transportation (ODOT) to develop and maintain regional Intelligent Transportation Systems (ITS) architecture for traffic and transit operations.
6. Conduct multimodal corridor alternative analyses, in cooperation with SMART and affected local governments, in corridors needing a major transportation investment, as called for in local or regional transportation plans.
7. Be the federally designated lead agency for transit New Starts planning as prescribed by the process administered by the Federal Transit Administration through the conduct of a multi-modal corridor alternatives analysis and selection of a locally preferred alternative (or similar designation) as adopted by the METRO Council and other participating agencies. This will apply to major transit projects that have been identified in local or regional transportation plans and are expected to seek federal funds.
8. Lead the preparation of National Environmental Policy Act (NEPA) documents, including draft and final environmental impact statements in cooperation with SMART and affected local governments, in those corridors where a transit project has been designated as the locally preferred alternative or other similar designation by the METRO Council following completion of a multimodal corridor alternatives analysis or where a locally developed transit project anticipates seeking federal funding.
9. Prepare data as necessary to fulfill the requirements of the Federal Transit Administration's New Starts Reporting requirements.
10. Prepare for METRO Council adoption any ordinances, resolutions, and reports required to meet appropriate federal, state, and regional requirements in the development and advancement of federally funded major transit projects.
11. Conduct air quality conformity determinations for transportation plans, programs, and projects as required by federal and state regulations.
12. Develop, maintain, and analyze transportation-related data and GIS information for use in transportation planning studies.

13. Maintain and update regional travel forecasting models for the Portland metropolitan area, that provide base year and future year travel estimates for person trips, transit trips, and walk/bike trips.
14. Consult with SMART on development of the annual UPWP and include work elements of interest to SMART to the extent feasible within funding constraints.
15. Coordinate with SMART on early, ongoing, and responsive public involvement activities, as required by federal, state, and locally mandated rules and regulations, in the transportation planning and programming process.

SMART Agrees to:

1. Coordinate and consult with METRO on development of transit plans and programs as they relate to performance of the regional transportation system. These include but are not limited to: a short-term Transit Investment Plan, Employee Commute Trip Reduction Plans, ADA Paratransit Service Plans, transit management system planning, development of appropriate ITS architecture, SMART annual service plan, High Capacity Transit (HCT) planning, access to jobs and reverse commute programs, other transit services planning, pedestrian access to transit planning, and park-and-ride facility planning. SMART shall also provide program and policy development guidance and technical assistance in preparing transit elements of the RTP that relate to the SMART system and its interface with the Tri-County Metropolitan Transportation District of Oregon (TriMet) and other public and private transit providers. This includes development of proposed transit networks for regional travel forecasting models.
2. Coordinate closely with METRO regarding transit system projects requiring a major transportation investment such as a New Starts or Small Starts projects, and the development of related transit Environmental Impact Statements/Preliminary Engineering. Such efforts may include but are not limited to assistance in route and transit system planning, design, and estimating capital and operating costs.
3. Cooperate with METRO to continue to improve the cost-effective delivery of planning and preliminary engineering services where required and to ensure planning and engineering work for New Starts projects are adequately funded.
4. Coordinate with METRO in collection and analysis of transit related data utilized to complete National Transit Database (NTD) reports.
5. Submit the following for review and/or consideration of adoption by JPACT and the METRO Council:
   a. The short-term Transit Investment Plan with documentation of its consistency with the RTP.
   b. The annual Paratransit Service Plan with documentation of compliance with Federal regulations and the RTP.
   c. Projects for inclusion in the MTIP/STIP.
6. Consult with METRO on development of the annual UPWP to include work elements of interest to SMART to the extent feasible within funding constraints.
7. Assist METRO with preparation of the annual Regional Travel Options Report.
8. Coordinate with SMART's JPACT and TPAC representatives to address policy issues that affect transit in the region.
9. Provide annual funding toward work elements of interest to SMART in METRO's transportation planning work program.
10. Coordinate public involvement activities with METRO in the transportation planning and

programming process, as required by state and federal planning regulations,

IT IS MUTUALLY AGREED:

The undersigned agencies in the State of Oregon, in accordance with CFR, Chapter 23, Section 450.314 (MPO Agreements) do hereby mutually agree to consult and coordinate in carrying out transportation planning and programming the Portland Urbanized Area as required by this Subpart.

Martha Bennett
Chief Operating Officer
Metro

4/28/14
Date

STEPHAN A. LASHBROOK
TRANSIT DIRECTOR
SMART

4/18/14
Date

Council Creek Regional Trail - Master Plan

Description:
This project entails completing the project development planning phase for the Council Creek Regional Trail. This will include producing a final master plan report and technical reports sufficient to identify a specific alignment to enter final design; preliminary design costs estimates, and an implementation plan. The 15-mile-long trail will provide transportation, recreation and access to nature opportunities for the surrounding communities of Forest Grove, Cornelius, Banks, and Hillsboro. The trail will connect to public transit and other trail systems such as the Banks-Vernonia State Trail, the Salmonberry Trail, and local trails.

Objectives:
Desired outcomes associated with the completed trail include:

- Provide a safe and enjoyable place for families and children to recreate and exercise.
- Increase safe and comfortable walking and bicycling access to destinations such as jobs, schools and parks.
- Connect communities.
- Provide access to nature and protect wildlife habitat and water quality.
- Support local businesses and tourism.

Previous Work:

- Designated a regional trail in the fall of 2001 and adopted/approved by the Metro Council in the spring of 2002.
- Existing Conditions Analysis (COMPLETED: 1st Qtr 2014)
- Alternatives Analysis (COMPLETED: 2014 – 3rd Qtr 2014)
- Select Preferred Alternative (COMPLETED: 4 Qtr 2014)

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 FY 2015-16:

- Produce Final Master Plan (1st Qtr 2015)
- Jurisdictional Adoption of Master Plan (2nd Qtr 2015)

Entities Responsible for Activity:
City of Forest Grove –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	NA
2013-14	$197,000	NA

FY 2014-15 Costs and Funding Sources:

Requirements:			Resources:		
			STP	$	47,000
	TOTAL	**$ 47,000**	**TOTAL**	**$**	**47,000**
Full-Time Equivalent Staffing					
Regular Full-Time FTE		NA			
	TOTAL	**NA**			

Damascus Transportation System Plan (TSP)

Description:

The City of Damascus incorporated in 2004, subsequent to the urban growth boundary expansion. Damascus has a 2014 population estimate of 10,625, 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. Kittelson and Associates completed the TSP in July 2013. The TSP will be on the March 2015 election ballot as part of the completed Comprehensive Plan package to be approved or denied by voters. When approved, it will be submitted to DLCD.

Entities Responsible for Activity:

City of Damascus - Lead Agency

Metro - Cooperate/Collaborate

Clackamas County - Cooperate/Collaborate

Happy Valley- Cooperate/Collaborate

Funding History:

Fiscal Year	Total Budget	FTE Comparison
2011-12	$1,404,454	NA
2012-13	$295,000	NA
2013-14	No specific allocation made; funds available if needed.	NA

FY 2015-16 Costs and Funding Sources:

FY 2015-16 costs and funding sources are undetermined at this time.

Portland Central City Multi-Modal Safety Improvements

Description:

The purpose of this plan is to develop a strategy to address safety and access issues resulting from competing demands on transportation infrastructure in Portland's central city. Planning for and investing in active transportation modes along with freight, transit and vehicular access will help the region attain its economic, climate, and social equity targets by providing a truly multi-modal central city. Today, the City of Portland and its many stakeholders are faced with a multitude of modal plans and competing, sometimes overlapping policies. The result is lack clarity on how to balance these competing demands with extremely limited space in the region's most important economic and social service hub. This project will result in a strategy that identifies a multi-modal transportation network that complements adjacent land uses, preserves capacity for important uses, and accommodates and encourages the already significant active transportation use in the central city today

Objectives:

- Identify and prioritize pedestrian and bicycle safety improvements in the Central City while balancing the needs of other users of the right of way. .
- Develop conceptual design for potential improvements to a level sufficient to identify impacts and begin a public conversation.
- Engage stakeholders in a discussion of the benefits and tradeoffs of improved bicycle and pedestrian access in the Central City.

Previous Work:

This project will build on the Central City 2035 West Quadrant plan currently being completed by Bureau of Transportation and the Bureau of Planning and Sustainability. That work identifies the need for a more developed bicycle and pedestrian network in the Central City and identifies preliminary work. The City of Portland completed the Bicycle Plan for 2030 in 2010 which identified priority streets for bicycle improvements.

Methodology:

The project will begin with a thorough review of bicycle and pedestrian conditions in key locations throughout the Central City, including major roadways, bridgeheads and significant portals. The investigation will culminate in a complete analysis of current conditions for multimodal access in downtown. The project advisory committee will use the report to identify the major issues and needs. The project will include a detailed analysis of best practices throughout the United States and the World for bicycle and pedestrian infrastructure.

Following the completion of the needs report and the review of best practices the advisory committee will begin to develop a wide range of improvement scenarios that will be further refined into a tangible and discrete set of improvements that can be implemented in the next two years using federal funds. The project will also include an extensive outreach process that will include a community discussion of the benefits to the businesses and the public from increased multi-modal access and safety. .

Tangible Products Expected in FY 2015-2017:

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. Prepare summaries of stakeholder meetings including agendas, information materials and comments. Prepare completion of project close-out.

Task 2: Stakeholder Involvement
Develop a robust Stakeholder Working Group that the can provide feedback on the major work products and help to select the program of projects to be constructed. The structure will also provide for input from affected users and agencies such as Tri-Met and ODOT. 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: Existing Conditions Analysis and Best Practices
Prepare a thorough analysis of the existing conditions for bicycles and pedestrian access on major corridors, bridgeheads and other critical portals. The analysis will include a qualitative and quantitative evaluation of existing conditions. Conduct a thorough review of best practices for the bicycle and pedestrian facilities and prepare a comprehensive report evaluating the practices and their applicability to the unique needs of the Central City.

Task 4: Public and Stakeholder Education
Through public meetings presentations and other venues educate the public and stakeholders on the benefits of improved access and safety for bicycles and pedestrians. The campaign will include mailings to businesses, direct contacts and potentially events.

Task 5: Define and Evaluate Improvement Packages
Define and evaluate both potential capital transportation and operational improvements based on identified needs, constraints, opportunities, and solutions.

Task 6: Capital Improvements and Cost Analysis
Identify 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 bicycle and pedestrian needs and potential tradeoffs.

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

Entities Responsible for Activity:
The City of Portland will be the lead agency for this project. The technical work will either be performed by a consultant or City of Portland staff.

Lead agencies/partners:
Portland Bureau of Transportation - Lead Agency/Project Manager Metro - Partner agency
Oregon Department of Transportation - Partner agency

Other stakeholders:
Portland Bicycle Advisory Committee
Portland Pedestrian Advisory Committee
Portland Business Alliance
Bicycle Transportation Alliance
Tri-Met

Schedule for Completing Activities:
It is anticipated this project will begin by May 1, 2015, The project duration is estimated to be 12 months long pending final approval of the proposed scope of work.

Funding History:
NA

FY 2015-17 Costs and Funding Sources:

Requirements:			**Resources:**		
			STP	$	500,000
			Local Match	$	66,500
TOTAL	**$**	**566,500**	**TOTAL**	**$**	**566,500**
Full-Time Equivalent Staffing					
Regular Full-Time FTE		NA			
TOTAL		**NA**			

Southwest in Motion Plan

Description:
SWIM will be a planning process that identifies a 5-year active transportation implementation strategy for all of Southwest Portland. It will incorporate several identified projects in the RTP, the Portland Bicycle Plan for 2030, Barbur Concept Plan, Southwest Corridor Plan, and community-led Platinum Bicycle Facility Strategy in Southwest.

Objectives:

- Create a five year active transportation implementation strategy for the Southwest district of Portland. The strategy will include a hierarchy of identified improvements to address pedestrian and bicycle safety and access issues.

Previous Work:
The process for developing the implementation strategy will be modeled after the successful East Portland in Motion (EPIM) project. The process for developing SWIM will also incorporate numerous previous planning projects.

Methodology:

- Assemble existing conditions information based on an inventory of transportation infrastructure and priority destinations within the project area.
- Assemble census data regarding area demographics.
- Solicit public comment to identify community priorities through a public meetings and open house events.
- Develop active transportation project candidate list with cost estimates
- Prioritize project list and develop implementation strategy.

Tangible Products Expected in FY 2015-16:
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 provide input on the identification of active transportation system needs and priorities. Provide adequate opportunity for stakeholder participation and input throughout the project duration and respond to stakeholder values and issues.

Task 3: Background and Existing Conditions Analysis
Prepare a map of the existing conditions deficiencies.

Task 4: Identify Needs
Identify existing pedestrian and bicycle system deficiencies within project area from existing planning projects, neighborhood priorities based on input from neighborhood association requests and individual requests received by PBOT.

Task 5: Develop Project List
Define potential capital transportation improvement projects and cost estimates based on identified needs and constraints.

Task 6: Recommended Implementation Strategy
Recommend both short and long-term capital transportation system improvements and/or other policy and operational strategies based on evaluation of project list priorities and cost feasibility analysis.

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.

Lead agencies/partners:
Portland Bureau of Transportation - Lead Agency/Project Manager

Other stakeholders:
Portland Pedestrian Committee
Portland Bicycle Committee
Tri-Met
Community groups and organizations involved in climate planning, equity, land use and transportation issue

Schedule for Completing Activities:
It is anticipated this project will begin by July 1, 2015, or a later start date within the 2015-16 FY if stipulated by the agencies/partners identified above. The project duration is estimated to be 16 months long pending final approval of the proposed scope of work.

Funding History:

Fiscal Year	Total Budget	FTE Comparison
2013-14	$111,445	NA

FY 2014-15 Costs and Funding Sources:
No update.

Portland Streetcar Loop Before/After Study

Description:

TriMet, Metro, the City of Portland, and Portland Streetcar, Inc. (PSI) 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 Small Starts applications at the Project Development and Project Construction Grant Agreement milestones as well as on-board 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 study focuses on the following five transit characteristics:

- Project scope
- Capital costs
- Service levels
- Operating and maintenance costs
- Ridership
- Economic development

For project scope and capital costs, the study will document the as-built scope and costs and compare these to the forecasts at the preceding Small Starts milestones for the project. For service levels, operating and maintenance costs, and ridership, the study will document the as-built and operating conditions of the project and compare these to the transit system preceding project opening and to the forecasts at the preceding Small Starts milestones for the project. In addition, an economic development analysis will attempt to identify the impact of the streetcar investment on economic development. In coordination with project partners and the FTA, appropriate analyses will be conducted to measure and explain changes between forecasts and actual conditions.

Objectives:

The study is 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.

In addition, to the extent we are able this study will evaluate the effectiveness of the Portland Streetcar Loop Project in meeting the following goals:

- Support economic development in the Central City.
- Reduce reliance on single-occupancy vehicle trips to and within the Portland Central City.
- Improve Portland Central City transit access and circulation and support existing and future transit investments serving the Portland Central City.
- Support community goals.
- Provide for a fiscally stable and financially efficient transit system.

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 actions that can improve transit investment decision-making;

- A draft report for submittal to the FTA;
- Revised and final report.

Previous Work:
As noted above, this program builds on corridor work to date principally contained in the Small Starts project applications and updates, as applicable. It will also draw on origin-destination surveys and systems statistics maintained by TriMet, PSI, and the City.

TriMet has assembled documentation of forecasts and "before" conditions, as appropriate. In FY 14/15, TriMet and PSI are conducting extensive surveys of Portland Streetcar riders to document post-implementation ridership behavior. A comparison of forecasts to as-built conditions will be completed in FY 14/15 as well.

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 for the transit system.
- Optional study areas, as defined by Project sponsors – guidance mentions changes in land use policies, land use patterns, transit funding, economic development, accessibility to jobs, special events, and operating efficiency as examples of potential optional study areas.

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

- Predictions – predictions for the five (or six) characteristics developed at the conclusion of Project Development and after execution of the Project Construction Grant Agreement;
- Prior conditions – transit service levels, operating/maintenance costs, and ridership 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 (or six) characteristics of the project approximately 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 for each of the five (or six) project characteristics to measure the effectiveness of the project in achieving its goals and objectives.

Tangible Products Expected in FY 2016:

- A completed 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 key milestones.
- A completed economic development study will also be prepared to attempt to identify economic impacts of the transit investment. The final report will be prepared and attached to the completed before and after study report.

Entity/ies Responsible for Activity:

Internal (TriMet): The Project Sponsor for the Portland Streetcar Loop is Tri-County Metropolitan Transportation District of Oregon (TriMet), the agency operating public transit in the Portland metropolitan region. The Portland Streetcar Loop 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 Portland Streetcar Loop Before and After Study;
- Direct staff and consultant resources applied to the Before and After Study; and
- Coordinate study activities and will have responsibility for preparation and submission of the draft and final reports.

Portland Streetcar, Inc.: Portland Streetcar, Inc. (PSI) is a non-profit in charge of managing the day-to-day operations of the Portland Streetcar system. PSI will:

1. Provide key data on operations and maintenance costs, service levels, and ridership; and
2. Manage the economic development study.

City of Portland: The City of Portland is the owner of the Portland Streetcar system and provides oversight of its management and operation. The City will oversee the activities of PSI relating to this study.

Federal Transit Administration (FTA): FTA will review project draft and final reports.

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:

1. Provide documentation for key planning data and methods used for the Portland Streetcar Loop project; and
2. Identify and analyze potential model refinements, if applicable.

Schedule for Completing Activities:

- Analysis of capital costs, project scope, service levels and operating costs – Winter 2014/15
- Analysis of transit ridership –Spring/Summer 2015
- Draft report complete – December 2015

Funding History:

Documentation of project "before" and "after" conditions and forecasts occurred in FY 2014-15. In addition, an economic development study will occur in FY 2014-15. The total cost estimate for these activities is $140,000.

FY 2016 Costs and Funding Sources:

Requirements:			**Resources:**		
Personal Services	$	10,000	Portland Streetcar Loop Grant	$	10,000
TOTAL	**$**	**10,000**	**TOTAL**	**$**	**10,000**
Full-Time Equivalent Staffing					
Regular Full-Time FTE		0.1			
TOTAL		**0.1**			

Cost and Funding Sources:

This work program is partially funded with federal funds through the Portland Streetcar Loop Project Construction Grant Agreement in the amount of $150,000. The entire budget for this project evaluation is summarized as follows:

Task 1:	Collection and documentation of forecasts		$10,000
Task 2:	Documentation of as-built conditions		$3,000
Task 3:	Documentation of “before” and “after” conditions		$110,000
Task 4:	Analysis and report writing		$27,000
		TOTAL	**$150,000**

Portland-Milwaukie Light Rail Transit Project Before/After Study

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 New Starts applications at the Preliminary Engineering, Final Design, and Full Funding Grant Agreement (FFGA) milestones as well as on-board 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 study focuses on the following five transit characteristics:

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

For project scope and capital costs, the study will document the as-built scope and costs and compare these to the forecasts at the preceding New Starts milestones for the project. For service levels, operating and maintenance costs, and ridership, the study will document the as-built and operating conditions of the project and compare these to the transit system preceding project opening and to the forecasts at the preceding New Starts milestones for the project. In coordination with project partners and the FTA, appropriate analyses will be conducted to measure and explain changes between forecasts and actual conditions.

Objectives:

The study is 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.

In addition, to the extent we are able, this study will evaluate the effectiveness of the PMLR Project in meeting the following goals:

- Improve speed, reliability, use, benefits and operating efficiency of the transit system;
- Open and better serve southeast residential and eastside and southwest Central City employment and commercial markets;
- Respond to increasing population and employment with increased transit capacity and choices; and
- Support State, regional and local land use and livability goals by helping to attract and to serve development around station areas, in designated Regional and Town Centers and Main Streets.

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 actions that can improve transit investment decision-making;
- A draft report for submittal to the FTA;
- Revised and final report.

Previous Work:

As noted above, this program builds on corridor work to date principally contained in the New Starts project applications and updates, as applicable. It will also draw on origin-destination surveys and systems statistics maintained by TriMet.

TriMet has assembled documentation of forecasts and "before" conditions, as appropriate. In FY 14/15, TriMet are conducting extensive surveys of PMLR corridor riders to document pre-implementation ridership behavior. The surveys will be completed by June 30, 2015.

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 for the transit system.

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

- Predictions – predictions for the five characteristics developed at the conclusion of Project Development and after execution of the Project Construction Grant Agreement;
- Prior conditions – transit service levels, operating/maintenance costs, and ridership 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 approximately 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 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 2016:

- An interim report on project scope, capital costs, and service levels.
- A technical memo on the completion of the "before" survey of PMLR corridor transit riders.

Entity/ies Responsible for Activity:

Internal (TriMet): The Project Sponsor for the PMLR Project is Tri-County Metropolitan Transportation District of Oregon (TriMet), the agency operating public transit in the Portland metropolitan region. The PMLR 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 study;
- Identify and obtain key data on operations and maintenance costs, service levels, and ridership;

- Direct staff and consultant resources applied to the Before and After Study; and
- Coordinate study activities and will have responsibility for preparation and submission of the draft and final reports.

Federal Transit Administration (FTA): FTA will review project draft and final reports.

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:

3. Provide documentation for key planning data and methods used for the PMLR project;
4. Collect/assemble land use forecasts for the PMLR corridor and compare with actual land use after project opening; and
5. Identify and analyze potential model refinements, if applicable.

Schedule for Completing Activities:

- Preliminary analysis of capital costs, project scope, and service levels – Winter 2015/16
- Conduct "after" survey –Spring or Fall 2017
- Draft report complete – Spring 2018

Funding History:

Documentation of project "before" conditions and forecasts will occur in FY 2014-15 for approximately $150,000.

FY 2016 Costs and Funding Sources:

Requirements:			**Resources:**		
Personal Services	$	20,000	PMLR Grant	$	20,000
TOTAL	**$**	**20,000**	**TOTAL**	**$**	**20,000**
Full-Time Equivalent Staffing					
Regular Full-Time FTE		0.15			
TOTAL		**0.15**			

Cost and Funding Sources:

This work program is partially funded with federal funds through the PMLR Full Funding Grant Agreement in the amount of $600,000 of which 50% is Federal and 50% is from the project's matching local funds. The entire budget for this project evaluation is summarized as follows:

Task 1:	Collection and documentation of forecasts	$20,000
Task 2:	Documentation of as-built conditions	$5,000
Task 3:	Documentation of "before" and "after" conditions	$450,000
Task 4:	Analysis of ridership forecasts	$80,000
Task 5:	Analysis findings, recommendations and report writing	$45,000
	TOTAL	**$600,000**

Cedar Creek Trail/Tonquin Trail: Roy Rogers to Highway 99W

Description:
This planning portion of this project would entail the planning of the trail through the Cedar Creek corridor just north of Highway 99W northward to SW Roy Rogers Road at the northern boundary of the City. The trail will be 10-12 feet wide and be approximately 1.0 miles long. This project will include refining the alignment within the creek corridor, develop the prospectus for the preliminary engineering design, survey, alternative development, costs estimates, evaluate the environmental permitting requirements, and public involvement.

Objectives:
The Project is to plan, for 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 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 Feasibility Plan and the design work of the other segments of the trail to further refine the alignment as well as coordinate with the other jurisdictions on design elements of the trail.

The City has been awarded Regional Flexible funds for Cedar Creek/Tonquin Trail during the 2014-2015 cycle. After careful review of the prospectus and project scope for the above-mentioned project, the City requested that the project be separated into two projects for the purpose of initiating a project development phase for a portion of the Cedar Creek Trail north of 99W to Roy Rogers. This portion of the trail needs refinement and a greater public involvement phase to determine the most suitable route. The original segment had been ready for preliminary engineering design and was separated from this planning phase.

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
- Prepare project prospectus-to 30% design

Tangible Products Expected:

- Fully Executed Consultant Contract and Notice to Proceed (1st Quarter FY 2015-16)
- Public Involvement Plan (1st Quarter FY 2015-16)
- Existing Conditions Analysis (2nd Quarter FY 2015-16)
- Preferred Alignment (3rd Quarter FY 2015-16)
- Plan Implementation Factors (4th Quarter FY 2015-16)

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 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	ɔtal Budget	FTE Comparison
2012-13	$1,358,564	NA
2013-14	$958,431	NA
2014-15	$3,781,301	NA

FY 2016 Costs and Funding Sources:

Fiscal Year	Total Budget	FTE Comparison
2015-16	$ 467,000	NA

DRAFT FY 2015-16 Unified Planning Work Program Funding Summary

3/3/2015

	PL [1]	STP* (FFY 15) Metro	STP* (FFY 13) Metro	Regional Freight & Passenger Rail Study STP*	Powell/Division STP*	ITS STP*	TSMO STP (FY 16)	TSMO STP (FY 14)	Guidebooks Update STP	ODOT Support Funds	16 Sec 5303*	14 Sec 5303*	TriMet Support	RTO STP/5307	RTO ODOT STP	SHRP2 C20 IAP	Other Anticipated Funds	Metro/ Local Match	Total
ODOT Key #		**18008**	**18089**	**18005**	**18016**	**18314/183**	**18313**	**18312**	**15584**					**18013/180**					
METRO																			
Transportation Planning																			
1 Regional Transportation Planning	680,271	211,249	45,716	-	-	-	-	-	-	-	253,298	-	-	-	-	-	-	102,434	1,292,968
2 Metropolitan Transportation Improvement Program (MTIP)	409,710	47,692	214,612	-	-	-	-	-	-	-	190,954	144,207						113,812	1,120,987
3 Local Partnership	117,990	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	149,421	267,411
4 Title VI and Environmental Justice	81,553	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	34,316	115,869
5 Designing Livable Streets	-	-	-	-	-	-	-	-	219,898	-	-	-	-	-	-	-	-	115,893	335,791
6 Transportation System Management& Operations (TSMO) - Regional Mobility Program	-	62,424	10,177	-	-	-	60,000	52,288	-	-	-	-	-				-	14,294	199,183
7 Transportation System Management& Operations (TSMO) - Regional Travel Options	-	-	-	-	-	-	-	-	-	-	-	-	-	1,617,182	443,000	-	-	235,797	2,295,979
8 Regional Freight Plan	-	100,209	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	11,469	111,678
9 Air Quality Conformity	27,450	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	27,450
Research and Modeling																			
1 GIS Mapping and Land Information	784,270	562,673	-	-	-	-	-	-	-		-	-	-	-	-	-	104,943	262,879	1,714,765
2 Economic, Demographic and Land Use	-	31,998	-	-	-	-	-	-	-	199,046	-	-	216,769	-	-	-	-	357,450	805,263
3 Model Development Program	-	-	-	-	-	-	-	-	-		-	-	-	-	-	-	-	985,633	985,633
4 Behavior-Based Freight Model	-	-	-	-	-	-	-	-	-		-	-	-	-	-	350,000	-	-	350,000
5 Technical Assistance Program	-	74,225	-	-	-	-	-	-	-	25,954	-	-	8,231	-	-	-	-	8,495	116,905
Administrative Services																			
1 Management & Coordination/Grants	331,631	19,164	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	39,241	390,036
Metro Corridor Plans																			
1 Powell/Division Transit Corridor Plan	-	-	-	-	500,000	-	-	-	-	-	-	-	-	-	-	-	748,900	-	1,248,900
2 Southwest Corridor Plan	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3,644,253	-	3,644,253
3 Corridor Refinement and Project Development	41,733	-	-	-	-	-	-	-	-	-	59,188	-	-	-	-	-	-	14,797	115,718
4 Metropolitan Export Atlas & Infrastructure Investment Action Plan	-	-	-	200,000	-	-	-	-	-	-	-	-	-	-	-	-	-	22,891	222,891
5 Regional ITS Commuinications	-	-	-	-	-	50,000	-	-	-	-	-	-	-	-	-	-	-	5,723	55,723
6 Regional ITS Architectural Update	-	-	-	-	-	50,000	-	-	-	-	-	-	-	-	-	-	-	5,723	55,723
7 Regional Transit Plan	20,895	28,866	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	13,367	63,128
Metro Subtotal	**2,495,503**	**1,138,500**	**270,505**	**200,000**	**500,000**	**100,000**	**60,000**	**52,288**	**219,898**	**225,000**	**503,440**	**144,207**	**225,000**	**1,617,182**	**443,000**	**350,000**	**4,498,096**	**2,493,635**	**15,536,254**
GRAND TOTAL	**2,495,503**	**1,138,500**	**270,505**	**200,000**	**500,000**	**100,000**	**60,000**	**52,288**	**219,898**	**225,000**	**503,440**	**144,207**	**225,000**	**1,617,182**	**443,000**	**350,000**	**4,498,096**	**2,493,635**	**15,536,254**

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

[1] PL funds include $646,214 carryover from FY 14 and ODOT match.

OTHER PROJECTS OF REGIONAL SIGNIFICANCE

FY 2015-16 UNIFIED PLANNING WORK PROGRAM FUNDING SUMMARY

2/3/2015

Project	ODOT Key	Jurisdiction	STP	CMAQ	ODOT TGM	TriMet	Federal / Earmark	Other Funds / Match(1)	TOTAL
ODOT Planning Program (All Naratives)		*ODOT*							2,480,625
Clackamas County Regional Freight ITS	*18001*	*Clackamas County*		94,216				10,783	105,000
Market Research & Public Readiness Campaign for Transportation Electrification		*OTREC*						133,000	133,000
TriMet Employer Outreach Program		*TriMet*		433,569		49,624			483,193
Regional Over-Dimensional Truck Route Plan	*18024*	*City of Portland*	-					-	-
French Prairie Bridge Connectivity	*17264*	*City of Wilsonville*						750,000	750,000
SMART	*16684*	*City of Wilsonville*	250,000						250,000
Council Creek Regional Trail Master Plan	*17272*	*City of Forest Grove*	47,000						47,000
Damascus TSP		*City of Damascus*							-
Portland City Central Multi-Modal Improvements		*City of Portland*	500,000					66,500	566,500
Southwest In Motion Plan		*City of Portland*							-
Portland Streetcar Loop Before/After Study		*City of Portland*						10,000	10,000
Portland-Milwaukie Rail Transit Project Before/After Study		*City of Portland*						20,000	20,000
Cedar Creek/Tonquin Trail: Roy Rogers to SW Murdock	*18026*	*City of Sherwood*							467,000
GRAND TOTAL			797,000	527,785	-	49,624	-	990,283	5,312,318

Southwest Washington Regional Transportation Council

Unified Planning Work Program
for
Fiscal Year 2016
July 1, 2015 to June 30, 2016

DRAFT

April 17, 2015

Southwest Washington Regional Transportation Council
1300 Franklin Street
Vancouver WA 98660

Telephone: (360) 397-6067
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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 2016
June 1, 2015 to June 30, 2016

DRAFT

April 17, 2015

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. RTC further assures that every effort will be made to ensure nondiscrimination in all of its programs and activities, whether or not those programs and activities are federally funded.

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 2016 UPWP for Clark County: Contents

FISCAL YEAR 2016 UNIFIED PLANNING WORK PROGRAM: INTRODUCTION

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

FISCAL YEAR 2016 UPWP: INTRODUCTION

UPWP PURPOSE

The Unified Planning Work Program is prepared annually by the Southwest Washington Regional Transportation Council (RTC). The financial year FY 2016 UPWP runs from July 1, 2015 through June 30, 2016. 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 address planning issues significant to the Regional Transportation Plan (RTP) for the Clark County urban region and the Regional Transportation Plans 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 the 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 amendments 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) having 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 Metropolitan Planning Area (MPA)/MPO region includes 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.

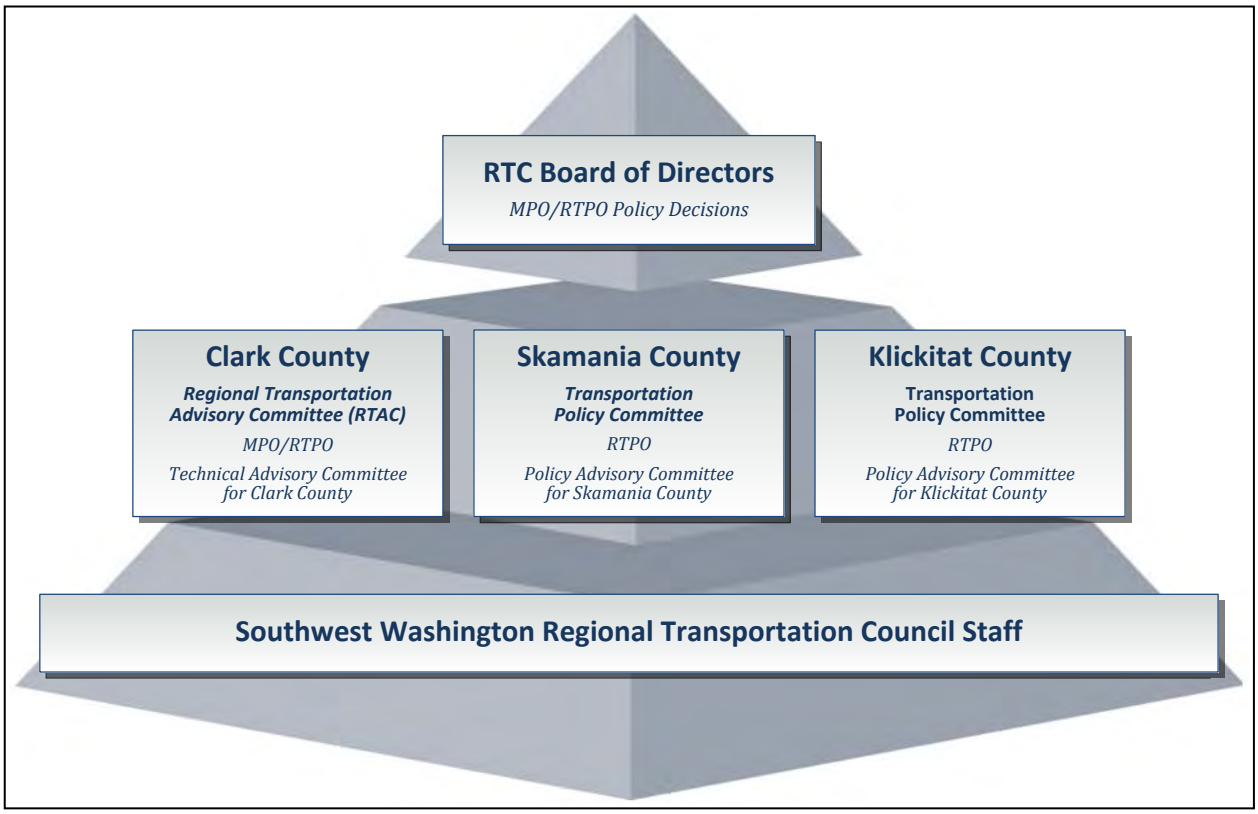


Figure 3: RTC's Agency Structure

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 Regional 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 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.

Agreements

Mechanisms for local, regional and state coordination are described in a Memorandum of Agreement (MOA) and Memorandum 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.

In FY 2015, the RTC Board authorized the Executive Director to enter into a Metropolitan Planning Agreement with the Washington State Department of Transportation (WSDOT) and the Clark County Public Transit Benefit Authority (C-TRAN) to fulfill the requirements of federal code 23 USC Part 450.314. The Metropolitan Planning Agreement (November 6, 2014) documents coordination and consultation processes and expectations among RTC, WSDOT, and C-TRAN to carry out respective federal transportation planning requirements. The newly adopted MPA replaces two separate Agreements, one with WSDOT and one with C-TRAN, that were adopted back in 1995. The MPA reflects updated federal metropolitan transportation planning procedures and requirements, applicable federal laws and administrative procedures that have evolved or changed since 1995. A Memoranda of Understanding (MOU) between RTC and Southwest Washington Air Pollution Control Authority (SWAPCA), renamed the Southwest Clean Air Agency (SWCAA), is also in place. The RTC/SWCAA MOU was adopted on January 4, 1995 (Resolutions 01-95-02).

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. The Metro/RTC MOU was last reviewed in 2012 and adopted along with the FY 2013 UPWP in May 2012 (RTC Board Resolution 05-12-08, May 1, 2012). The MOU will be reviewed in early 2015.

SOUTHWEST WASHINGTON REGIONAL TRANSPORTATION COUNCIL: MEMBERSHIP 2015

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 2015

Jurisdiction/Agency	Represented By:
City of Vancouver	Council Member Jack Burkman (Vice-Chair) Council Member Larry Smith
Clark County	Councilor David Madore Councilor Tom Mielke Councilor Jeanne Stewart
Small Cities East: City of Camas City of Washougal	Council Member Melissa Smith, Camas (Chair)
Small Cities North: City of Battleground City of Ridgefield City of La Center Town of Yacolt	Council Member Bill Ganley, Battle Ground
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	RianWindsheimer, Region One Manager
Metro	Shirley Craddick, Metro Councilor
14th District	Senator Curtis King Representative Norm Johnson Representative Gina McCabe
17th District	Senator Don Benton Representative Paul Harris Representative Lynda Wilson

RTC Board of Directors 2015

Jurisdiction/Agency	Represented By:
18th District	Senator Ann Rivers Representative Liz Pike Representative Brandon Vick
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	Matt Ransom **[Chair]**
Clark County, Planning	Gary Albrecht
Clark County, Public Works	Bill Wright
City of Vancouver, Public Works	Chris Malone
City of Vancouver, Community Development	Sandra Towne
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	Bryan Kast
C-TRAN	Roger Hanson
WSDOT	Michael Williams
Port of Vancouver	Katy Brooks
ODOT	Jon Makler
Metro	Chris Myers
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 Manager
City of North Bonneville	Steven Hasson, City Administrator
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	Jan Brending, City Administrator
City of Goldendale	Larry Bellamy, City Administrator
Port of Klickitat	Marc Thornsbury, Port Executive Director
WSDOT, Southwest Region	Donald Wagner, SW Regional Administrator

D. BI-STATE COORDINATION

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

The Bi-State Transportation Committee was established in 1999 to ensure that bi-state transportation issues are addressed. The Committee was reconstituted in 2004 to expand its scope to include both transportation and land use according to the Bi-State Coordination Charter. The Committee is now known as the Bi-State Coordination Committee. The Committee's discussions and recommendations continue to be advisory to the RTC, the Joint Policy Advisory Committee on Transportation (JPACT), and Metro on issues of bi-state transportation significance. On issues of bi-state land use and economic significance, the Committee is advisory to 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**
Executive Director	Overall MPO/RTPO Planning Activities, Coordination, and Management
Project Manager	Transportation System Management and Operations (TSMO)/Intelligent Transportation System (ITS), 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, website
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.

In FY 2016, continuation of usual planning activities as documented on the following pages is expected as well as specific areas of emphasis including implementation of Moving Ahead for Progress in the 21st Century (MAP-21), regional planning cooperation and planning for access to essential service. Tribal consultation, annual reporting, updating of interlocal agreements, participation in statewide planning efforts, website updating, corridor planning and development of state and local performance measures and performance targets are expected to continue.

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. 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 2016, FHWA and FTA anticipate MPOs to continue to focus on compliance with MAP-21, meeting the requirements of 23 CFR 450.308 and 23 CFR 420.111. Specific Planning Emphasis Areas include:

MAP-21 Implementation:

- Transition to Performance Based Planning and Programming. The development and implementation of a performance management approach to transportation planning and programming that supports the achievement of transportation system performance outcomes.

Models of Regional Planning Cooperation:

- Promote cooperation and coordination across MPO boundaries and across State boundaries, where appropriate, to ensure a regional approach to transportation planning. This is particularly important where more than one MPO or State serves an urbanized area or adjacent urbanized areas, such as RTC and Metro serving as MPOs in the Portland-Vancouver region. It is suggested by the federal government that this cooperation could occur through the metropolitan planning agreements that identify how the planning process and planning products are coordinated, through the development of joint planning products, and/or by other locally determined means. Coordination across MPO and across State boundaries includes the coordination of transportation plans and programs, corridor studies, and projects across adjacent MPO and State boundaries. It also includes collaboration among State DOTs, MPOs, and operators of public transportation on activities such as: data collection, data storage and analysis, analytical tools, and performance based planning.

Ladders of Opportunity:

- Access to essential services - as part of the transportation planning process, identify transportation connectivity gaps in access to essential services. Essential services include housing, employment, health care, schools/education, and recreation. This emphasis area could include MPO and State identification of performance measures and analytical methods to measure the transportation system's connectivity to essential services and the use of this information to identify gaps in transportation system connectivity that preclude access of the public, including traditionally underserved populations, to essential services. It could also involve the identification of solutions to address those gaps.

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

- Program administration
- UPWP
- Public and stakeholder participation and education
- Data acquisition, analysis and reporting
- Regional 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

MPOs are required to continue coordination and consultation with tribal governments and federal land management agencies 23 CFR 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. RTC's next certification review is due in 2016.

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 established 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 are to work with WSDOT on state planning activities to ensure that MPO/RTPO plans and priorities are reflected in statewide and corridor efforts and that pertinent aspects of statewide transportation plans are incorporated into RTC's Regional Transportation Plan.

Involvement in State Planning Activities can include:

- Washington Transportation Plan 2040, Phase II
- Highway System Plan
- MAP-21 Target Setting Collaboration
- Transportation Efficiency (Executive Order 14-04)
- Aviation System Plan
- Corridor Planning Studies
- Statewide Travel Demand Model
- Practical Solutions
- GMA Enhanced Collaboration
- Ongoing coordinated human services transportation discussions
- Analysis of MAP-21 final rules to understand impacts to planning practice in Washington State.
- Modal plans such as the statewide Public Transportation Plan, Freight Mobility Plan, Human Services Transportation Plan, and State Rail Plan.

STATE AND FEDERAL EMPHASIS AREAS

Both state and federal emphasis areas focus on the following:

Tribal Consultation. MPO/RTPOs are encouraged to coordinate and invite participation with tribal governments on development of transportation plans.

Annual Reporting. There are federal and state requirements to complete an annual report to document regional transportation planning activities.

Interlocal Agreements. There should be a written arrangement between grant recipient and another public body to provide eligible grant match contributions to a project.

Statewide Planning Efforts. MPOs are required to participate in statewide planning efforts with respect to the various state modal plans and the statewide long-range transportation plan.

Website Requirement. The MPO should have a website allowing the public access to information and plans and, if applicable, an option to request a document in a language other than English.

Corridor Planning. When undertaking a multimodal, systems-level corridor or subarea planning study per 23 CFR 450.212, the MPO and state should, to the extent practicable, consult and coordinate with each other.

Performance Measures. WSDOT will continue to collaborate with MPOs to define a framework for setting state level performance measures and will continue to collaborate on providing comments to the USDOT dockets relating to the remaining Notices of Proposed Rulemakings (NPRMs) for implementation of MAP-21.

LOCAL

RTC's FY 2016 UPWP will continue its fundamental metropolitan transportation planning program activities such as the Clark County Regional Transportation Plan, the region's 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, and project coordination as well as Regional Transportation Planning Organization planning in Klickitat and Skamania counties.

THE REGION'S KEY TRANSPORTATION ISSUES:

RTC's UPWP describes the region's underlying regional transportation planning process that is led by the RTC Board and informed by accurate data/analysis. RTC provides 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 current federal transportation bill, Moving Ahead for Progress in the Twenty First Century (MAP-21). 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 opportunities to utilize federal transportation resources. The 2015/16 Work Plan includes activities to continue the reformulation of the program to meet the performance based investment criteria.

Though showing signs of economic recovery following the economic downturn of the past few years, the region's ability to address its transportation issues is still challenging. Local partners are mindful of the interconnectedness of transportation infrastructure investment, jobs and economic recovery and are aware of the continued need to invest in regional transportation infrastructure and to maintain the current assets to an adequate condition. Faced with diminished project investment capacity across the entire region, the regional planning strategy will need to focus on smart investment of capital to fulfill the Regional Plan list of identified project needs.

Key transportation issues for the region include:

- Improving the region's transportation system to support existing needs and growth in the region. Growth in the region has slowed over the past few years with Clark County experiencing a population increase averaging 1.01% per year between 2010 (425,363 population) and 2014 (442,800 population). In comparison, population had grown by 83% between 1990 and 2013, from 238,053 to 435,500 people.
- **Regional Project Funding**: Advocacy and support of member agency funding of the regional transportation system is a priority of the RTC. Member and peer/affiliate agency and interest group advocacy efforts will be supported by RTC and supplemented by RTC-generated data and analysis. The region's 10-Year Transportation Project Priorities Report was updated in early 2015 to reflect project cost estimates in the 2014 RTP update. This Priorities Report, among

other tools and research of the RTC, is made available to members and shared with the region's federal and state legislative delegate and key state leaders in pursuit of additional regional investment dollars. RTC staff will emphasize monitoring of both state and federal grant program policies with emphasis towards maintenance of existing and expansion of investment capital. RTC will also manage a full regional grant funding program, including the 2-year cycle for the Transportation Alternatives Program funding allocation. It is expected that the regional federal grant program will be at least $10.5 Million.

- **Regional Transportation Plan Implementation**: On the heels of adoption of the 2035 Regional Transportation Plan (RTP) in December 2014 and Human Services Transportation Plan in November 2014, the RTC will shift focus towards Plan implementation with emphasis on refining RTP implementation systems. Specific efforts will be focused on updating the regional federal grant fund project selection criteria and related policies. This review will enable focus on the key policy considerations identified in the RTP, including economic development and regional funding as well as consideration of complete streets policies. Each of these policy priorities would set the framework for the types and nature of investments funded with the regional grant program. In addition to review of the regional grant program, RTC will focus on the MAP-21 defined performance policies and target setting process and will consider targets and measures for inclusion in the RTP in 2016. RTC staff will consult with local governments in Clark County regarding the 2016 Growth Management Plan update. RTC will provide traffic forecasts, growth modeling, and GMA compliance certification reviews consistent with state law.
- **Regional Freight / Commerce Planning and Data Collection**: The RTC Board adopted the Clark County Freight Mobility Study (December 2010) and since that time, the regional focus on freight-related infrastructure investments and access to Port related industrial lands has intensified. Emergent discussions on freight rail transportation, at-grade crossings into industrial and economic development targeted lands, and talk of potential expansion of freight programs in a future Federal transportation act have led to an increased focus on freight issues. The RTC will deploy an extensive data collection program within the three-county region and explore partnerships with existing agencies and interest groups to focus attention on needed multi-modal freight investments and critical economic corridors within the region.
- **MAP-21 Implementation**: Since adoption of the current Federal Transportation Act, MAP-21, most of the policy development has taken place at the federal program level. However, in 2015 several policy issues will filter down for application at the regional level. This coming year, and extending into early 2016, will be a time when RTC will be required to engage regional partners in the establishment of performance measures, targets, data collection, and reporting systems for key policy goals of MAP-21. The policy goals will relate to: Safety, Pavement and Bridge Performance, Asset Management, System Performance (congestion), Transit Performance, and MPO Administration. Specific policy review and target setting will occur steadily over the next 2-year cycle in order to bring RTC Plans and systems into compliance with MAP 21.

- **Partnership Building**: Given the diversity of regional transportation needs and limited investment capital, building partnerships and linkages among like or affiliated agencies and groups will be critical for effective regional planning and investment decision-making. RTC staff will continue to commit considerable effort to building information sharing, research, and targeted project partnerships and alliances in order to facilitate maximum return on investment of the regional, state, and locally funded transportation investments. Several partnership opportunities are on the horizon related to topic specific interest groups (freight, bicycle/pedestrian, transit), and RTC will continue to nurture and build upon existing partnerships with Oregon's Metro through the exiting Bi-State Coordination Committee structure, as well as partnerships with affiliate agencies within the Columbia River Gorge region. As opportunities arise in the near term for joint study or research efforts, the RTC will explore those for mutual benefit.

UNFUNDED PLANNING ACTIVITIES:

RTC is asked to include a list in the UPWP of planning activities that could be undertaken by RTC if additional funding and/or staff were made available to support regional transportation planning activities. These unfunded planning activities include:

- Additional freight study tasks including additional data collection and compilation and addressing regional freight issues, e.g. freight traffic through the Gorge communities and access to freight-generating lands such as at Bingen Point in Bingen.

- Corridor operational studies.

- Assessing the feasibility of operating bus on shoulders on interstate facilities in Clark County.

- Additional research and analysis on Dynamic Traffic Assignment (DTA) to support regional travel forecasting capabilities.

1. REGIONAL TRANSPORTATION PLANNING PROGRAM

1 A (I). REGIONAL TRANSPORTATION PLAN

The Regional Transportation Plan (RTP) for Clark County is the region's long-range transportation plan. 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 RTP has a planning horizon of at least 20 years. The most recent update to the Regional Transportation Plan for Clark County was adopted in December 2014 with a horizon year of 2035. The Plan update updates consistency between federal, state and local plans. The 2014 RTP 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 MAP-21, the federal transportation act in place at the time of RTP adoption. The Plan provides a vision for an efficient future transportation system and direction for sound transportation investments. In FY 2016, work will focus on implementing the newly-adopted RTP which has a slower growth forecast than the MTP adopted in 2011. Plan implementation 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 RTP update is due within the next four years but is likely to be developed within the next two years to document MAP-21's required performance measures and targets and to reflect Clark County's Comprehensive Plan update process.

Work Element Activities: Regional Transportation Plan

- Develop and implement the Clark County RTP to comply with federal law and guidance including regular RTP 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 Regional Transportation Plan (RTP) 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 RTP for Clark County will be scheduled to coincide with update to the County and local jurisdictions' land uses in the comprehensive growth management plans. The RTP update process will address federal transportation policy interests and reflect the latest versions of statewide plans such as Washington's Transportation Plan (WTP), Statewide Multimodal Transportation Plan (SMTP), Highway System Plan (HSP), and Route Development Plans (RDPs). At each RTP update, the results of recent transportation planning studies are incorporated and new or revised regional transportation system needs are identified and documented. RTP 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 addresses the transportation priorities of the region.

- Address the eight federal planning factors required of the metropolitan planning process as listed on page xiii. The current RTP provides an overview of how these factors are being addressed.
- Develop an RTP 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 RTP development.
- Reflect updated results from the Congestion Management Process. The latest monitoring report on the region's transportation congestion management is the 2013 Congestion Management Report (RTC, July 2014); to be used as a tool to help the region make decisions on transportation project needs to be identified in the RTP.
- 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 RTP 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-TRAN 2030 (June 2010).
- Monitor the transportation system performance and report on transportation system performance.

- Coordinate the RTP with regional and local land use plans. In Washington State, local jurisdictions address land use planning in Comprehensive Plans required by Washington State's Growth Management laws. The GMA sets up RTPO's as the venues for identifying regional priorities and coordinating transportation planning at all jurisdictional levels with local comprehensive plans. WSDOT encourages RTPOs to work as partners with local governments in the early stages of local comprehensive plan and countywide planning policy development to more effectively identify and resolve consistency issues.

Relationship to Other Work Elements: Regional Transportation Plan

The RTP 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 RTP for Clark County is interrelated with all other RTC transportation planning work elements. In particular, the RTP uses information, data and analysis resulting from the Congestion Management Process to identify transportation needs and solutions. The RTP also serves to identify transportation projects and strategies to be funded by programming in the Metropolitan Transportation Improvement Program (TIP).

FY 2016 Tasks: Regional Transportation Plan

2016 will see RTC work on implementing the updated RTP (RTC, December 2014) and on implementing MAP-21's requirements that are being clarified through the national rulemaking process.

- The FY 2016 RTP work element 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 a 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 seven national transportation goals. RTC staff will work with our regional partners as well as other MPO's in the state to develop our performance targets for the national performance measures. Federal rulemaking relating to a performance-based transportation plan was expected to be complete in early 2015 but there are still several NPRMs to be released by US DOT (as of January 2015). RTC will transition to use of the updated federal rules. The performance targets and performance measures will be integrated into RTC's long-range Regional Transportation Plan at its next update and into the 4-year 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.

The RTP work element also focuses on addressing the following modal elements and planning issues:

- Federal Functional Classification – reflect any changes in the next update to the RTP.
- 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 RTP.
- Safety – An update to the Safety Assessment for Clark County was completed in spring 2014 and was incorporated into the 2014 RTP update. RTC will continue to work with WSDOT and partner agencies to compile, categorize, analyze and evaluate crash data and address transportation safety issues.
- Transit – The RTP 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 plans for Bus Rapid Transit in 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 RTP 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 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 initially adopted in 2007. Affected local jurisdictions, as currently determined by the State's CTR law, are: Vancouver, Camas, Washougal, and unincorporated Clark County. Local and Regional CTR Plans, as well as a Downtown Vancouver Growth and Transportation Efficiency Center (GTEC) Plan, were initially adopted by RTC in October 2007 with minor updates in 2013. Update to local and regional CTR plans are underway in early 2015. While the GTEC program is no longer funded, Vancouver continues to implement a Destination Downtown program to manage transportation demand in the core urban area.
- Active Transportation – The RTP 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 continue to 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 2014 RTP update addresses changing demographics and lifestyles and how this will affect transportation demand in the region. In FY 2016, 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.
- Human Services Transportation Planning - The process to develop the region's Human Services Transportation Plan and human services transportation project priorities is led by RTC with the latest HSTP for Clark, Skamania and Klickitat Counties update adopted in 2014 to support funding applications for WSDOT's consolidated public transportation grant program. 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. Under federal law, HSTPs must be updated at least every four years with RTC's next HSTP update due in late 2018. RTC will continue to be involved in the Accessible Transportation Coalition Initiative (ATCI) which brings together stakeholders with interest and representative of communities with special transportation needs.
- Freight Transportation – Elements of the Clark County Freight Mobility Study (RTC, December 2010) were incorporated into the 2011 RTP and continued in the 2014 RTP update ensuring that the significance of freight transportation and its importance to the local economy is documented. RTC will review the 2010 Freight Mobility Study and update key data, as available, to integrate into the next RTP update. RTC will continue to prepare materials relating to freight transportation and is planning to take a role in exploring partnerships with existing agencies and interest groups to focus attention on needed multi-modal freight investments and critical economic corridors within the region.
- Air Quality and Climate Change – Strategies to reduce Vehicle Miles Traveled per capita and to help reduce greenhouse gas emissions were considered by RTC as part of the requirements of RCW 70.235.020, RCW 47.01.440 and Governor's Executive Order 09-05 – Washington's Leadership on Climate Change. RTC will continue to address VMT reduction strategies as part of the regional transportation planning process.
- Corridor Planning – recent corridor planning efforts were incorporated into the 2014 RTP update. RTC plans to continue coordination efforts in planning for the I-205 corridor. Recommendations from the I-205 Access and Operations Study informed the 2014 RTP update supporting the RTP goals for efficiency, safety, and performance of the region's multimodal transportation system.

- Financial Plan – The financial Plan section of the RTP update includes the costs of system maintenance, preservation, safety improvement and operating costs. RTC will continue to work with local and state transportation interests to bring attention to transportation system funding needs.
- 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 RTP elements.
- Consultation between RTC and state and federal environmental agencies to address environmental mitigation strategies as part of the RTP process and coordination with tribal governments will continue. (Ongoing)
- The RTP development process involves the Regional Transportation Advisory Committee whose members provide technical review and recommendations for the RTP work element. The RTC Board will be updated, as needed, on the status of component pieces of the RTP work element. At these monthly Board meetings, time is set aside to allow citizens to comment on metropolitan transportation planning issues. (ongoing).
- Opportunities for public participation are offered with website information, media releases, communication with neighborhood groups, and stakeholders on the regional transportation planning process. Consultation with interested resource agencies and tribes with interests in the transportation system in the Clark County region will continue.

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

The I-205 Corridor Study was completed in November 2014 and culminated in a set of recommendations for near term operational improvements, projects for the Regional Transportation Plan, and improved transit mobility in the corridor. The first phase began with the Metropolitan Transportation Plan list of highway and transit service improvements that have been previously identified across a series of planning studies and assessed how different sets of improvements addressed 2035 travel demand. The Phase one recommendations narrowed the full set of 20-year plan projects in the I-205 corridor to a smaller set of core projects representing the most critical capacity needs to ensure a reasonable long-term level of operation in the corridor that address both the future growth forecast and the new reality of very limited revenue.

Phase two, known as the Access and Operations Study, identified and analyzed short term operational and system management improvements that would serve to make the transportation system operate more efficiently and predictably and could supplement or defer the timeline for freeway expansion.

The RTC Board adopted I-205 corridor recommendations on November 2014 and have three primary components. The roadway recommendations are comprised of the 2035 core projects that will be in the RTP as well as the short term operational projects to be developed by Washington State Department of Transportation (WSDOT) in coordination with local agencies. The transit improvement recommendations call for a feasibility study of the technical, policy engineering opportunities and constraints of bus on shoulder operations in the I-205 corridor. Operational policies are the third component and describe how to consider operational improvements in freeway corridors and to guide the implementation of ramp meters.

Work Element Objectives: Implementation of I-205 Access and Operational Study Recommendations

- Initial I-205 Bus on Shoulder Study activities will: identify stakeholders and agency staff, develop a policy framework for the study, charter a set of roles, responsibilities and objectives, and complete a preliminary budget and outline of work tasks in preparation for a full study.
- At the completion of the initial scoping process, coordinate with partner agencies to develop a detailed scope of work, budget and revenue sources for review and approval by the RTC Board.
- Establish a technical advisory committee for the BOS Study comprised of WSDOT, C-TRAN and Oregon partner agencies to provide technical input and review for the study and concurrence on findings, needs, and next steps.
- Communicate with WSDOT staff and assist in identifying steps to implement operational project recommendations from the I-205 Study.
- Conduct preliminary evaluation of other freeway corridors to determine if operational strategies and other low cost improvements can be applied elsewhere in the region.
- Provide briefings and updates to RTAC, the RTC Board and other I-205 corridor stakeholders.

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

Implementation of the I-205 Access and Operational Study recommendations 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 2016 Products: I-205 Access and Operational Study

- An I-205 Bus on Shoulder Feasibility Report including findings, required physical improvements and shoulder reconstruction required for either outside or inside lane BOS operations and order of magnitude cost estimates and recommendations regarding implementation and timing.
- Identified process and agreement with WSDOT to implement the operational recommendations for the I-205 corridor.

- Identification of other freeway corridors for the application of operational/low cost management strategies.

FY 2016 Funding: RTP

FY 2016 Revenues:	**$**	**FY 2016 Expenses:**	**$**
• Federal FHWA	$186,320	• RTC	$441,974
• Federal FTA	$59,500		
• Federal STP	$85,000		
• State RTPO	$44,996		
• Other Local Funds	$43,894		
• MPO Funds	$22,264		
	$441,974		**$441,974**

Federal $ are matched by State and local MPO Funds. *Minimum required match:* *$51,631*

1 B. TRANSPORTATION IMPROVEMENT PROGRAM

The metropolitan Transportation Improvement Program (TIP) is a multi-year program of federally funded and regionally significant transportation projects within the Clark County, Washington region. The TIP 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 TIP originate from project recommendations made in the Regional Transportation Plan (RTP) or are developed into projects from a series of program recommendations such as preservation, maintenance, and safety. The TIP 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 TIP indicate a commitment for funding of these projects.

Work Element Activities: Transportation Improvement Program

- Develop and adopt the Transportation Improvement Program (TIP) consistent with the requirements of the Federal Transportation Act.
- Review of the TIP 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 federal transportation reauthorization act (MAP-21) regarding the Transportation Improvement Program.
- Coordinate the grant application process for federal, state and regionally-competitive funding programs such as federal Surface Transportation Program (STP), federal Transportation Alternatives Program (TAP), state Transportation Improvement Board (TIB) programs, and Safe Routes to School programs, etc.
- Program Congestion Mitigation and 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 TIP financially constrained by year. The TIP must address costs for projects as well as operations and maintenance of the transportation system.
- Consider air quality impacts.
- Amend the TIP as necessary.
- Monitor TIP project implementation and obligation of project funding.

- Ensure TIP 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: Transportation Improvement Program

The TIP provides the link between the RTP and project implementation. The process to prioritize TIP 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 TIP program requires significant coordination with local jurisdictions and implementing agencies in the Clark County region.

FY 2016 Tasks: Transportation Improvement Program

- RTC's 2016-2019 Transportation Improvement Program will be adopted with programming of projects for all four years. *(Fall 2015)*
- TIP amendments as necessary. *(Ongoing)*
- Coordination of regional transportation projects for federal and statewide competitive programs. *(Ongoing)*
- Reports on tracking of TIP project implementation and obligation of funding for TIP programmed projects. *(Ongoing)*
- Provide input to update the State Transportation Improvement Program (STIP). *(Ongoing)*
- Public participation in TIP development. *(Ongoing)*

FY 2016 Funding: Transportation Improvement Program

FY 2016 Revenues:	**$**	**FY 2016 Expenses:**	**$**
• Federal FHWA	$54,800	• RTC	$129,992
• Federal FTA	$17,500		
• Federal STP	$25,000		
• State RTPO	$13,234		
• Other Local Funds	$12,910		
• MPO Funds	$6,548		
	$129,992		**$129,992**

Federal $ are matched by State and local MPO Funds. *Minimum required match:* *$15,186*

1 C. 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 Activities: 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 MPO region's transportation database including traffic counts and other database elements such as traffic delay, transit ridership and capacity, travel time and speed, auto occupancy and vehicle classification data (freight truck counts) for Congestion Management Process (CMP) corridors. 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. This includes working with regional partners to develop a Portal data archive system.
- 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 annually. 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 RTP and TIP. *(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 (RTP). *(Ongoing)*
- Provide CMP data and system performance indicators to inform state and local transportation plan updates. *(Ongoing)*
- The CMP will be integrated with the Regional Transportation Plan, MAP-21 performance measures, the Transportation Improvement Program, and the VAST/Transportation System Management and Operations process. *(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 Regional Transportation Plan. It assists in identifying the most effective transportation strategies and projects to address congestion. These strategies and projects are identified in the RTP and programmed for funding in the TIP. 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, Vancouver Area Smart Trek (VAST). Data and information compiled for the Congestion Management Process relates to the Regional Transportation Data and Travel Forecast work element.

FY 2016 Tasks: 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 CMP corridor data, other than traffic counts. The other data includes 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.
- An updated Congestion Management Report. *(Congestion Management Process – 2014 Monitoring Report anticipated in Summer 2015).*
- The "Areas of Concern" list will be updated in the Congestion Management Report. RTC works with local jurisdictions to identify transportation solutions for the corridor segments of concern with linkage between the CMP and implementation of the traffic operations program outlined in RTC's VAST program (see separate VAST work element). *(Spring 2015)*
- 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 2016 Funding: Congestion Management Process

FY 2016 Revenues:		**FY 2016 Expenses:**	
	$		**$**
• Federal STP	$75,000	• RTC	$66,705
• MPO Funds	$11,705	• Consultant*	$20,000
	$86,705		**$86,705**

Federal $ are matched by State and local MPO Funds. *Minimum required match:* *$11,705*

*Average annual cost for consultant assistance for traffic data collection e.g. traffic counts, travel time and speed, auto occupancy and vehicle classification data. Consultant is hired on a 3-year contract.

1 D. VANCOUVER AREA SMART TREK PROGRAM

The Vancouver Area Smart Trek (VAST) program encompasses the ongoing coordination and management of regional Transportation System Management and Operations (TSMO) and Intelligent Transportation System (ITS) activities. RTC began as lead agency for managing the VAST program in 2001 with a focus on ITS projects and infrastructure. After the adoption of the Clark County TSMO Plan by the RTC Board in June 2011 the VAST Program was expanded to incorporate transportation system management and operations with its emphasis on the need for greater collaboration to improve the operation of the transportation system and enhance performance without expanding roadway capacity.

The VAST Program has proven to be an effective way for agencies to coordinate and partner on ITS and operational project development and delivery, with successful funding outcomes, monitoring of project development, and project integration. The Vancouver Area Smart Trek Program is a coalition of state, regional and local agencies working together to implement Intelligent Transportation Systems (ITS) and operations solutions to address the region's transportation needs. Partners in the coalition include the City of Vancouver, Washington State Department of Transportation (WSDOT), Clark County, C-TRAN, the City of Camas, the Oregon Department of Transportation, and RTC.

Transportation System Management and Operations

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 relies on the 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.

While there may be no single solution to transportation deficiencies, 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 a key regional strategy for managing traffic congestion and for addressing transportation system capacity needs where additional highway expansion and/or capital resources are constrained. Currently, TSMO efforts in the region include the following: 1) the continued implementation of the TSMO Plan as a low capital-cost approach to meeting the region's transportation needs, 2) completion of the evaluation phase of the Andresen/Mill Plain Corridor Pilot Project, 3) ensuring ITS and TSMO project consistency with the regional Intelligent Transportation System Architecture, and 4) enhancement and utilization of the Portal data element.

The adopted Clark County TSMO Plan provides a strategic framework to guide transportation system management objectives. The Plan builds upon a proven reputation of success and national

leadership in interagency coordination. It informs future ITS technology investments and capital improvements necessary to support the objectives over the next 10 years.

The Regional Transportation Data Resources developed under this element provide a means for tracking congestion and supporting the Congestion Management Process using TSMO performance metrics for recurring and non-recurring sources of congestion. Use of Portal is a key component. Portal is the official transportation archive for the Portland-Vancouver metropolitan region being developed and housed at the Intelligent Transportation Systems Laboratory at Portland State University (PSU). The purpose of Portal is to implement the U.S. National ITS Architecture's Archived Data User Service in the Portland-Vancouver region. PSU works cooperatively with regional partners including ODOT, Metro, the City of Portland, TriMet, and RTC. Currently, the Portal system archives a wide variety of transportation-related data including the freeway loop detector data from the Portland-Vancouver metropolitan region, weather data, incident data, transit data and freight data. There are plans to expand the capabilities of the system to include multimodal data sources such as additional transit data, arterial data and bicycle-pedestrian data from both Oregon and Washington.

The 10-year TSMO Implementation Strategy will be used to carry out operational improvements in the region. RTC will continue to coordinate with TSMO partners to monitor TSMO corridor performance, to develop guidelines, and to develop protocols for regional operations. Performance measures will be further developed for assessing operations and identifying the effectiveness of TSMO strategies. While the TSMO element represents policies, planning and operational strategies, the ITS element represents the communications and technology components of transportation operations.

The TSMO process and strategies were directly applied during the I-205 Access and Operations Study, which was completed in November 2014 with the adoption of operational improvements for I-205, transit mobility and operational freeway policies for the region.

Intelligent Transportation Systems

The VAST program addresses the sharing, maintenance, and standards for communications infrastructure and equipment. The ITS element of the VAST 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.

Work Element Activities: VAST

- Address the use of ITS technology and collaboration between planning and traffic operations staff of partner agencies as part of the consolidated VAST program which incorporates ITS and operational management into the planning process.
- Lead the ongoing management of the VAST Program, including the development of cooperative project funding applications and coordination between partner agencies on operational

projects and ITS technology. Continue management of the TSMO Steering Committee, the VAST Steering Committee and Communications Infrastructure Committee. VAST program management includes 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 VAST program.

- Ongoing planning, coordination and management of the VAST program by RTC to ensure 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.
- Continue to develop and implement VAST program projects, such as freeway management, traveler information, transportation signal optimization, and transit signal priority, programmed for Congestion Mitigation/Air Quality (CMAQ) funding in the Transportation Improvement Program.
- 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.
- Complete final report of the TSMO Pilot Project including the technology evaluation, analysis of corridor performance, assessment of new arrival on green analysis, lessons learned, white paper on results and recommendations for additional devices or equipment.
- Update the TSMO Plan to reflect completed projects in 2011, new technologies and changing conditions.
- Use of the 10-year TSMO Implementation Plan to carry out operational improvements in the region.
- Collaboration with TSMO Steering Committee members to provide technical support for operational measures consistent with upcoming MAP-21 guidance. Identify the role the Committee should play to provide input to the operations element of the RTP update.
- 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.
- RTC will collaborate with partner agencies for ongoing refinement of the Portal interface to improve its interface and usability. Improvements to the Portal data archive are defined in the data archive scope of work with PSU and include adding data sources for arterials, display of

new transit data and scan of data collection capabilities of field devices. RTC will coordinate with partner agencies as they begin to utilize the data archive.

- RTC participation on the Portal Advisory Committee which considers 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.
- Develop rules, procedures, and process, security issues among VAST partners and gain 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, to assess how the VAST partners can facilitate and benefit public safety needs.

Relationship to Other Work Elements: VAST

The VAST work program relates to the Regional Transportation Plan as the operations element of the long range plan. Operational strategies are identified in the RTP and are programmed for funding in the region's TIP. The TSMO Plan serves to define operational improvement strategies and development of the metrics for measuring performance. The transportation data archive element also feeds into and supports the Congestion Management Process (CMP) and will supplement or replace the CMP data. The CMP identifies regional transportation needs that can be addressed through application of TSMO strategies.

FY 2016 Tasks: VAST

- Coordination of all VAST activities within Clark County and with Oregon. *(Ongoing)*
- Facilitate the activities of the three VAST related committees. *(Ongoing)*
- Report on the overall effectiveness of the Program. *(Ongoing)*
- Review and update 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)*

- Implement ITS technologies and operational strategies on the TSMO corridor(s) within the budget available. (Ongoing)
- Final 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. *(August 2015)*
- Work to determine need for the development of regional policies for the consideration of operational strategies.
- 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. 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. Collaboration with partner agencies will also address ongoing refinement of the Portal interface to improve its interface and usability. *(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)*
- Complete major update of the shared communications assets management database and mapping system. Update, maintain and utilize the database as new fiber projects are completed. (Ongoing)
- Work to achieve VAST agency agreements on the maintenance and ongoing updates to the asset management database. (December 2015)
- Complete the update of the Regional Communications Master Plan. Work with VAST partners to produce an interactive web-based RCMP for easy access and use by agencies. (September 2015)
- Adopt standards for fiber, equipment, and infrastructure based on priorities set by the Communications Infrastructure Committee. *(Ongoing)*
- Regional ITS goals and policies for the Clark County region and for bi-state ITS issues. *(Ongoing)*
- Management of consultant technical support activities as needed. *(Ongoing)*

FY 2016 Funding: VAST

FY 2016 Revenues:	**$**	**FY 2016 Expenses:**	**$**
• Federal STP	$175,000	• RTC	$102,312
• MPO Funds (13.5%)	$27,312	• Consultants*	$100,000
	$202,312		**$202,312**

Federal $ are matched by State and local MPO Funds. *Minimum required match:* *$27,312*

Consultants* estimated $100,000 per year for consultant program assistance and Portland State University Portal

I E. SKAMANIA AND KLICKITAT RTPO

The regional transportation planning work program for Skamania and Klickitat Counties 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 and Klickitat County Transportation Policy Committees meet regularly to discuss regional transportation issues and concerns. RTC provides transportation planning technical assistance for each County in addition to developing Regional Transportation Plans and monitoring transportation system performance. The Skamania County and Klickitat County Regional Transportation Plans were initially adopted in April 1995 with the most recent update adopted in June 2014. Development and traffic trends are monitored and the regional transportation planning database for the region is kept up to date.

Work Element Activities: Skamania and Klickitat RTPO

- Conduct a regional transportation planning process.
- Ensure that Regional Transportation Plans are 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 regional transportation database.
- Review plans of local jurisdictions for consistency with the Regional Transportation Plans and Washington's Transportation Plan (WTP).
- Continue transportation system performance monitoring program.
- Assist Counties 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. Work with regional partners 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.
- Assist partner agencies in conducting regional transportation planning studies.

Relationship to Other Work Elements: Skamania and Klickitat County RTPO

The RTPO work program for Skamania and Klickitat Counties is tailored to the Counties' specific needs and issues and, where applicable, coordinated across the RTPO region and with bi-state partners in Oregon.

FY 2016 Tasks: Skamania and Klickitat RTPO

- Continued development of a coordinated, technically sound regional transportation planning process. *(Ongoing)*
- Continued development of a technical transportation planning assistance program. *(Ongoing)*
- Development of the 2016-2019 Regional Transportation Improvement Program. *(Fall 2015)*
- Gather data and update the regional transportation database.

FY 2016 Funding: Skamania and Klickitat RTPO

FY 2016 Revenues:		**FY 2016 Expenses:**	
	$		**$**
• State RTPO	$39,660	• RTC	$39,660
	$39,660		**$39,660**

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 to support mobile emissions analysis and conformity determinations, and technical support to local jurisdictions.

Regional Transportation Data and Travel Forecasting

Work Element Activities: Regional Transportation Data

- 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 RTC's computer equipment and software.
- Update the content of RTC's website regularly as the primary public participation, information and outreach platform allowing the public access to the regional transportation planning program.
- Investigate the application of multimodal cost benefit analysis packages and the potential application to the Regional Transportation Plan. Continue to develop data, including vehicle miles traveled (VMT) and vehicle occupancy measures, for use in air quality and Commute Trip Reduction (CTR) planning.

FY 2016 Tasks: Regional Transportation Data

- 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)
- 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)
- 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)
- Purchase updated computer equipment using RTPO revenues. (As needed)
- Coordinate with the County's computer division to update computer equipment and software, as needed.
- Analysis of Commute Trip Reduction (CTR), congestion pricing and Transportation System Management/Intelligent Transportation System (ITS) impacts. (As needed)
- The RTC website is a valuable tool for both disseminating information and receiving feedback from the public, as well as the RTC Board and its member jurisdictions. RTC will continue to maintain the RTC website with current data and information in order to inform and engage the public in the transportation planning process.

Work Element Activities: Regional Travel Forecasting Model

- 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.
- 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)
- 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 informational 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.
- 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. RTC will provide WSDOT with transportation model data and analysis to support project design and implementation.
- Provide technical support for local transportation studies and transit analyses using output from the regional travel forecasting model.

FY 2016 Tasks: Regional Travel Forecasting Model

- 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)
- Transportation data analysis provided to assist C-TRAN in planning for future transit service. (Ongoing)
- 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 2016 along with a revised trip-based model.
- Complete transition to the use of EMME4 software for regional travel demand model highway and transit assignment.
- 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.
- Coordinate with Metro in updating the regional travel forecast model code and 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 RTP 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, , the Transportation System Management and Operation (TSMO) Study, C-TRAN's 20-year Transit Development Plan, etc. (Ongoing)

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. The Vancouver/Portland Air Quality Maintenance Area (AQMA), under the 1997 eight-hour federal standard, is now designated as in "attainment" for Ozone and no longer needs to demonstrate conformity for Ozone. Consequently, as of June 15, 2005, regional emissions analyses for Ozone precursors in the Plan (RTP) and Program (TIP) are no longer required.

In addition, the Vancouver AQMA is currently a CO maintenance area under a Limited Maintenance Plan (LMP) published by Southwest Clean Air Agency in 2007 and approved by the Environmental Protection Agency and is re-designated back to "attainment" status for CO. Based on the population

growth assumptions contained in the Vancouver Limited Maintenance Plan and the LMP's technical analysis of emissions from the on-road transportation sector, it was concluded that the area would continue to maintain CO standards. The growth assumptions in the LMP have not been exceeded therefore regional conformity is presumed and regional emissions analyses and emission budget tests are no longer required for CO.

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 Activities: 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 (TIP), 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.

- Estimate air quality emissions impacts for projects proposed for funding by the Congestion Mitigation and Air Quality program through the TIP and for the annual CMAQ information report required by WSDOT Highways and Local Programs Division for submittal to FHWA.

- Conduct project CO 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.

Work Element Tasks: Air Quality Planning

- Participate in tracking transportation elements of the CO Maintenance Plan in coordination with Southwest Clean Air Agency. (As needed)

- Air quality conformity analyses/determinations and documentation for updates and/or amendments to the RTP and TIP as required by the Clean Air Act Amendments of 1990. (MTIP in Fall 2014)

- 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, conformity review and requirements. (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 (VMT) and VMT per capita in the region. Also implementation of Sections 2a and 2b of the Governor's Executive Order 09-05. (Ongoing)

Transportation Technical Services

Work Element Activities: 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 2016, 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.

Work Element Tasks: 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. The Clark County Comprehensive Plans will begin an update process in 2014 and conclude in 2016. (Ongoing and as needed)

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 2016 Funding: Regional Transportation Data and Travel Forecasting

FY 2016 Revenues:	**$**	**FY 2016 Expenses:**	**$**
• Federal FHWA	$197,280	• RTC	$461,972
• Federal FTA	$63,000	• Computer Equipment *Purchase with RTPO funds*	$6,000
• Federal STP	$90,000		
• State RTPO	$47,642		
• Other Local Funds	$46,476		
• MPO Funds	$23,574		
	$467,972		**$467,972**

Federal $ are matched by State and local MPO Funds. *Minimum required match:* *$54,668*

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 Activities: 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 programs.
- Participate on statewide transportation committees and advisory boards such as the Statewide MPO/RTPO Coordinating Committee.
- Provide leadership, coordination and represent RTC Board positions on policy and technical issues at Committee meetings within the Portland-Vancouver region. Specifically, the key committees include: C-TRAN Board, Metro's Joint Policy Advisory Committee on Transportation (JPACT), Metro's Transportation Policy Alternatives Committee (TPAC) and the Bi-State Coordination Committee.
- Coordinate with the Washington State legislative delegation and with the Washington State congressional delegation on regional and bi-state transportation issues. Members of the Washington State legislative delegation from this region are currently 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 development and implementation of statewide transportation plans such as the Washington Transportation Plan (WTP).
- 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 November 2014. 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 as part of 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 staff representative at the monthly Clark Communities Bicycle and Pedestrian Advisory Committee. RTC staff will continue to collaborate with statewide ACE stakeholders and participate in meetings of the SW Washington Healthy Living Collaborative. 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 with an update due in 2016. 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.
- Consult with, communicate with, and outreach to tribes with interests in the 3-county region regarding transportation issues.
- Work with environmental resource agencies to ensure a coordinated approach to environmental issues relating to transportation and to facilitate early environmental decisions in the planning process. Resource agencies include the State Historic Preservation Office and local jurisdictions' environmental departments.
- If applicable in FY 2016, represent the MPO at Environmental Impact Statement (EIS) scoping meetings relating to transportation projects and plans.
- Work on implementation of State Governor's Executive Orders such as EO 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 current federal transportation act, 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.
- Participate in training opportunities including transportation webinars and workshops.
- 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.
- Conduct all regional transportation planning activities, carried out by RTC and its staff, 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.

FY 2016 Tasks: Program Coordination and Management

- Meeting minutes and presentation materials. (Ongoing)
- Year 2016 Budget and Indirect Cost Proposal. (Fall 2015)
- Use the updated funding formula for allocation of PL funds among MPOs as agreed upon in by WSDOT and statewide MPOs.
- Coordination with and participation in Metro's regional transportation planning process. (Ongoing)
- A documented Tribal Consultation Process.

Work Element Activities: Bi-State Coordination Committee

- RTC and Metro jointly staffs 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. 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 BNSF rail lines also cross the Columbia river between the two states.

FY 2016 Tasks: Bi-State Coordination Committee

- Meeting materials for the Bi-State Coordination Committee produced by RTC in partnership with Metro. (As needed)

Work Element Activities: 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 Regional Transportation Plan and metropolitan Transportation Improvement Program.
- Annually 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 regional TIP, 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 as well as RTC published reports. 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.

FY 2016 Tasks: Public Participation

- Participate in public outreach activities related to regional transportation planning programs and projects. (Ongoing)
- Document RTC's public participation activities in the annual UPWP report. (Ongoing)
- Media communication through press releases and conversations as well as through regular updates 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)
- Report on evaluation of the Public Participation Process for effectiveness focusing on methods and tools used.

Work Element Activities: 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, 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 RTC's Transportation Improvement Program.
- Responses to corrective actions and recommendations resulting from the quadrennial federal MPO certification of RTC as MPO for the Clark County region, last held in October/November 2012, are documented in a planning matrix. All corrective actions have been made and recommendations addressed.
- Ensure that required Memoranda of Understanding or Memorandum of Agreement are in place and are regularly reviewed for currency. Currently, MOAs/MOUs are in place between:
    - RTC, WSDOT 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.

FY 2016 Tasks: Federal Compliance

- Update MPO self-certification documentation including a certification statement in the regional TIP to self-certify that the regional transportation planning process meets federal laws. (late summer/early fall 2015)
- Adopt the FY 2017 UPWP, prepare an annual report on the FY 2015 UPWP and, if needed, provide amendments to the FY 2016 UPWP. (FY 2015 Annual Report to be published by September 30, 2015 per UPWP guidance and MPO Agreement GCB 1537. FY 2017 UPWP to be developed in Winter 2015/16 and UPWP amendments on an as-needed basis).

- Possibly update the accounting process to allow for itemization of sub-tasks within key UPWP work elements (Regional Transportation Plan, Transportation Improvement Program, Data Management, Travel Forecasting, Air Quality and Technical Services and Regional Transportation Program Coordination and Management)
- 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. RTC also commits to assist member jurisdictions in complying with ADA requirements. (Ongoing)

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 2016 Funding: Regional Transportation Program Coordination & Management

FY 2016 Revenues:	**$**	**FY 2016 Expenses:**	**$**
• Federal FHWA	$109,600	• RTC	$259,985
• Federal FTA	$35,000		
• Federal STP	$50,000		
• State RTPO	$26,468		
• Other Local Funds	$25,820		
• MPO Funds	$13,097		
	$259,985		**$259,985**

Federal $ are matched by State and local MPO Funds. *Minimum required match:* *$30,371*

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.

4 A. WASHINGTON STATE DEPARTMENT OF TRANSPORTATION, SOUTHWEST REGION

Washington State Department of Transportation, Headquarters Transportation Planning, publishes the Washington State Department of Transportation 2015-2017 Strategic Planning & Research Work Program. The Southwest Region Planning Office supports the development of this document by providing details of their respective planning elements.

WSDOT Southwest Planning Office coordinates planning, modeling, data collection and analysis, and programming activities with the Regional Transportation Council and agency divisions within WSDOT. The Southwest Planning Office works directly with the tribes, cities, counties, agencies (local, transit and Bi-State) and organizations on transportation issues.

WSDOT Strategic Plan – Results WSDOT

In 2014 WSDOT updated its strategic plan to underpin the agency's commitment to the Governor's Results Washington initiative. **Results WSDOT**, the agency's strategic plan, has six policy goals.

- Goal 1: STRATEGIC INVESTMENTS - Effectively manage system assets and multimodal investments on corridors to enhance economic vitality.
- Goal 2: MODAL INTEGRATION - Optimize existing system capacity through better interconnectivity of all transportation modes.
- Goal 3: ENVIRONMENTAL STEWARDSHIP - Promote sustainable practices to reduce greenhouse gas emissions and protect natural habitat and water quality.
- Goal 4: ORGANIZATIONAL STRENGTH - Support a culture of multi-disciplinary teams, innovation and people development through training, continuous improvement and Lean efforts.
- Goal 5: COMMUNITY ENGAGEMENT - Strengthen partnerships to increase credibility drive priorities and inform decision making.
- Goal 6: SMART TECHNOLOGY - Improve information system efficiency to users and enhance service delivery by expanding the use of technology.

When serving on RTC committees, the Southwest Region Planning Office will look for opportunities to incorporate **Results WSDOT** into the discussions and decision-making.

Multi Modal Planning: FY 2016 Work Program Highlights

WSDOT performs several transportation planning and external coordination activities. The activities included below represent multimodal planning strategies within **Results WSDOT** that focus on transportation planning; they are not inclusive of all WSDOT projects and programs. This information highlights how the state's planning process connects with the MPO and RTPO planning processes statewide.

Practical Solutions

- Practical Solutions is a two-part strategy that includes least cost planning and practical design. WSDOT is undertaking Practical Solutions to enable more flexible and sustainable transportation investment decisions. It encourages this by increasing the focus on project purpose and need throughout all phases of project development: planning, program management, environmental analysis, design, construction, and operations.

- WSDOT planning staff will apply practical solutions approaches in their planning work with MPOs and RTPOs.

- For more information: www.wsdot.wa.gov/Projects/PracticalDesign/.

Growth Management Act (GMA) Enhanced Collaboration

- WSDOT's vision of providing a sustainable and integrated multimodal transportation system requires us to utilize all available capacity on the system and to leverage our limited resources. This is only possible by refocusing on working together with communities and other partners.

- WSDOT recognizes city and county GMA Comprehensive Plans as the cornerstone of community decision-making, creating the foundations for future subarea plans, regional plans, development regulations, and transportation investment programs. Therefore, we think it is important for WSDOT to participate, listen to and understand these goals and plans, and share WSDOT strategies and policies for implementing a multimodal transportation system.

- WSDOT strives to increase regional planning staff interaction and coordination with cities, counties, and MPOs and RTPOs early in the comprehensive plan process.

- For more information on the Washington State Department of Commerce Comprehensive Plan update schedule, refer to: http://www.commerce.wa.gov/Documents/GMS-GMA-Update-Schedule-2015-2018.pdf

Governor's Executive Order 14-04, Transportation Efficiency

- The Washington State Departments of Transportation, Commerce and Ecology are working with the RTPOs, counties, and cities to develop a new program of financial and technical

assistance to help local governments implement measures to improve transportation efficiency, and to update their comprehensive plans.

- We will rely on the subcommittee we formed of MPOs and RTPOs plus representatives of the Association of Washington Cities (AWC) and the Washington State Association of Counties (WSAC).

- For more information: http://www.wsdot.wa.gov/SustainableTransportation/CleanTranspo.htm

23CFR §450.314 and Interlocal Agreement

- Statewide, WSDOT's Tribal and Regional Coordination Office is facilitating and coordinating the development of agreements to satisfy 23CFR§450.314. The agreement is between the MPO, the State(s), and the public transportation operator(s) to describe their mutual roles and responsibilities in carrying out the metropolitan transportation planning process. RTC updated its Memorandum of Agreement between RTC, WSDOT and C-TRAN to meet the requirements of 23CFR§450.314 in March 2014.

Framework for MAP-21 Target Setting

- MAP-21 requires that State DOTs and MPOs work together to address the performance measures set forth in MAP-21 through a collaborative process of setting performance targets.

- WSDOT and MPOs have quarterly meetings and special information sessions to address the need to set performance targets. The meetings began in May 2014 and are expected to occur through June 2017, the approximate date for MPOs to set targets and conclude this process.

Community Engagement Plan

- WSDOT will deliver an updated Public Involvement Plan (aka Community Engagement Plan) by Summer 2015 that strives to:

  1) Increase consent on decisions made by WSDOT, communities, stakeholders and the Legislature based on a shared understanding of transportation needs and opportunities.

  2) Improve the understanding of transportation expenditures and investments and respective benefits (outcomes).

  3) Improve public access to information and decision making so that WSDOT is recognized as the most credible source for information.

Transportation Plans and Corridor Studies

- WSDOT is in the process of working on the update of several transportation plans with a statewide focus, including:

1) The Washington Transportation Plan, Phase II

2) The Highway System Plan

3) The State Public Transportation Plan

4) The Aviation Plan

WSDOT will also conduct corridor planning studies and corridor sketches on state routes. Corridor planning studies are a fundamental building block of various state transportation plans; examining current and future travel conditions and developing recommendations consistent with **Results WSDOT**, **Least Cost Planning** and **Practical Design**.

The Southwest Region Planning Office will participate with the city of Vancouver in the development of their Westside Mobility Study.

Statewide Multimodal Travel Demand Model

- A statewide multimodal travel demand model is an analytical tool that will help us better understand where people live and how they travel around the state. This multimodal forecasting model will allow us to better understand the statewide transportation system and how future projects and land use changes may affect it.
- When this project is funded by the legislature, a stakeholder's working group will be formed. MPOs, RTPOs, and other agencies within the state will participate. This group will take part in the process of reviewing products and commenting upon the draft report.

4 B. C-TRAN

C-TRAN has identified the following planning elements for the Unified Planning Work Program (UPWP) FY 2016 (July 2015 through June 2016):

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 2016:

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

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

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

4. Inform the City of Vancouver Transportation Impact Fee (TIF) program for future development as it moves to incorporate a multi-modal component.

Transit Planning

In 2015, C-TRAN plans to complete its first major update to its 20 Year Transit Development Plain, C-TRAN 2030. In addition, C-TRAN will continue to advance specific projects included in that plan.

Fourth Plain Bus Rapid Transit Project: In 2015 C-TRAN will complete both the project development and final design for its Fourth Plain Bus Rapid Transit (BRT) Project. In fact, in the spring of 2015, C-TRAN is scheduled to sign the Small Starts Grant Agreement (SSGA) that will provide significant capital funding for the project. Major project construction is scheduled to begin in the summer of 2015.

Short-Range Planning: Following public review and input in early 2015, the published 2015-2020 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 is scheduled to complete its final design in 2015 for the addition of approximately 200 new parking spaces on the south side of the facility on undeveloped property owned by C-TRAN.

Technology Improvements:

- Traffic Signal Priority (TSP): 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. C-TRAN was recently awarded a grant to install TSP on the Highway 99 corridor in Clark County, and will begin project development in 2015.
- Vancouver Area Smart Trek, Phase II and III: C-TRAN will continue planning and implementation of Intelligent Transportation System technology.

- Improved Bus Technology: new fareboxes, an electronic-fare system ("E-fare"), enhanced passenger information, ADA-compliant on-board announcements, and traveler information delivered electronically will all be improved to enhance the quality of service.

4 C. CLARK COUNTY AND OTHER LOCAL JURISDICTIONS

CLARK COUNTY has identified the following transportation planning activities:

- Updating Traffic Impact Fee (TIF) program administration exclusive to Clark County.
- Updating the Transportation Improvement Program (TIP).
- Developing the Transportation Element for the 2016 Comprehensive Plan Update, including an update to the 20-year Capital Facilities Plan in conjunction with updating the TIF program
- Assessing and updating the Concurrency Management System.
- On-going refinement of the road standards, including the following components: cross sections, alternate road design standards, cross-circulation policies, and land-use friendly road standards.
- 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 Councilors through the docket process.
- Continuing regional coordination with RTC.
- Continuing to implement the transportation and land use recommendations in the Clark County Aging Readiness Plan.
- Researching implementation options for the county to use permeable pavement.
- Coordinating transportation planning efforts with various jurisdictions, elected officials and the public.

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

Citywide Planning / Studies

- Street Funding – new revenue and program evaluation.
- 2015-2020 Transportation Improvement Program.
- 2013-2014 Transportation Impact Fee Program reassessment of fees.

- ADA Program Transition Planning/Sidewalk Inventory.
- Transportation Standards Code updates (Title 11) – annual docket updates.
- Complete Streets Policy Development.

Focus Area Studies/Implementation

- I-5 River Crossing, City of Vancouver coordination and project involvement.
- Lower Grand Employment Area circulation and street standards study.
- Fourth Plain Street standards implementation – BRT project.
- Fort Vancouver Way, great street standards and implementation – BRT project.
- Westside Mobility Strategy.
- Old Evergreen Highway and Trail Corridor Study.

Capital Improvement Program – Projects and Planning Support

- CDBG Program – project planning and implementation.
- 2015-16 NTS Traffic Calming Program – project planning and implementation.
- Transportation System Management and Operations/ITS planning and coordination.
    - Vancouver Area Smart Trek (VAST) coordination.

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:

- Transportation Improvement Program (TIP) – Annual Update.
- Transportation Capital Facilities Plan Revisions.
- Minor Revisions to 2012 TIF Study.
- 6th Avenue, SR-500 and Camas North Arterial Corridor Analysis.

CITY OF WASHOUGAL has identified the following studies:

- 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.
- Complete an ADA Transition Plan.

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.
- Work with the Port of Ridgefield on planning and construction of the extension of Pioneer Street over the BNSF railroad tracks into the Port.
- Continue work to plan for the extension of Pioneer Street east from 65th Avenue to Union Ridge Parkway.
- Prepare the Pioneer Street Corridor Study/Downtown Traffic Plan to identify alternatives to increase capacity to downtown Ridgefield and the Port of Ridgefield's planned development to the west of the BNSF tracks.
- Prepare a multi-modal transportation plan.

CITY OF LA CENTER has identified the following planning studies:

- Complete annual revision to the city's Six-Year Transportation Improvement Plan.
- Developing the Transportation Element for the 2016 Comprehensive Plan Update, including an update to the 20-year Capital Facilities Plan in conjunction to the TIF program.
- Update the Engineering Standards for Construction.
- Completing Design of the 2015 LED Pedestrian Crossing Project
- Continue Roundabout Design at the intersection of 4th Street and Pacific Highway.

PORT OF VANCOUVER:

- The Port of Vancouver relies on rail to transport the majority of its cargo, with plans to exponentially increase. Completing its multi-year construction in 2015, the West Vancouver Freight Access Project will provide competitive, efficient rail service to existing customers and new customers, ultimately generating more than 1,000 new jobs.
    - 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 for a "hub" function whereby trains can enter, utilize a loop and storage track system, then egress in one direction.
    - 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
AASHTO	American Association of State Highway and Transportation Officials
ACCT	Agency Council on Coordinated Transportation
ACE	Active Community Environments
ACS	American Community Survey
ATM	Active Traffic Management
ADA	Americans with Disabilities Act
ADT	Average Daily Traffic
APC	Automatic Passenger Counter
APP	Arterial Preservation Program (TIB funding program)
APTA	American Public Transportation Association
APTS	Advanced Public Transportation System
AQMA	Air Quality Maintenance Area
ARRA	American Recovery and Reinvestment Act of 2009
ASA	Automated Stop Announcement
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
BACT	Best Available Control Technology
BAT	Business Access and Transit
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
CAA	Clean Air Act
CAAA	Clean Air Act Amendments

Acronym	Description
CAC	Citizens' Advisory Committee
CAD	Computer Aided Dispatch
CAPP	County Arterial Preservation Program
CBD	Central Business District
CCAC	C-TRAN Citizen Advisory Committee
CCI	Corridor Congestion Index
CCTV	Closed Circuit Television
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
CIC	Communications Infrastructure Committee
CIT	Community Involvement Team
CIPP	Capital Improvement and Preservation Program
CMAQ	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
CY	Calendar Year
DEIS	Draft Environmental Impact Statement
DEQ	Oregon State Department of Environmental Quality

Acronym	Description
DLCD	Oregon Department of Land Conservation and Development
DNS	Determination of Non-Significance
DOE	Washington State Department of Ecology
DOL	Washington State Department of Licensing
DOT	Department of Transportation
DS	Determination of Significance
DSHS	Washington Department of Social and Health Services
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.
EOC	Emergency Operations Center
EPA	Environmental Protection Agency
ETC	Employer Transportation Coordinator
ETC	Electronic Toll Collection
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
FMS	Freeway Management System
FMSIB	Freight Mobility Strategic Investment Board
FONSI	Finding of No Significant Impact
FTA	Federal Transit Administration
FY	Fiscal Year
FFY	Federal Fiscal Year
GIS	Geographic Information System
GHG	Greenhouse Gas
GMA	Growth Management Act

Acronym	Description
GTEC	Growth and Transportation Efficiency Center
GTF	Governors' Task Force
HB	House Bill
HBRRP	Highway Bridge Replacement and Rehabilitation Program (federal)
HC	Hydrocarbons
HCM	Highway Capacity Manual
HCT	High Capacity Transportation
HOV	High Occupancy Vehicle
HPMS	Highway Performance Monitoring System
HSIP	Highway Safety Improvement Program (federal)
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
ICM	Integrated Corridor Management
IM	Incident Management
I/M	Inspection/Maintenance
IMS	Intermodal Management System
InterCEP	Interstate Collaborative Environmental Process Agreement *(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
JOPS	Joint Operations Policy Statement
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

Acronym	Description
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
MP	Maintenance Plan (air quality)
MPO	Metropolitan Planning Organization
MST	Modeling Support Team
MTIP	Metropolitan Transportation Improvement Program (see TIP)
MTP	Metropolitan Transportation Plan (see RTP)
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
NTS	Neighborhood Traffic Safety
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

Acronym	Description
P&M	Preservation and Maintenance
P&R	Park and Ride
PAG	Project Advisory Group
PCE	Passenger Car Equivalents
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
PMS	Pavement Management System
PMT	Project Management Team
POD	Pedestrian Oriented Development
PORTAL	Portland Transportation Archive Listing
PPP	Public Participation Process or Public Participation Plan
Pre-AA	Preliminary Alternatives Analysis
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
REET	Real Estate Excise Tax
RID	Road Improvement District
RJT	Route Jurisdiction Transfer
ROD	Record of Decision
ROW or RW	Right of Way

Acronym	Description
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
RCTO	Regional Concept for Transportation Operations
RTPO	Regional Transportation Planning Organization
RUGGO	Regional Urban Growth Goals and Objectives
RWIS	Road Weather Information Systems
SAC	Signatory Agency Committee Agreement (Washington) *(superseded by SAGES)*
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (2005)
SAGES	Statewide Advisory Group for Environmental Stewardship
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
TAP (or TA)	Transportation Alternatives Program (federal)

Acronym	Description
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
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)
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
TSP	Transit Signal Priority
UAB	Urban Area Boundary

Acronym	Description
UAP	Urban Arterial Program (TIB funding program)
UATA	Urban Arterial Trust Account
UGA	Urban Growth Area
UGB	Urban Growth Boundary
UPWP	Unified Planning Work Program
USDOT	United States Department of Transportation
USP or SP	Urban Sidewalk Program (TIB funding program)
UZA	Urbanized Area
V/C	Volume to Capacity
VAST	Vancouver Area Smart Trek
VHD	Vehicle Hours of Delay
VISSIM	Traffic/Transit Simulation Software *(a product of PTV AG of Karlsruhe, Germany)*
VMS	Variable Message Signs
VMT	Vehicle Miles Traveled
VOC	Volatile Organic Compounds
VOT	Value of Time
WAC	Washington Administrative Code
WSDOT	Washington State Department of Transportation
WSP	Washington State Patrol
WTP	Washington Transportation Plan

FY 2016 SUMMARY OF EXPENDITURES AND REVENUES: RTC

Note: Numbers may not add due to rounding

SOUTHWEST WASHINGTON REGIONAL TRANSPORTATION COUNCIL
FY 2016 UNIFIED PLANNING WORK PROGRAM - SUMMARY OF REVENUES/EXPENDITURES BY FUNDING SOURCE

		Work Element	NOTES	1. FY 2016 Federal FHWA PL	1. FY 2016 Federal FTA	1. Federal STP	State RTPO	Other Local Funds	MPO Funds	RTC TOTAL
I	**REGIONAL TRANSPORTATION PLANNING PROGRAM**									
	A	Regional Transportation Plan		186,320	59,500	85,000	44,996	43,894	22,264	441,974
	B	Transportation Improvement Program		54,800	17,500	25,000	13,234	12,910	6,548	129,992
	C	Congestion Management Process				75,000			11,705	86,705
	D	Vancouver Area Smart Trek Program				175,000			27,312	202,312
	E	Skamania and Klickitat RTPO					39,660			39,660
		Sub-Total		241,120	77,000	360,000	97,890	56,804	67,830	900,643
II	**DATA MANAGEMENT, TRAVEL FORECASTING, AIR QUALITY AND TECHNICAL SERVICES**									
	A	Reg. Transp. Data, Forecast, AQ & Tech. Services		197,280	63,000	90,000	47,642	46,476	23,574	467,972
III	**TRANSPORTATION PROGRAM COORDINATION AND MANAGEMENT**									
	A	Reg. Transp. Program Coord. & Management		109,600	35,000	50,000	26,468	25,820	13,097	259,985
		TOTALS		**548,000**	**175,000**	**500,000**	**172,000**	**129,100**	**104,500**	**1,628,600**

04/17/2015

NOTES:

1. Minimum local match for federal PL, FTA and STP funds is provided from State RTPO, MPO and local funds. Local match for FHWA, FTA and STP funds is assumed at 13.5%.

2015 Metro Self-Certification

1. Metropolitan Planning Organization Designation

Metro is the metropolitan planning organization (MPO) designated by Congress and the State of Oregon for the Oregon portion of the Portland/Vancouver urbanized area, covering 25 cities and three counties. It is Metro's responsibility to meet the requirements of *Moving Ahead for Progress in the 21st Century* (MAP-21), the Oregon Transportation Planning Rule, which implements Statewide Planning Goal 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 and supports the region's land use plans, and meets Federal and state planning requirements.

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).

2. Geographic Scope

The Metropolitan Planning Area boundary establishes the area in which the Metropolitan Planning Organization conducts federally mandated transportation planning work, including: a long-range Regional Transportation Plan, the Metropolitan Transportation Improvement Program for capital improvements identified for a four-year construction period, a Unified Planning Work Program, a congestion management process, and conformity to the state implementation plan for air quality for transportation related emissions.

The Metropolitan Planning Area (MPA) boundary is a federal requirement for the metropolitan planning process. The boundary is established by the governor and individual Metropolitan Planning Organizations within the state, in accordance with federal metropolitan planning regulations. The MPA boundary must encompass the existing urbanized area and the contiguous areas expected to be urbanized within a 20-year forecast period. Other factors may also be considered to bring adjacent territory into the MPA boundary. The boundary may be expanded to encompass the entire metropolitan statistical area or combined as defined by the federal Office of Management and Budget.

3. Agreements

- 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 June 2015.

- 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.

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

- 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.

- 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 September 2013, it will be updated in September 2016.

- 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 July 2014 and will be updated in July 2017.

4. Responsibilities, Cooperation and Coordination

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

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

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

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 first 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 MAP-21, but also the Oregon 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.

5. Metropolitan Transportation Planning Products

a. Unified Planning Work Program

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 tool for coordinating federally-funded 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, 2015 through June 30, 2016.

b. Regional Transportation Plan

The long-range transportation plan must include the following:

- Identification of transportation facilities (including major roadways, transit, bike, pedestrian and intermodal facilities and intermodal connectors) that function as an integrated metropolitan transportation system.
- A discussion of types of potential environmental mitigation activities and potential areas to carry out these activities.
- A financial plan that demonstrates how the adopted transportation plan can be implemented.

- Operational and management strategies to improve the performance of existing transportation facilities to manage vehicular congestion and maximize the safety and mobility of people and goods.
- Capital investment and other strategies to preserve the existing and projected future metropolitan transportation infrastructure and provide for multimodal capacity increases based on regional priorities and needs.
- Proposed transportation and transit enhancement activities.

c. Metropolitan Transportation Improvement Program

The Metropolitan Transportation Improvement Program (MTIP) is a critical tool for implementing monitoring progress of the Regional Transportation Plan (RTP) and 2040 Growth Concept. The MTIP programs and monitors funding 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 Program (TAP) 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. Funding for projects in the program are constrained by expected revenue as defined in the Financial Plan.

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 regulations. 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

The 2015 -18 MTIP was adopted in July 2014 and was incorporated into the 2015 -18 STIP. Amendments to the MTIP and development of the 2018 -21 MTIP are included as part of the Metropolitan Transportation Improvement Program work program.

The short-range metropolitan TIP must include the following:

- A priority list of proposed federally supported projects and strategies to be carried out within the TIP period.
- A financial plan that demonstrates how the TIP can be implemented.
- Descriptions of each project in the TIP.

D. Congestion Management Process

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 revised the Regional Mobility Atlas as part of the 2014 RTP update.

E. Air Quality Conformity

The Air Quality Program ensures the Regional Transportation Plan (RTP) and the Metropolitan Transportation Improvement Program (MTIP) for the Portland metropolitan area address state and federal regulations and coordinates with other air quality initiatives in the region.

The state and federal component of the Air Quality Program is the Air Quality Conformity Determination (AQCD) which is a technical analysis to determine the air quality impacts of the RTP and MTIP. An AQCD determination is made during the update to each MTIP and RTP or when amendments to the MTIP or RTP warrant a re-evaluation of air quality impacts. The AQCD analysis requires special coordination with staff from Oregon Department of Environmental Quality (DEQ) and other regional, county, city and state agencies

and is guided by rules set forth in the Portland Area Second 10-Year Maintenance Plan, which is a component of the State Implementation Plan (SIP). The SIP is overseen by DEQ and approved by the U.S. Environmental Protection Agency (EPA). The Portland Area Second 10-Year Maintenance Plan is set to expire in October 2017. When Metro seeks approval of an AQCD the review and approval process are done in consultation with DEQ and EPA, but joint approval is issued by the Federal Highway Administration and Federal Transit Administration.

6. Planning Factors

Moving Ahead for Progress in the 21st Century (MAP-21), the most recent federal transportation legislation passed by U.S. Congress and signed into law by the President in 2012, defines specific planning factors and national goal areas to be considered when developing transportation plans and programs in a metropolitan area. MAP-21 creates a streamlined and performance-based surface transportation investment program and builds on many of the highway, transit, bike, and pedestrian programs and policies established in 1991.

Implementation of MAP-21 began through the 2013-15 UPWP. Implementation will continue in FY 2015-16 as described in the narratives for the Regional Transportation Plan (RTP) and Metropolitan Transportation Improvement Program work (MTIP) programs.

Current requirements call for MPOs to conduct planning that explicitly considers and analyzes, as appropriate, eight factors defined in federal legislation:

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 nonmotorized users;
3. Increase the security of the transportation system for motorized and nonmotorized users;
4. Increase the accessibility and mobility of people and for freight;
5. Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient system management and operation; and
8. Emphasize the preservation of the existing transportation system.

MAP-21 also requires state DOTs and MPOs to establish performance measures and set performance targets for each of the seven national goal areas to provide a means to ensure efficient investment of federal transportation funds, increase accountability and transparency, and improve investment decision-making. The MAP-21 national goal areas are:

- Safety
- Infrastructure condition
- Congestion reduction
- System reliability
- Freight movement and economic vitality
- Environmental sustainability
- Reduce project delivery delays

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 20-year plan period. • Highway LOS policy tailored to protect key freight corridors. • RTP recognizes need for freight linkages to destinations beyond the region by all modes.	• All projects subject to consistency with RTP policies on economic development and promotion of "primary" land use element of 2040 development such as centers, industrial areas and intermodal facilities. • Special category for freight improvements calls out the unique importance for these projects. • All freight projects subject to funding criteria that 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.
2. Increase Safety	• The RTP policies call out safety as a primary focus for improvements to the system. • Safety is identified as one of three implementation priorities for all modal systems (along with preservation of the system and implementation of the region's 2040-growth management strategy).	• All projects ranked according to specific safety criteria. • Road modernization and reconstruction projects are scored according to relative accident incidence. • All projects must be consistent with regional street design guidelines that provide safe designs for all modes of travel.	• Station area planning for proposed HCT improvements is primarily driven by pedestrian access and safety considerations.
3. Increase Security	• System security is being incorporated into the RTP as part of the current update, scheduled for completion in early 2008	• Transportation security will be factored into the next MTIP update, following completion of the new RTP.	• 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.	• 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.
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.	• The MTIP conforms to the Clean Air Act. • The MTIP focuses on allocating funds for clean air (CMAQ), livability (Transportation Enhancement) and multi- and alternative modes (STIP). • Bridge projects in lieu of culverts have been funded through the MTIP to enhance endangered salmon and steelhead passage. • "Green Street" demonstration projects funded to employ new practices for mitigating the effects of storm water runoff.	• Light rail improvements provide emission-free transportation alternatives to the automobile in some of the region's most congested corridors and centers. • HCT transportation alternatives enhance quality of life for residents by providing an alternative to auto travel in congested corridors and centers.

Table 1: MAP-21 Planning Factors

Factor	System Planning (RTP)	Funding Strategy (MTIP)	High Capacity Transit (HCT)
5. Protect Environment and Quality of Life (cont)	• Many new transit, bicycle, pedestrian and TDM projects have been added to the plan in recent updates to provide a more balanced multi-modal system that maintains livability. • RTP transit, bicycle, pedestrian and TDM projects planned for the next 20 years will complement the compact urban form envisioned in the 2040 growth concept by promoting an energy-efficient transportation system. • Metro coordinates its system level planning with resource agencies to identify and resolve key issues.		
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.

Table 1: MAP-21 Planning Factors

Factor	System Planning (RTP)	Funding Strategy (MTIP)	High Capacity Transit (HCT)
7. Efficient Management & Operations	• The RTP policy chapter includes specific system management policies aimed at promoting efficient system management and operation. • Proposed RTP projects include many system management improvements along regional corridors. • The RTP financial analysis includes a comprehensive summary of current and anticipated operations and maintenance costs.	• Projects are scored according to relative cost effectiveness (measured as a factor of total project cost compared to measurable project benefits). • TDM projects are solicited in a special category to promote improvements or programs that reduce SOV pressure on congested corridors. • TSM/ITS projects are funded through the MTIP.	• Proposed HCT improvements include redesigned feeder bus systems that take advantage of new HCT capacity and reduce the number of redundant transit lines.
8. System Preservation	• Proposed RTP projects include major roadway preservation projects. • The RTP financial analysis includes a comprehensive summary of current and anticipated operations and maintenance costs.	• Reconstruction projects that provide long-term maintenance are identified as a funding priority.	• The RTP financial plan includes the 20-year costs of HCT maintenance and operation for planned HCT systems.

* *Functional Plan = Urban Growth Management Functional Plan, an adopted regulation that requires local governments in Metro's jurisdiction to complete certain planning tasks.*

7. Public Involvement

Federal regulations place significant emphasis on broadening participation in transportation planning to include key stakeholders who have not traditionally been involved in the planning process, including the business community, members of the public, community groups, and other governmental agencies. Effective public involvement will result in meaningful opportunities for the public to participate in the planning process.

Metro is committed to transparency and access to decisions, services and information for everyone throughout the region. Metro strives to be responsive to the people of the region, provide clear and concise informational materials and address the ideas and concerns raised by the community. Public engagement activities for decision-making processes are documented and given full consideration.

Metro' public involvement practices follow the agency's Public Engagement Guide (formerly the Public Involvement Policy for Transportation Planning) which reflects changes in the most recent federal transportation authorization act, Moving Ahead for Progress in the 21st Century Act (MAP-21). Metro's public involvement policies establish consistent procedures to ensure all people have reasonable opportunities to be engaged in planning and policy process. Procedures include outreach to communities underserved by transportation projects, public notices and opportunities for comment. The policies also include nondiscrimination standards that Metro, its subcontractors and all local governments must meet when developing or implementing projects that receive funding through Metro. When appropriate, Metro follows specific federal and state direction, such as those associated with the National Environmental Policy Act and Oregon Department of Land Conservation and Development rules, on engagement and notice and comment practices.

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. 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.

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, 2011, Metro submitted a Title VI Compliance Report to ODOT, covering a 15 month period from April 1, 2010, through June 30, 2011. With approval from ODOT's office of civil rights granted on June 6, 2011, Metro is transitioning to a July 1 to June 30 reporting period, with Title VI Compliance Reports due to ODOT on Aug. 30 after the end of each annual reporting period. The next annual report will be due Aug. 30, 2015, covering July 1, 2014 to June 30, 2015. As of March 2012, Metro was revising its Limited English Proficiency Plan as part of an update to its Title VI Program for FTA.

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.

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

The Metro Disadvantaged Business Enterprise (DBE) seeks to achieve the following:

- Ensure nondiscrimination in the award and administration of assisted contracts;
- Create a level playing field on which DBEs can compete fairly for assisted contracts;
- Ensure that the DBE Program is narrowly tailored in accordance with applicable law:
- Ensure that only firms that fully meet 49 CFR 26 eligibility standards are permitted to participate as DBE's;
- Help remove barriers to the participation of DBEs in assisted contracts; and
- Assist the development of firms that can compete successfully in the market place outside the DBE program.

Policy Statement

Metro is committed to the participation of Disadvantaged Business Enterprise (DBEs) in Metro contracting opportunities in accordance with 49 Code of Federal Regulations (CFR) Part 26, Effective March 4, 1999.

It is the policy of Metro to practice nondiscrimination on the basis of race, color, sex, and/or national origin in the award and administration of Metro assisted contracts. The intention of Metro is to create a level playing field on which DBEs can compete fairly for contracts and subcontracts relating to Metro planning and professional service activities.

The Metro Council is responsible for establishing the DBE policy for Metro. The Executive Officer is responsible to ensure adherence to this policy. The Assistant Director of Administrative Services and the DBE Outreach Coordinator are responsible for the development, implementation and monitoring of the DBE program for contracts in accordance with the Metro nondiscrimination policy. It is the expectation of the Executive Officer that all Metro personnel shall adhere to the spirit, as well as the provisions and procedures, of the DBE program.

This policy will be circulated to all Metro personnel and to members of the community that perform or are interested in performing work on Metro contracts. The complete DBE Program for contracts goals and the overall annual DBE goals analysis are available for review at the:

Metro
Contracts Division
600 NE Grand Avenue
Portland, Oregon 97232

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 (http://trimet.org/pdfs/publications/Coordinated_Human_Services_Transportation_Plan.pdf)

10. Lobbying

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

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO.15-4623, FOR THE PURPOSE OF ADOPTING THE FISCAL YEAR 2015-16 UNIFIED PLANNING WORK PROGRAM AND CERTIFYING THAT THE PORTLAND METROPOLITAN AREA IS IN COMPLIANCE WITH THE FEDERAL TRANSPORTATION PLANNING REQUIREMENTS

Date: May 5, 2015

Prepared by: Chris Myers
(503) 813-7554

BACKGROUND

The Unified Planning Work Program (UPWP) is developed annually by Metro as the Metropolitan Planning Organization (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 July 1.

The UPWP is developed by Metro with input from local governments, TriMet, ODOT, the Port of Portland, FHWA, and FTA. 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.

For fiscal year 2015-16 there are fourteen new projects in the UPWP and sixteen projects that have been removed from the UPWP due to completion of the planning project. A complete list of new and completed projects can be found in Attachment 1 to the Staff Report.

Every four years, Metro as an MPO, undergoes certification review with (Federal Transit Administration [FTA] and Federal Highway Administration [FHWA]) to ensure compliance with federal transportation planning requirements. The next quadrennial certification review will take place in 2016. In the intervening years Metro undergoes a required self-certification process with the FHWA and FTA, to ensure Metro's planning process is in compliance with specific Federal requirements as a prerequisite to receiving Federal funds.

The annual self-certification is processed in tandem with the Unified Planning Work Program (UPWP) and documents that Metro has met those requirements. 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)
- Construction Contracts
- Lobbying

Each of these areas is discussed in Exhibit B to Resolution No.15-4623.

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 means that grants can be submitted and contracts executed so work can commence on July 1, 2015, 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.15-4623 certifying that the Portland metropolitan area is in compliance with Federal transportation planning requirements.

Attachment 1

New 2015-16 UPWP	Lead Agency
High Capacity System Plan - Update	Metro
Air Quality Conformity Program	Metro
ODOT - 82nd Avenue of Roses Implementation Plan	ODOT
ODOT - Region 1 Interchange Atlas Update	ODOT
ODOT - Corridor and Origin/Destination Atlas	ODOT
ODOT - Performance Measures for State Highways in the Metro Area	ODOT
ODOT - Southwest Corridor Plan	ODOT
ODOT - Facility Bottleneck and Solutions Feasibility Assessment	ODOT
ODOT - Region 1 Active Transportation Needs Inventory (Phase 3)	ODOT
Regional Over-Dimensional Truck Route Plan	City of Portland
Central City Multimodal Project	City of Portland
SWIM (Southwest In Motion)	City of Portland
Eastside Streetcar Before and After	TriMet
Portland Milwaukie Light Rail Before and After	TriMet

Completed/Removed from 2015-16 UPWP	Lead Agency
Climate Smart Communities Scenarios Project	Metro
Westside Trail Masterplan: Tualatin River to Willamette River	Metro
Multimodal Arterial Performance Management regional Concept of Operations	Metro
ODOT - Communications and Outreach Project	ODOT
ODOT - Active Transportation Management Strategy and Analysis	ODOT
ODOT - C-BOS (Corridor Bottleneck Operations Study) Concept Development	ODOT
ODOT - Regional Safety Outlook	ODOT
ODOT - Functional Classification Review	ODOT
ODOT - Interagency Coordination and ODOT Policy And Plan Implementation	ODOT
ODOT - Portland Metropolitan Area Coordination	ODOT
ODOT - Metro Regional Long Range Projects	ODOT
I-5 Columbia River Crossing	ODOT
South Corridor I-205/Portland Mall Light Rail Before/After	TriMet
Bus Stop Development Program (FY14-FY15)	TriMet
Hillsboro Regional Center: Oak and Baseline Project	Hillsboro
Aloha-Reedville Study and Livable Community Plan (COMPLETED)	Beaverton/Washington County

Materials following this page were distributed at the meeting.

600 NE Grand Ave.
Portland, OR 97232-2736
www.oregonmetro.gov

Metro | *Memo*

Date: May 13, 2015
To: JPACT Members, Alternates and Interested Parties
From: JPACT Chair Craig Dirksen
Subject: 2015 Joint Policy Advisory Committee on Transportation (JPACT) Meeting Schedule

Proposed 2015 JPACT meeting dates, if JPACT meetings are held on the third Thursday of the month, from 7:30 a.m. to 9 a.m. in the Metro Council Chambers (unless otherwise notified):

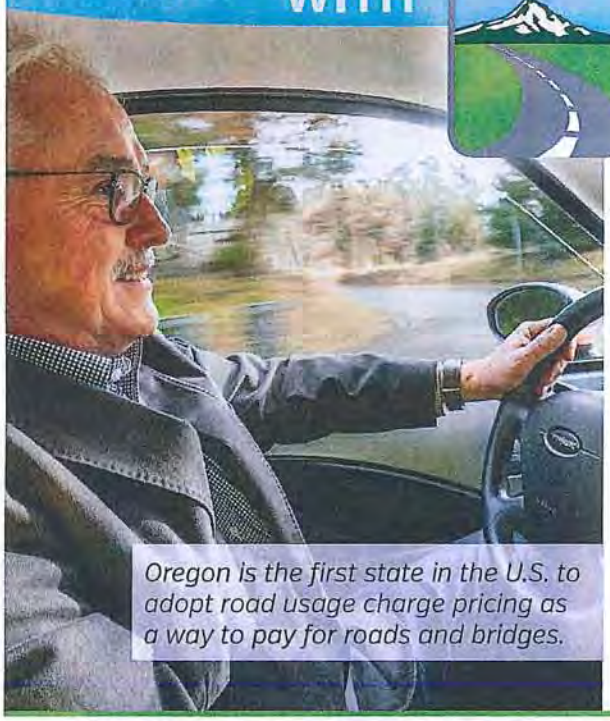
- June 11
- July 9
- Aug. 13 - cancelled
- **Sept. 17**
- **Oct. 15**
- **Nov. 19**
- **Dec. 17**

Please note that the schedule change would begin in September.

To check on closure or cancellations during inclement weather, please call 503-797-1916.

Get in the know

WITH ORe*GO*



Oregon is the first state in the U.S. to adopt road usage charge pricing as a way to pay for roads and bridges.

ORe*GO* is the Oregon Department of Transportation's new road usage charge program. Participants will pay for the miles they drive, creating a fair and sustainable way to fund road maintenance, preservation and improvements for all Oregonians.

How does it work?

1. With ORe*GO*, you pay for transportation by-the-mile. The system charges drivers for the number of miles driven on Oregon roads.
2. You'll pay 1.5 cents per mile, and any fuel tax paid at the pump will be credited back to your account.
3. You get to choose the device and the account plan to measure the miles you drive.
4. You'll get a regular statement for road charges based on your reported miles, with a fuel tax credit applied.

A new way to fund Oregon's transportation system

For almost a century, Oregonians have blazed the trail to preserve and improve Oregon highways, roads and bridges by implementing the *user-pays principle*–through the fuel and weight-mile taxes. In recent years, diminishing returns led Oregon decision-makers back to the drawing board to find a sustainable alternative. After weighing all the options, ORe*GO* was the clear answer.

Getting to ORe*GO*

1919
Oregon Legislature enacts nation's first fuel tax.

1947
Oregon enacts weight-mile tax for commercial vehicles in excess of 26,000 pounds.

2001
Oregon Legislature forms Road User Fee Task Force to explore new ways of funding and improving the state's transportation system.

2012
Oregon welcomes volunteers for the Road Usage Charge Pilot Program.

2013
Oregon passes Senate Bill 810, establishing the nation's first mileage-based (or road usage) revenue program for light-duty vehicles.

2014
ODOT conducts a statewide listening tour to hear Oregonians' thoughts about ORe*GO*.

2015
ORe*GO* launches on July 1.

ORe*GO*

Oregon Department of Transportation

February 23, 2015

ORe*GO*

What can volunteers expect?

Drawing on the success of the 2012 Road Usage Charge Pilot Program, Oregon legislators passed Senate Bill 810 and established the nation's first road usage charge program. The legislation authorizes the Oregon Department of Transportation to:

- Administer a road usage charge to ORe*GO* volunteers for the amount of miles they drive, instead of the fuel tax.
- Set the ORe*GO* road usage charge at 1.5 cents per mile.
- Offer volunteers a credit on their bill to offset the fuel tax they pay at the pump.
- Provide volunteers with a variety of private and secure mileage reporting options.
- Safeguard volunteers' personal information.
- Open ORe*GO* to 5,000 cars and light-duty commercial vehicles on July 1.

How to Volunteer

If you are an Oregonian ready to make history, please join the Interest List at ***myOReGO.org***. We can only enroll up to 5,000 qualified vehicles beginning with the July 1 launch. While not everyone is guaranteed a spot, we anticipate future opportunities for more ORe*GO* volunteers. Stay active on the Interest List for program updates.

ODOT will evaluate vehicles for participation in ORe*GO* based on the following legislative requirements:

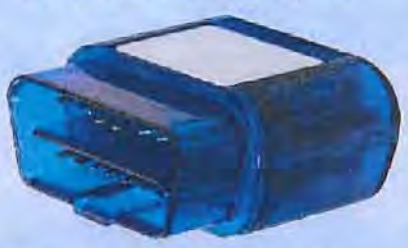
- No more than 5,000 cars and light-duty commercial vehicles may participate in ORe*GO* starting July 1.
- No more than 1,500 vehicles rated at less than 17 mpg.
- No more than 1,500 vehicles rated from 17 to less than 22 mpg.

In the Know with ORe*GO*

Interest List: Join now at ***myOReGO.org*** to learn how you can be among the first to enroll your vehicles in ORe*GO*.

Volunteer: We can take up to 5,000 volunteers starting July 1, 2015. Joining the Interest List does not mean you are a volunteer, but is the best way to stay connected with program news.

Choose your provider. Choose your device. Drive. It's that simple.



ODOT is working with trusted private partners to provide choices for ORe*GO* volunteers. Join the ORe*GO* Interest List and stay tuned for more information on what these partners have to offer future participants.

azūga

verizon telematics

Oregon Department of Transportation

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Stay Connected

- Visit us online and join the Interest List at ***myOReGO.org***.
- Email us with your questions at ***myOReGO@odot.state.or.us***.
- Follow ORe*GO* on social media:
  - Facebook.com/***OReGO***
  - Twitter.com/***myOReGO***

Oregon Department of Transportation

The Oregon Department of Transportation was founded in 1913 when the Oregon Legislature created the Oregon Highway Commission to "get Oregon out of the mud." Today, ODOT works to provide a safe, efficient transportation system that supports economic opportunity and livable communities for Oregonians. We develop programs related to Oregon's system of highways, roads, and bridges; railways; public transportation services; transportation safety programs; driver and vehicle licensing; and motor carrier regulation.

Washington County

Transportation Futures Study

Exploring options • Informing choices

Overview

At the close of its 2013 session, the Oregon Legislature provided funding for the **Washington County Transportation Futures Study** (the study). This forward-thinking study will advance through a five phase process (see page 2) in an effort to answer the following questions:

- What values related to land use and transportation are important to the community?
- In addition to the county's changing demographic and economic conditions, what are the important considerations for the future of our transportation system? For example, how will transportation trends and new technologies affect future travel?
- What are the cumulative impacts of two plausible land use scenarios for our existing urban and future urbanizing areas (urban reserves) on the transportation system?
- What type of transportation investments and strategies are needed to sustain the county's economic health and quality of life in the coming decades?

Alternative transportation investments and strategies will be evaluated to identify tradeoffs between mobility, access, safety, efficiency, the environment, health, and other values important to the community to inform future choices and decisions.

Engagement and Coordination

The **public engagement and coordination process** supports an open and transparent process with opportunities throughout the study for participation. Special efforts are being made to reach out to historically under represented communities.

Washington County's **Department of Land Use & Transportation** (LUT) is leading this study under the direction of the **Board of County Commissioners** (Board). The Board appointed a **Study Advisory Committee** (SAC) comprised of a diverse group of civic leaders to advise staff on how the study's approach, strategies and analysis address transportation needs and reflect community trends and values.

Elected officials and staff from cities and agencies (Washington County Coordinating Committee, Planning Directors and Transportation Advisory Committee) as well as a number of **Ad-Hoc Groups** will be convened to review and provide input on work products at key milestones and advise on specific technical, health and equity, regional or environmental issues.

For More Information

Visit www.WCTransportationFutures.org to stay informed as the study progresses, sign up for updates, or provide comments to the project team. You can also contact the project team by phone at 503-846-6737 or by email at wctfs@co.washington.or.us.

For information in alternative formats, other languages, or to request a printed version of study documents, contact Sylvia Ciborowski at 503-235-5881.

Washington County Transportation Futures Study Process

March 12, 2015

★ = Input ✓ = Update ◆ = Action

Phase	Taking Stock	Land Use Scenarios	Transp. Investment Packages	Strategy Evaluation	Public Review and Conclusions
Timeframe	Winter 2015				*Fall 2016*
Milestones/ Outcomes	• Develop understanding of transportation problems and opportunities facing the county. • Identify community values to guide this study.	• Develop evaluation measures reflecting community values. • Develop land use scenarios that reflect plausible futures.	• Develop conceptual transportation packages; identify illustrative projects.	• Evaluate and understand key outcomes and tradeoffs for each package.	• Present and gather feedback on the tradeoffs between investment packages. • Develop conclusions and an understanding of implications and next steps.
Committees					
Study Advisory Committee (SAC)	★ ★	★	★ ★ ★	★	★
Wa. Co. Coordinating Committee (WCCC)	✓	✓	✓	✓	◆
Board of County Commissioners (BCC)	✓	✓	✓	✓	Accepts Conclusions ◆
Interagency and Technical Coordination	→	→	→	→	→ ✓
Public Role	Refine values; contribute input on factors influencing future land use conditions.		Review transportation packages.		Discuss tradeoffs between investment packages.

OTHER PROJECTS OF REGIONAL SIGNIFICANCE
FY 2015-16 UNIFIED PLANNING WORK PROGRAM FUNDING SUMMARY

2/3/2015

Project	ODOT Key	Jurisdiction	STP	CMAQ	ODOT TGM	TriMet	Federal/ Earmark	Other Funds/ Match(1)	TOTAL
ODOT Planning Program (All Naratives)		*ODOT*							2,480,625
Clackamas County Regional Freight ITS	*18001*	*Clackamas County*		94,216				10,783	105,000
Market Research & Public Readiness Campaign for Transportation Electrification		*OTREC*						133,000	133,000
TriMet Employer Outreach Program		*TriMet*		433,569		49,624			483,193
Regional Over-Dimensional Truck Route Plan	*18024*	*City of Portland*	125,000					14,307	139,307
French Prairie Bridge Connectivity	*17264*	*City of Wilsonville*						750,000	750,000
SMART	*16684*	*City of Wilsonville*	250,000						250,000
Council Creek Regional Trail Master Plan	*17272*	*City of Forest Grove*	47,000						47,000
Damascus TSP		*City of Damascus*							-
Portland City Central Multi-Modal Improvements		*City of Portland*	500,000					66,500	566,500
Southwest In Motion Plan		*City of Portland*							-
Portland Streetcar Loop Before/After Study		*City of Portland*						10,000	10,000
Portland-Milwaukie Rail Transit Project Before/After Study		*City of Portland*						20,000	20,000
Cedar Creek/Tonquin Trail: Roy Rogers to SW Murdock	*18026*	*City of Sherwood*							467,000
GRAND TOTAL			922,000	527,785	-	49,624	-	1,004,590	5,451,625

PHOTOS COURTESY OF PORT OF PORTLAND

2014

ECONOMIC IMPACTS OF CONGESTION

on the Portland-metro and Oregon economy

About this report

In 2005, the Portland Business Alliance, Port of Portland, Oregon Department of Transportation, METRO, and several other public and private sector partners completed a groundbreaking study titled, "The Cost of Congestion to the Economy of the Portland Region." The study provided key information about the importance of investing in our transportation system, particularly roads and highways, as a critical part of our economy.

The study concluded that geography and past investments have made Portland-metro a sea and air gateway as well as a regional rail and highway hub. As a result, the region's economic competitiveness is heavily dependent on an efficient and reliable transportation system. The 2005 study found that even with planned improvements, our transportation system would not keep pace with projected increases in freight and general traffic. Failing to adequately invest in our transportation system would result in a potential loss to the regional economy of $844 million annually by the year 2025 – that's $782 per household per year – and 6,500 permanent jobs.

When completed in 2005, the study gained national recognition. As recently as July 2014, the White House issued a report titled, "An Economic Analysis of Transportation Infrastructure Investment," which referenced the study's findings and the impact of congestion to businesses.

As we have learned through other research, our region and state are uniquely trade dependent. Between 2004 and 2011, Oregon's trade-related employment grew 7.5 times faster than total employment. In addition, about 90 percent of Oregon exporters are small- to medium-sized businesses. Today, it remains critical to our economy and our quality of life that we adequately invest in improvements that ensure an efficient and reliable transportation system.

This 2014 study provides a better understanding of how congestion and transportation barriers affect the entire state's economic competitiveness.

It identifies the current economic foundation of the region and the state. It also shows our reliance on the state's transportation system to move goods, ensure access to labor and increase productivity, all of which impact revenues accruing to the state for vital public services. The study then compares two scenarios – a congested future based on no additional transportation revenues and an improved future that includes new financial resources. The result quantifies the benefit to the economy and to jobs due to increased investment.

Like the previous study, business interviews were conducted to gain better insight into how businesses are coping with transportation and congestion challenges. Travel models made available from four metropolitan planning organizations around the state, including Portland, mid-Willamette Valley, Bend and Corvallis, were used to show the results.

The study seeks to answer the following questions:

- What are the impacts of highway congestion on the economic performance of Oregon and major metropolitan areas of the state?
- How has congestion affected business transportation decisions and operations in the state?
- How have the effects of congestion changed since the 2005 Cost of Congestion study?
- What are the effects of transportation investment on the state's economy?

> "Congestion can affect a region's economy by reducing its competitiveness resulting in significant impacts on employment and economic output."

This study was produced by the Economic Development Research Group, Inc., in partnership with the Portland Business Alliance, Associated Oregon Industries, Greater Portland Inc., METRO, Oregon Business Association, Oregon Business Council, Oregon Department of Transportation and Port of Portland.

Introduction

Oregon's transportation system is the backbone of the state's economy. A well-maintained, resilient, and efficient network of highways, rail, air and waterborne transportation is essential. It supports the businesses that provide the jobs and revenues needed to underpin the resource-based, traditional manufacturing and advanced biotech and computer/electronics technologies that characterize the state's economy.

Oregon's ability to retain its quality of life in an increasingly global economy rests to a great degree on our ability to provide well-paying jobs in the diverse array of industries that trade with the rest of the U.S. and the rest of the world. To maintain its advantage as an attractive location for businesses of all types, including those in the industrial sectors that offer middle-income jobs, Oregon must support, retain and attract workers and businesses best suited to the emerging demands of the domestic and international marketplace.

One of the key business requirements needed to grow and succeed in a highly competitive marketplace is the ability to maintain consistently high levels of productivity. This requires that the costs to move materials needed to produce goods in every sector of the economy, and the costs to move finished products to their final markets, must remain competitive. Transportation congestion increases the cost of business operations and reduces productivity. Chronic delay linked to congestion can affect the economy by reducing competitiveness resulting in significant impacts on employment and economic output. Oregon, as a West Coast logistical hub, is particularly vulnerable to the impacts of increasing congestion.

Additional investment is needed to maintain Oregon's connections with global and domestic markets and to remain competitive with other states that are planning large investments in their transportation infrastructure. This report finds that:

- Oregon's competitiveness is largely dependent on efficient transportation. More than **346,400 jobs** are transportation related, or transportation dependent, meaning that system deficiencies threaten the state's economic vitality.
- Businesses report that traffic congestion and travel delays cost money, forcing changes in business operations and location decisions.
- Additional investments would generate **8,300 jobs**, **$1.1 billion in benefits**, and a **$2.40 return** for every $1 of investment, by 2040.

BY THE NUMBERS:

$300 billion.
Value of all goods moved in Oregon on all modes of transportation in 2012.

346,400.
Number of transportation-related and transportation-dependent jobs in Oregon in 2013.

36.9 million.
Total annual hours of travel time saved in Oregon if additional transportation investments are made. This equals 27 hours per household.

8,300.
Oregon jobs generated as a result of additional transportation investments by 2040.

$928 million.
Additional Oregon annual economic output/ sales generated by businesses due to an improved transportation system by 2040.

$1.1 billion.
Annual income and non-monetary benefits of additional transportation investments to Oregon, or $788 per household, by year 2040.

$2.40.
The potential return for every $1 invested in the state's transportation system.

What the data show

Role of transportation in Oregon's economy

The state's economy and job base are transportation dependent, especially on its highways, for the connections they provide to domestic and international markets.

Oregon's geographic location makes it a key component of U.S. West Coast logistics, serving as a major hub for domestic and international freight. The state provides key international air and maritime gateways, as well as an important junction of critical transcontinental highways. Oregon is served by 23 port districts, including nine with inter-modal freight terminals; 23 railroads, including high-capacity transcontinental mainlines of both western Class 1 railroads; and 97 public-use airports, including seven with commercial airline service. Portland-metro in particular ranks fifth among western metropolitan regions in international shipments. However, all of these modes depend on efficient and reliable highway access for freight shipments and business deliveries, as well as passenger travel for business. This is because trucks are the workhorse of the system, linking businesses throughout the state to the global marketplace and providing the "last mile" connection to inter-modal facilities, business operations and end users, as shown in **Figure 1.**

Figure 1: Major flows by truck to, from and within Oregon, 2040

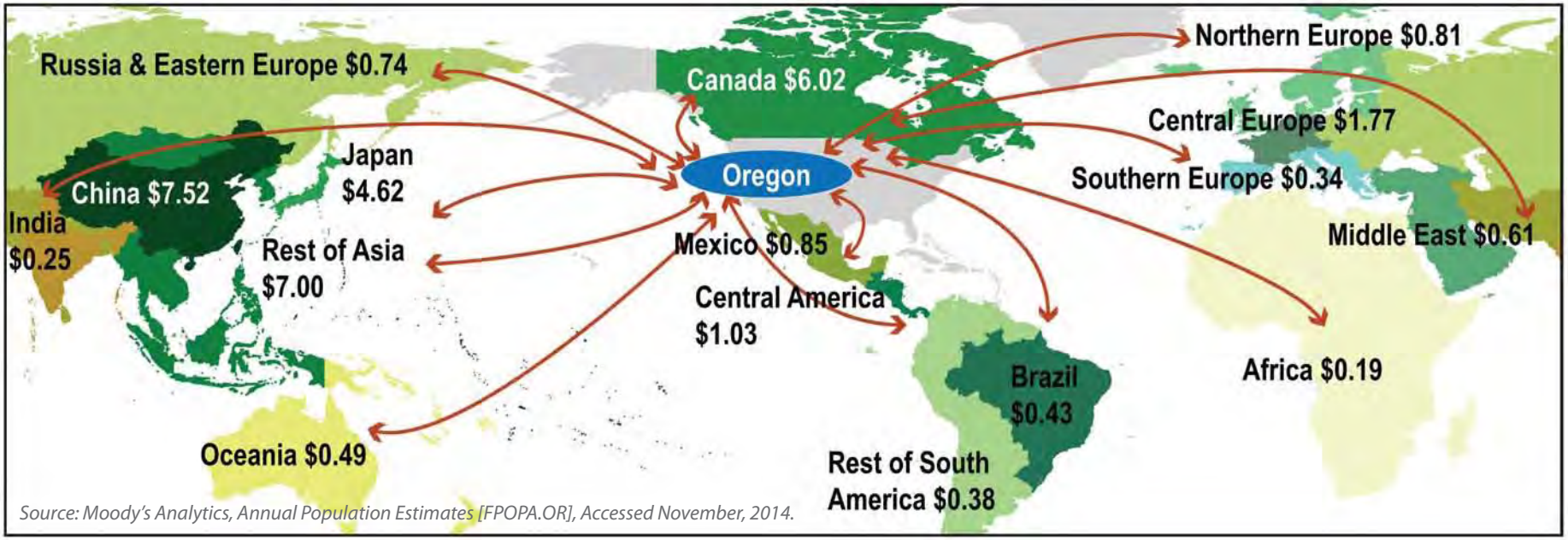
Source: U.S. Federal Highway Administration.

Traded-sector industries – those industries that provide goods and services outside of Oregon and bring money back into the state economy – are particularly reliant on an efficient transportation network. Exports from these industries are shipped through most major ports on the U.S. West Coast. These industries also are critical to statewide economic growth and job creation. In Oregon, the top traded-sector industries include wood product

INTEL CORPORATION

Intel Corp. is one of the world's largest designers and producers of essential technologies that serve as the foundation for the world's computing devices. Hillsboro, Oregon is home to the company's largest site for fabrication, testing and wafer production. Missed flight connections require Intel to reschedule shipments and are costly due to the limited usable life of dies used in production and manufacturing of chip sets.

Figure 2: Oregon import and export trade in billions of dollars by trade market

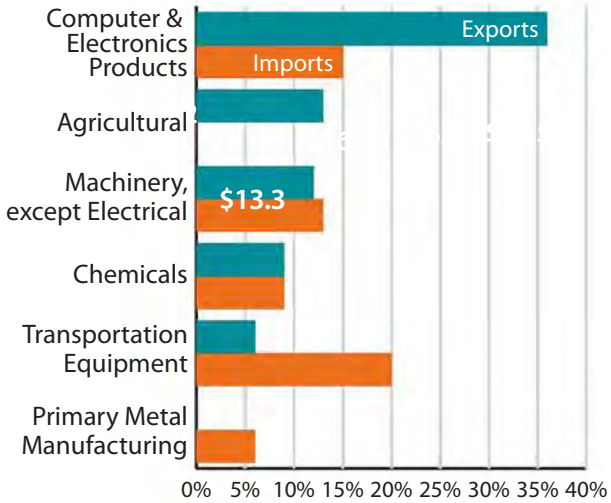


Source: Moody's Analytics, Annual Population Estimates [FPOPA.OR], Accessed November, 2014.

manufacturing, forestry, agriculture, computer and electronics manufacturing, beverage manufacturing, and metal manufacturing. See **Figures 2 and 3.**

The statistics clearly indicate how important these traded-sector industries are to the Oregon economy. Overall, the Oregon **transportation system carried $300 billion** worth of goods in 2012, more than the entire Oregon gross domestic product (GDP) of $205 billion. About $215 billion, or 72 percent of total value, is carried by truck. When considering transportation-related and transportation-dependent jobs in the traded industries, more than **346,400 jobs are reliant on an efficient transportation network** – or nearly **20 percent of all statewide jobs**.

Figure 3: Oregon top five industries' share of international trade, imports & exports



Source: WiserTrade International Trade Industry Data, accessed October 2014. Federal Highway Administration, Freight Analysis Framework 3, 2012, Values, accessed November 2014.

CENTRAL OREGON TRUCK CO.

Central Oregon Truck Company is an over-the-road, irregular route, 48 state carrier located in Redmond, Oregon. The impacts of congestion reduce productivity delivering consumed products that can not be recovered. This cost is ultimately passed back to the consumers of all products. Since the transportation industry has heavily regulated work hours, it makes avoiding peak travel times nearly impossible for all carriers. According to Central Oregon Truck Comapny, the better the roads are maintained and the more efficient roadway travel is, the greater the payback to consumers of any and all products.

Business interviews

For this study, the businesses listed here were asked about congestion and its effects on their business. Companies involved in exports (international and domestic), transportation services and regional distribution were chosen because of their economic importance to the Portland-metro region.

Agriculture/Natural Resource

- Anderson Hay & Grain Co.
- Boise Cascade Co.
- Hampton Affiliates
- Imperial Stock Ranch
- Pacific Seafood
- Roseburg Forest Products

Advanced Manufacturing

- Genentech
- Intel Corp.

Logistics Service Providers

- Central Oregon Truck Co.
- Expeditors International of Washington, Inc.
- Oregon Transfer Co.
- Summit NW

Manufacturing/Food Production

- Chris King Precision Components
- Craft Brew Alliance
- Oregon Iron Works
- Schnitzer Steel

Retail Distribution

- Columbia Sportswear Co.
- The Kroger Company (Fred Meyer)

The transportation system's impact on business competitiveness

Congestion and travel delay due to deficiencies in the transportation system are already impacting businesses throughout the state, hurting their competitiveness.

Interviews with statewide business leaders underscore the fact that transportation is critical to business competitiveness and sustained business growth in Oregon. Due to increasing congestion, businesses report that they are drastically altering operations in order to keep a competitive edge.

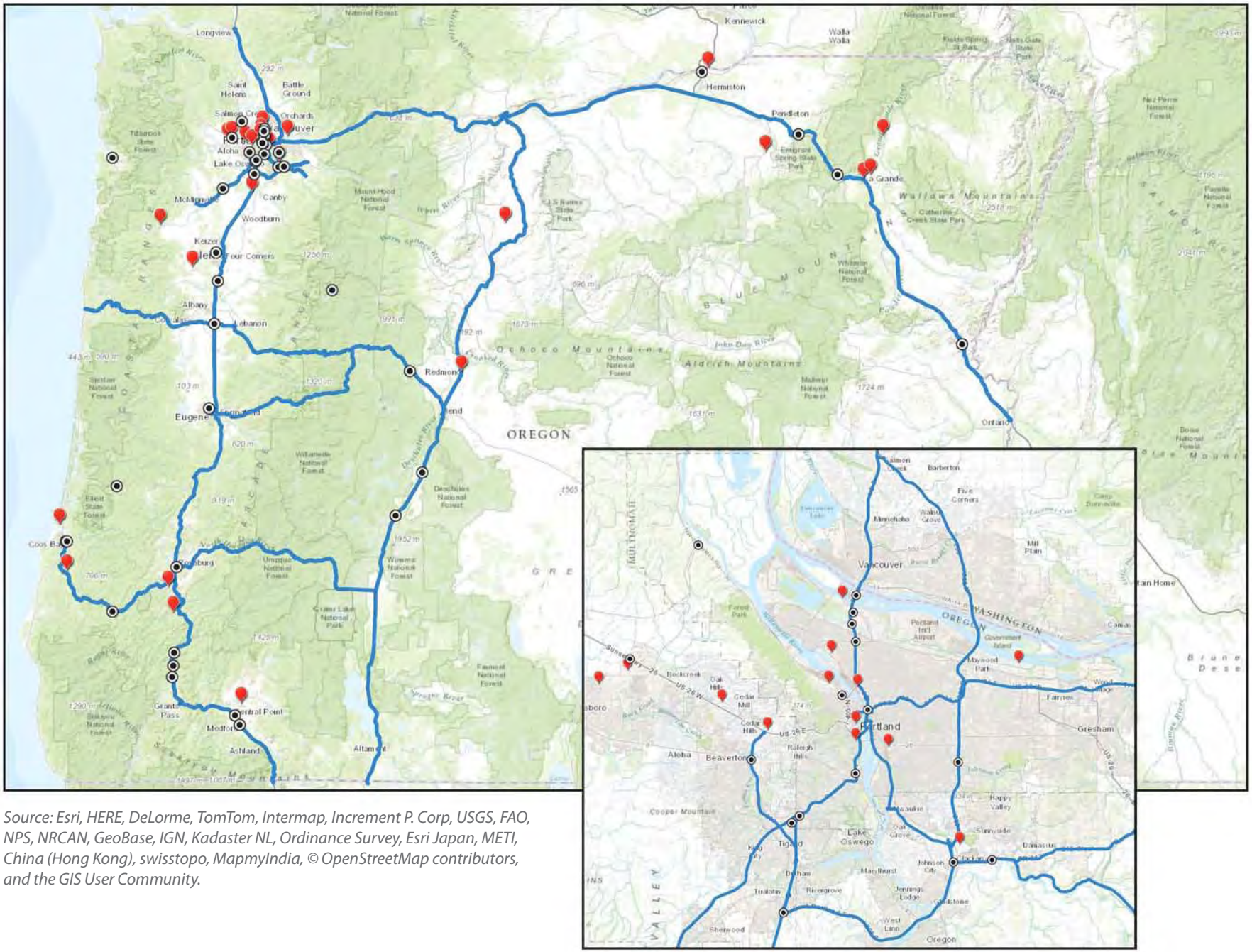
Although some businesses in the report are not located in the metro areas studied, almost all either distribute products in these areas or need to pass through them to get to ports or other operational centers. See **Figure 4.** As a result, congestion in metropolitan areas, including Portland-metro, can affect operational decisions and in some cases the costs of resource-based companies throughout the state.

Changes in business operations are nearing the limits of what a business can do to overcome transportation congestion before it becomes a severe issue. Many respondents reported that they have implemented staggered shifts, added evening and overnight operations, and are increasing operation during "off-off-peak" hours, with some delivery shifts now starting as early as 2 a.m. However, the businesses are making these operational changes in the face of regulatory limits on driver hours, worries of driver safety and limits to when they can feasibly deliver to customers. For those businesses that cannot shift to off-off-peak hours, managers report "lost turns" on truck deliveries due to congestion, meaning that a truck can take on fewer delivery routes in a day compared to the recent past when there was not as much congestion. Moreover, businesses reported that increasing congestion result in a competitive disadvantage of operating in Oregon.

New issues emerging for businesses also highlight the importance of transportation infrastructure. Businesses are focusing on exports for business growth, requiring reliable access to all U.S. West Coast international gateways and reliable service at ports and airports both inside and outside of Oregon. Demand for transportation services serving foreign markets is growing faster than the demand for domestic markets. Furthermore, businesses are optimizing costs by relying more on transportation service providers such as third-party logistics companies and for-hire transportation services, thereby minimizing direct operating risks and passing them onto another party.

Businesses were also asked to comment on any concerns or plans they have regarding the resiliency of the transportation system to seismic events. Many businesses reported high vulnerability to a seismic event if major transportation links were disrupted, with some more localized businesses reporting an inability to sustain themselves in the event of long-term transportation system failure. Thus, in addition to the reliability of the transportation network, the resiliency of the network is also of concern to Oregon businesses.

Figure 4: Coping with congestion; key routes (blue), bottlenecks (black) and businesses interviewed (red)

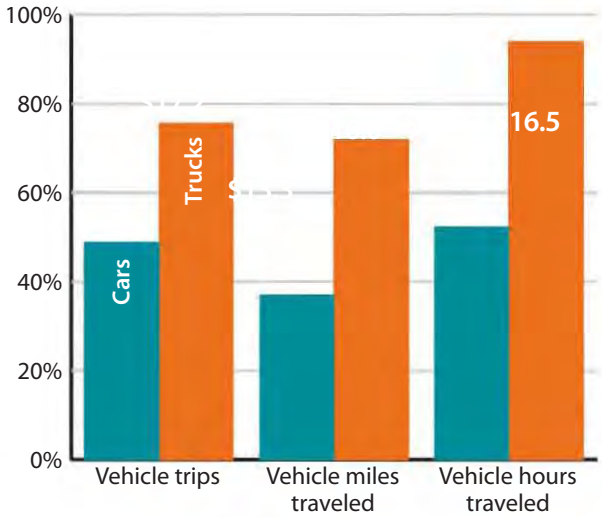


Source: Esri, HERE, DeLorme, TomTom, Intermap, Increment P. Corp, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordinance Survey, Esri Japan, METI, China (Hong Kong), swisstopo, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community.

HAMPTON AFFILIATES

Hampton Affiliates produces dimensional lumber with six sawmills located throughout the Pacific Northwest. There are three mills in Oregon (Willamina, Tillamook and Warrenton.) They produce about 2 billion board feet of wood products per year with roughly 500 million board feet of exports. They rely extensively on for-hire firms for their outbound shipments that require about 45,000 truckloads per year. Hampton's costs have gone up dramatically in the last five years due to congestion, new driver rules and lack of drivers.

Figure 5: Portland-metro projected travel increases, 2010-2040



Source: Portland Metro

Overall impacts of congestion and travel delay on the economy

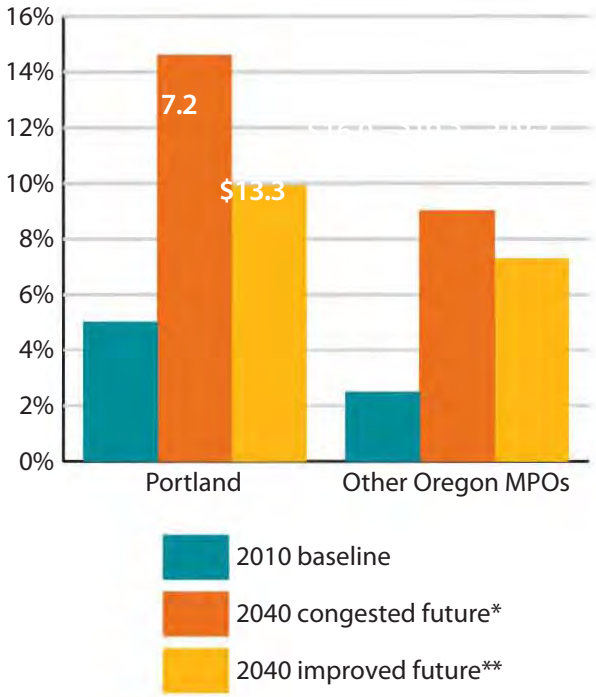
Failure to adequately invest in the transportation system results in significant losses to Oregon's economy, job base and quality of life.

Transportation system assessments for the metropolitan regions included in this study (Portland, Salem/Mid-Willamette Valley, Bend and Corvallis) suggest that congestion is becoming an increasing problem statewide and that investments in infrastructure can strongly mitigate these conditions.

Over time, as more trips are generated in the state, traffic increases cause additional congestion and reduce reliability on the highway network for both passenger cars and trucks. See **Figure 5.** For example, in 2010, 5 percent of all travel time in Portland-metro took place in congested conditions (e.g. in slow, stop-and-go traffic). This is expected to triple to 15 percent of all trips by 2040. Put another way, by 2040, the average Portland-metro household will experience **69 hours of congestion annually**, or nearly two work weeks spent in congested conditions, if only the currently programmed improvements are made, as shown in **Figure 6.** Additional future investments would reduce this amount to 37 hours per household. In other Oregon metropolitan areas, congestion will increase to 18 hours per household by 2040 without new investments. That figure could be reduced by two-thirds, to six hours per household, with additional investments. In total, new transportation investments would **save Oregonians 36.9 million hours of travel time** or an average of **27 hours per household,** as shown in **Figure 7.**

These travel time savings from new investments translate to significant economic impacts. With additional transportation investments these savings would generate an additional **8,300 jobs**

Figure 6: Improved future transportation funding reduces percent of travel time in congestion

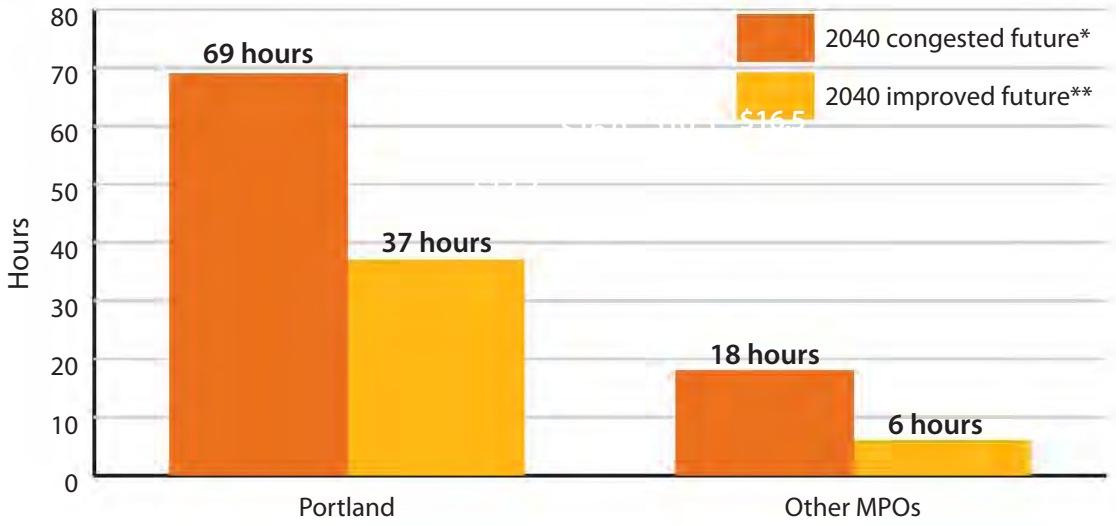


** Based on no investment beyond current funding.*

*** Based on fully funded Regional Transportation Plans.*

Source: Portland Metro and Oregon DOT Office of Planning. Travel demand model estimates provided directly, October 2014.

Figure 7: Improved future transportation funding reduces congestion, hours per household in slow, stop-and-go traffic



** Based on no investment beyond current funding.* *** Based on fully funded Regional Transportation Plans.*

Source: Calculations from EDR Group based on travel demand model estimates. Household data from Moody's Analytics, Total Households [FHHOLDA], Accessed October 2014.

GENENTECH

For Genentech, perishability is a key concern and missed air shipments require that products be stored under controlled conditions. When outbound shipments are missed, products must be held in Hillsboro, where the cost of storage, monitoring of tightly controlled conditions and re-dispatching significantly increase overall costs.

> "Due to increasing congestion, businesses report that they are drastically altering operations in order to keep a competitive edge."

by 2040; **$928 million in output; $530 million in GDP** or value added; and **$380 million in wages and compensation** to employees.

This study also finds that by 2040, improving the transportation system investment levels specified in current state and metropolitan area long-range Regional Transportation Plans would generate economic benefits for the state growing to nearly **$1.1 billion per year** by 2040, as shown in **Figure 8.** Cumulatively, Oregon would receive over $24 billion in benefits from these transportation investments, returning over **$2.40 for every dollar spent** on improving the transportation system.

Figure 8: Economic benefits for Oregon per year by 2040

	Portland-metro	Other study metros	Total
Economic benefits*	$822,000,000 ($908 per household)	$327,000,000 ($744 per household)	**$1,058,000,000** ($788 per household)
Jobs**	5,897	2,421	**8,318**

** Includes GDP, traveler non-monetary benefits and societal benefits.*
*** Change to average annual employment level.*

Source: EDR Group

Conclusion

The rewards are high if new investments are made. However, the risks are great for the economy and quality of life in Oregon if additional investments are not undertaken soon. Oregon risks erosion of its competitive position in domestic and international markets as the cost to move goods increases due to congestion. This means thousands of jobs and billions of dollars for the Oregon economy.

Understanding both the benefits and potential risks of transportation infrastructure investment is important. This study is intended to provide useful information to the public, the business community and government decision-makers as they work to reach consensus on transportation policy, prioritize projects and make funding decisions.

Business, civic and government leaders should engage in a discussion about transportation system deficiencies in terms of congestion and resiliency. It impacts costs for businesses, job opportunities, business competitiveness and ultimately state revenue used to fund vital public services. It is critical to continue to invest in the transportation system in order to protect and enhance the state's economy and quality of life.

AOI
Associated Oregon Industries

GREATER PORTLAND

Metro

OREGON BUSINESS ASSOCIATION
OBA
A BALANCED VOICE

OBC
Oregon Business Council

Oregon Department of Transportation

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Thank you to our funding partners.

A number of companies and organizations contributed to the funding of this report and the Value of Jobs initiative, including:

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Stoel Rives
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For more information about this report or other Value of Jobs studies, go online to **www.valueofjobs.com.**

- 2014 Check-up on the Portland-Region's Economic Health
- Portland-Metro's Health Care
- International Trade & The Portland Harbor's Impact
- 2013 Check-up on the Portland-Region's Economic Health
- Higher Education & Regional Prosperity
- 2012 Check-up on the Portland-Region's Economic Health
- Portland-Metro's Manufacturing Sector
- Land Availability: Limited Options
- Portland-Metro's Traded Sector
- 2011 Check-up on the Portland-Region's Economic Health
- International Trade study
- 2010 Check-up on the Portland-Region's Economic Health

About the Value of Jobs Coalition

The Value of Jobs Coalition is based on the premise that in order to have a prosperous, healthy Portland region with a good quality of life, we need more private-sector jobs. The coalition began with an economic study in the fall of 2010, which uncovered troubling economic data about the Portland-metro region. A number of other studies have followed that highlight the region's economic opportunities and challenges. Find out more at:

www.valueofjobs.com.

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Economic Development
RESEARCH GROUP

Economic Impacts of Congestion in Oregon

Joint Policy Advisory Committee on Transportation

May 14, 2015

Prepared for:
Portland Business Alliance
Oregon Business Plan
Port of Portland

Study Sponsors

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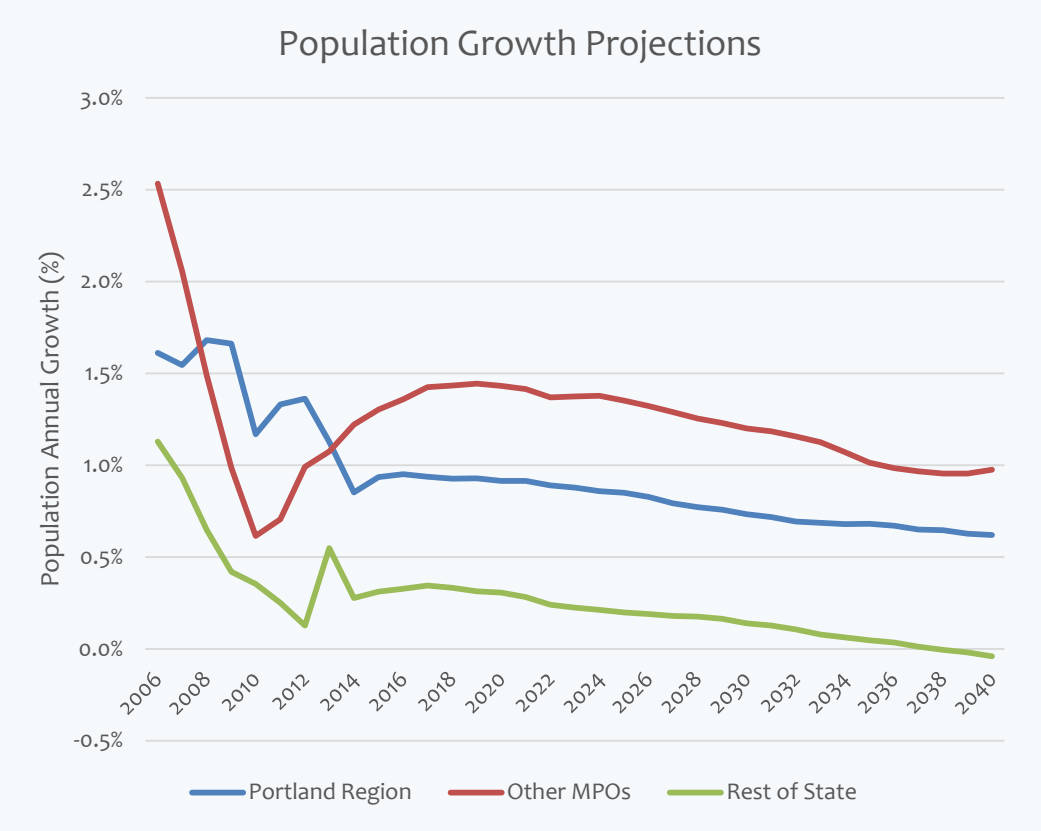
Economic Development RESEARCH GROUP

The Issues

Growing Population

Total state population is expected to increase by 0.7% annually from 2014-2040

- 0.8% in Portland Region
- 1.2% in Other Study Metros
- 0.2% in Rest of State



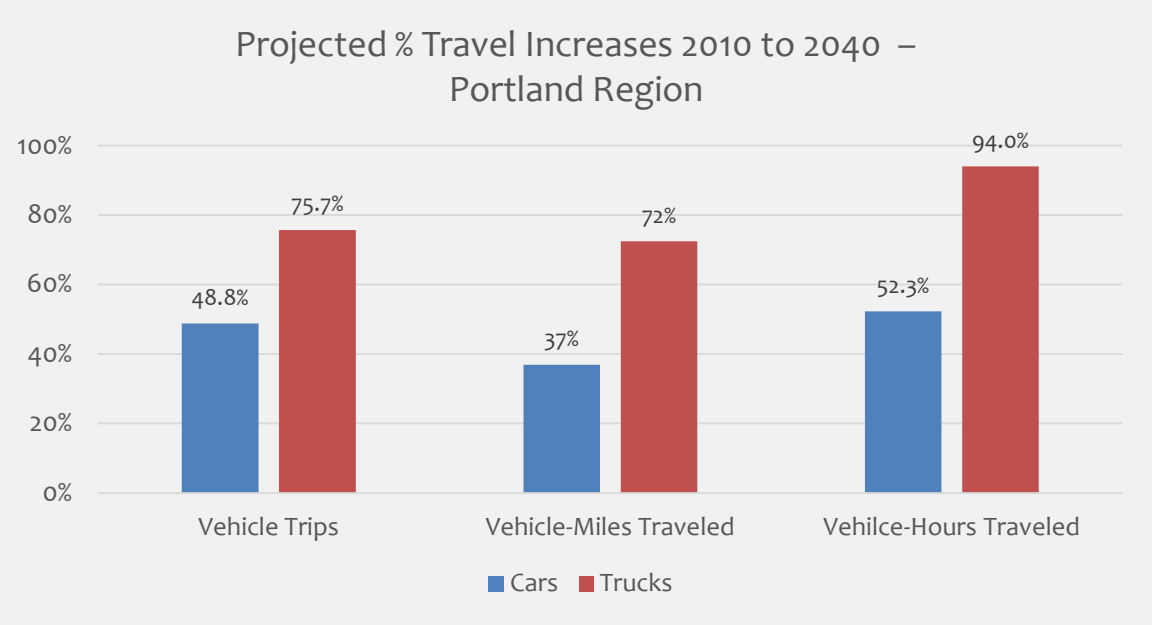
Source: Moody's Analytics

Economic Development RESEARCH GROUP

Rapid Travel Growth

Traffic is Expected to Increase Due To:

- Population Growth
- Expanding Buyer/Supplier Markets
- Globalization
- Overnight Deliveries
- Lack of Alternatives for Local Ground Transport



Source: Portland Metro

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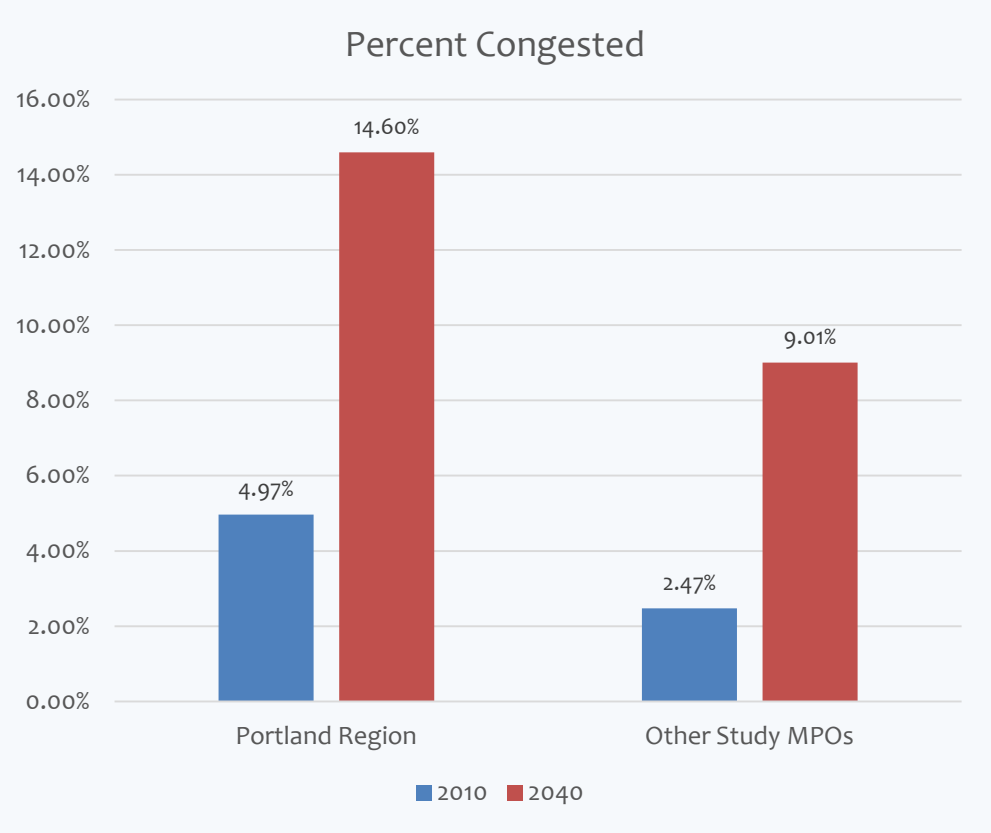
System Performance Degrades

Even with existing & committed projects, system performance declines.



Source: Portland Metro; Oregon DOT

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Doing 'Nothing' Costs the Economy

Congested Future Scenario of existing and committed projects by 2040 will **cost** the **average household**:

- **211 hours** of additional travel time / year (Portland Region)
- **105 hours** of additional travel time / year (Other MPOs)

Source: EDR Group

System Performance Degrades

Worsening congestion and speeds by 2040 will cause the **average household** to experience:

- **69 hours** of congestion / year (Portland Region)
- **18 hours** of congestion / year (Other MPOs)

Compared to 50 hours of household delay / year in *Cost of Congestion to the Economy of the Portland Region (2005)*

Source: EDR Group

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Questions Addressed in Current Study

- What are the impacts of highway congestion on the economic performance of Oregon and major metropolitan areas of the state?
- How has congestion affected business transportation decisions and operations in the state?
- How have the effects of congestion changed since the last PBA study in 2005?
- What are the effects of transportation investment on the state's economy?
- What are the potential economic impacts of a seismic event affecting transportation infrastructure?

The Oregon Economy is Transportation Dependent

Traded Industries

- Provide products and services to markets beyond metro area.
- Source of money flowing into the metro area that support local-serving industries.
- Depend on transport connections.
- Can expand or relocate elsewhere if Portland location becomes less competitive.
- Includes international trade, as well as trade with other domestic regions/states

Key Traded Sectors

✓Steel products

✓Agricultural products

✓Computer / Electronics

✓Sporting goods/apparel

✓Transport equipment

✓Machinery

✓Wholesale / Distribution

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Traded Industries

- Portland Region ranks **5th in international exports** among Western State metropolitan areas

Region	2012 Exports
1. Los Angeles MSA	$93.8 billion
2. Seattle MSA	$47.1 billion
3. San Francisco MSA	$38.0 billion
4. San Jose MSA	$34.6 billion
5. Portland MSA	**$33.9 billion**
6. San Diego MSA	$21.6 billion

Source: Brookings Institution, EDR Group vFreight

Top Portland Region International Exports

✓Computer / Electronics

✓Machinery

✓Transport equipment

Top 3 are 89% of all exports by value

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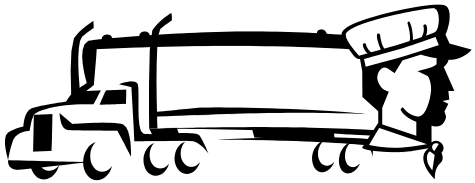
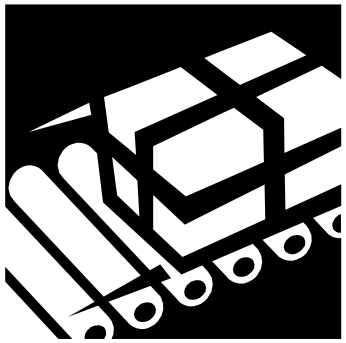
Dependency on Transportation Related Services





346,000 jobs

In transportation-related or transportation-dependent industries

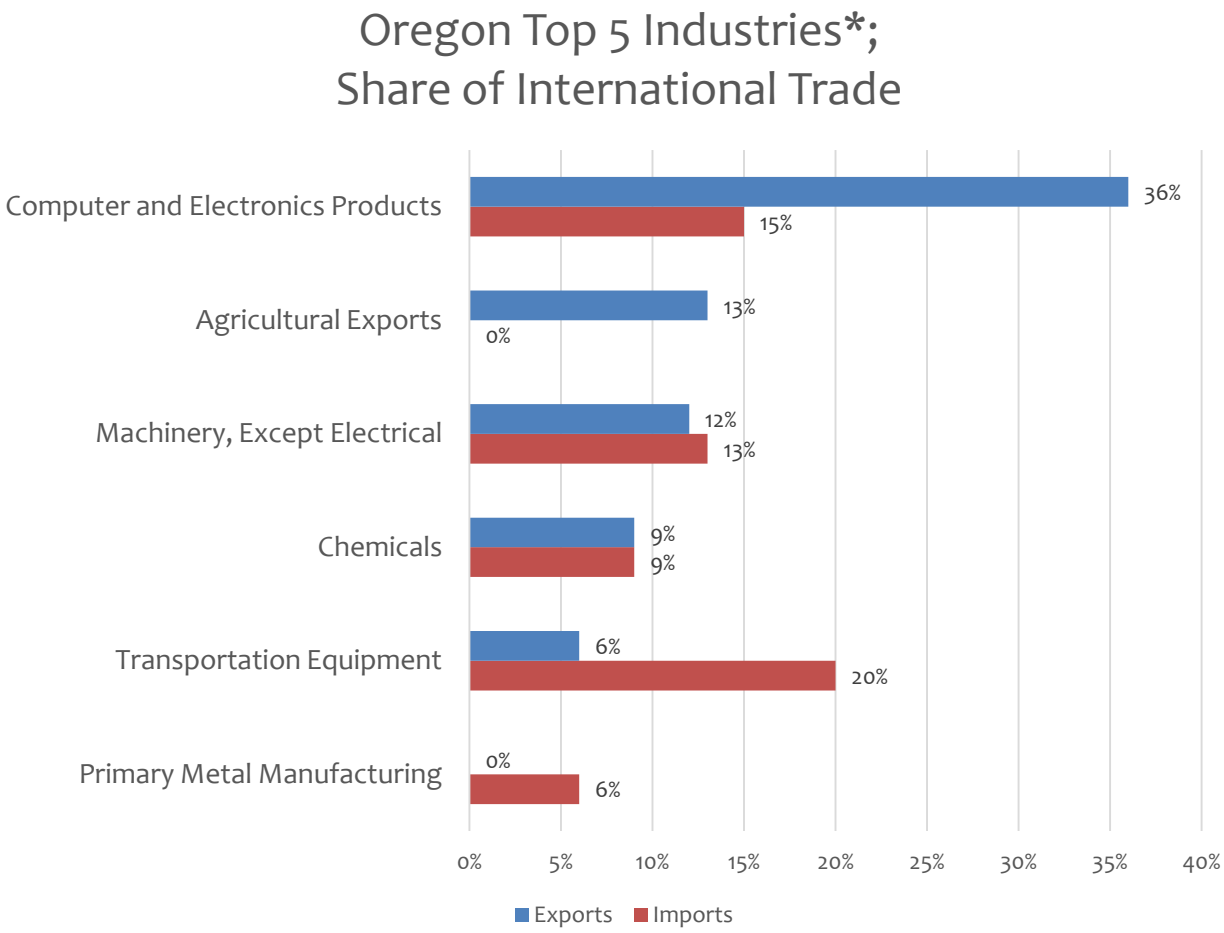
Source: Moody's Analytics, 2014

$300 billion of commodities

move annually into, out of, and through Oregon

Source: FAF3, 2012

Major International Trade Industries



Trucks carry 74% of all international trade goods (by value) into and out of Oregon.
(Source FAF 3)

Trucks are used for part of air, sea and rail shipments.

Source: WISERTrade

* Top 5 Exports & Top 5 Imports by Value Creates 6 total categories.

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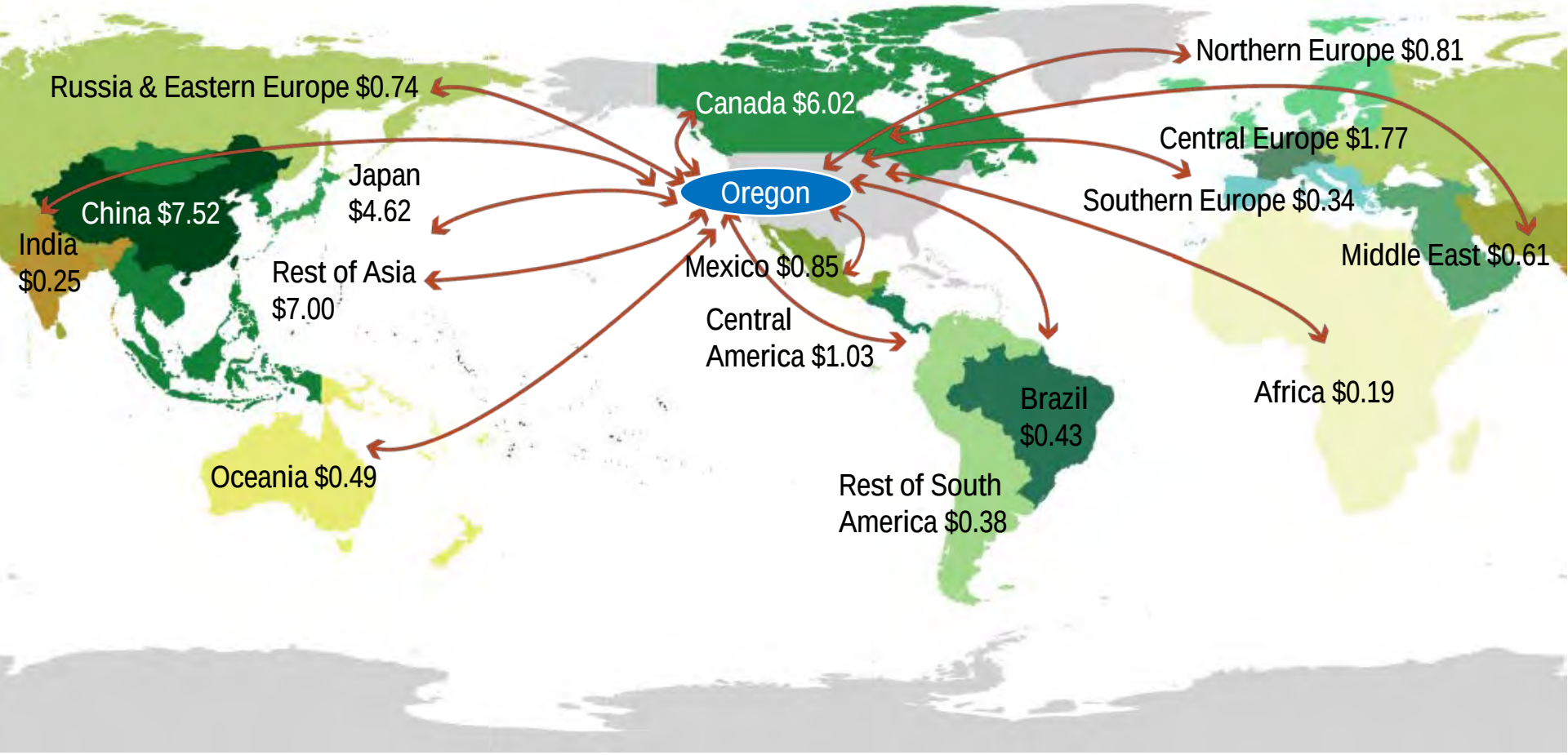
Global Reach of Oregon Trade



Import and Export Trade in Billions of Dollars

Source: WISERTrade, 2014

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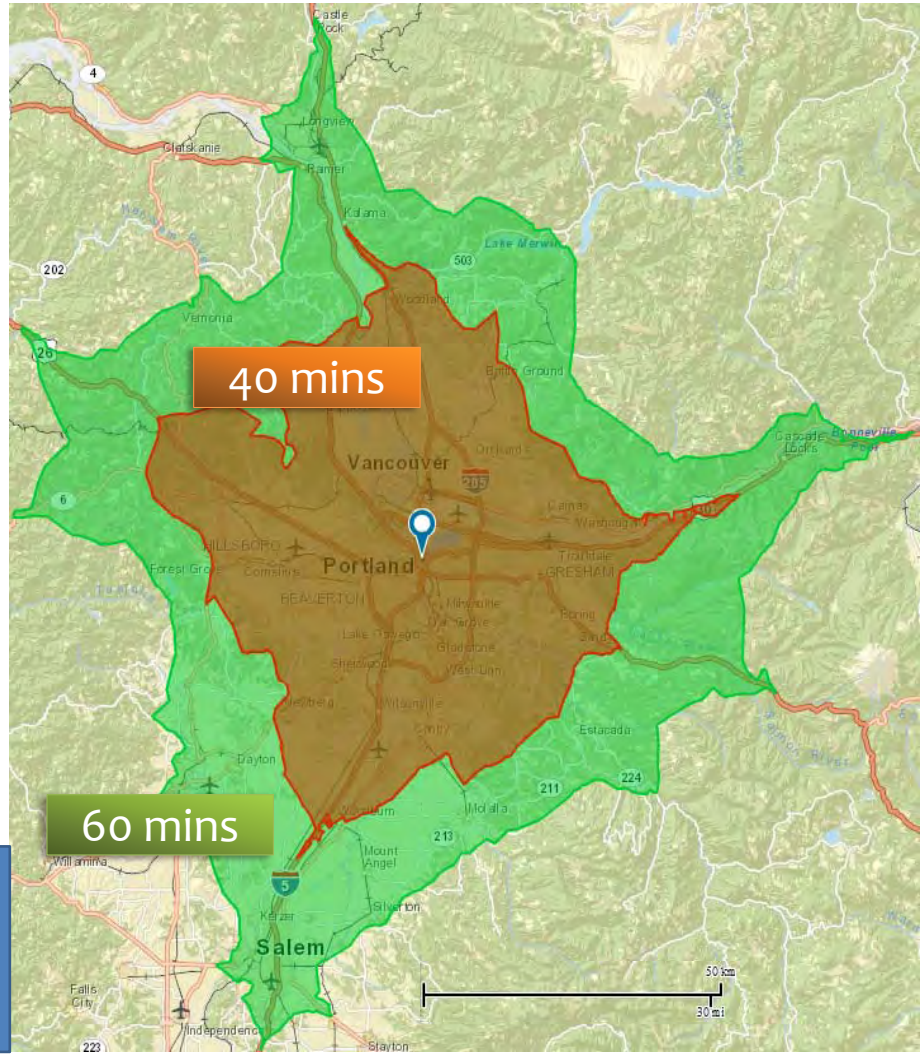
Market Access

- More than just travel time cost and impact.
- Congestion shrinks the size of labor markets and delivery markets that can be served.



Example of Difference in Market Access Between 40 and 60 Minutes Drive

Source: ESRI Business Analyst Online

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Competitiveness

- Congestion reduces the advantages of a location

Factors in

- ✓ Business Retention
- ✓ Expansion
- ✓ Attraction

- Freight Delivery Routes & Markets
- Warehousing and Distribution Logistics
- Labor Markets: Cost & Skill Availability
- Land and Operations Costs
- Quality of Life

Businesses Perspectives on Market Competitiveness

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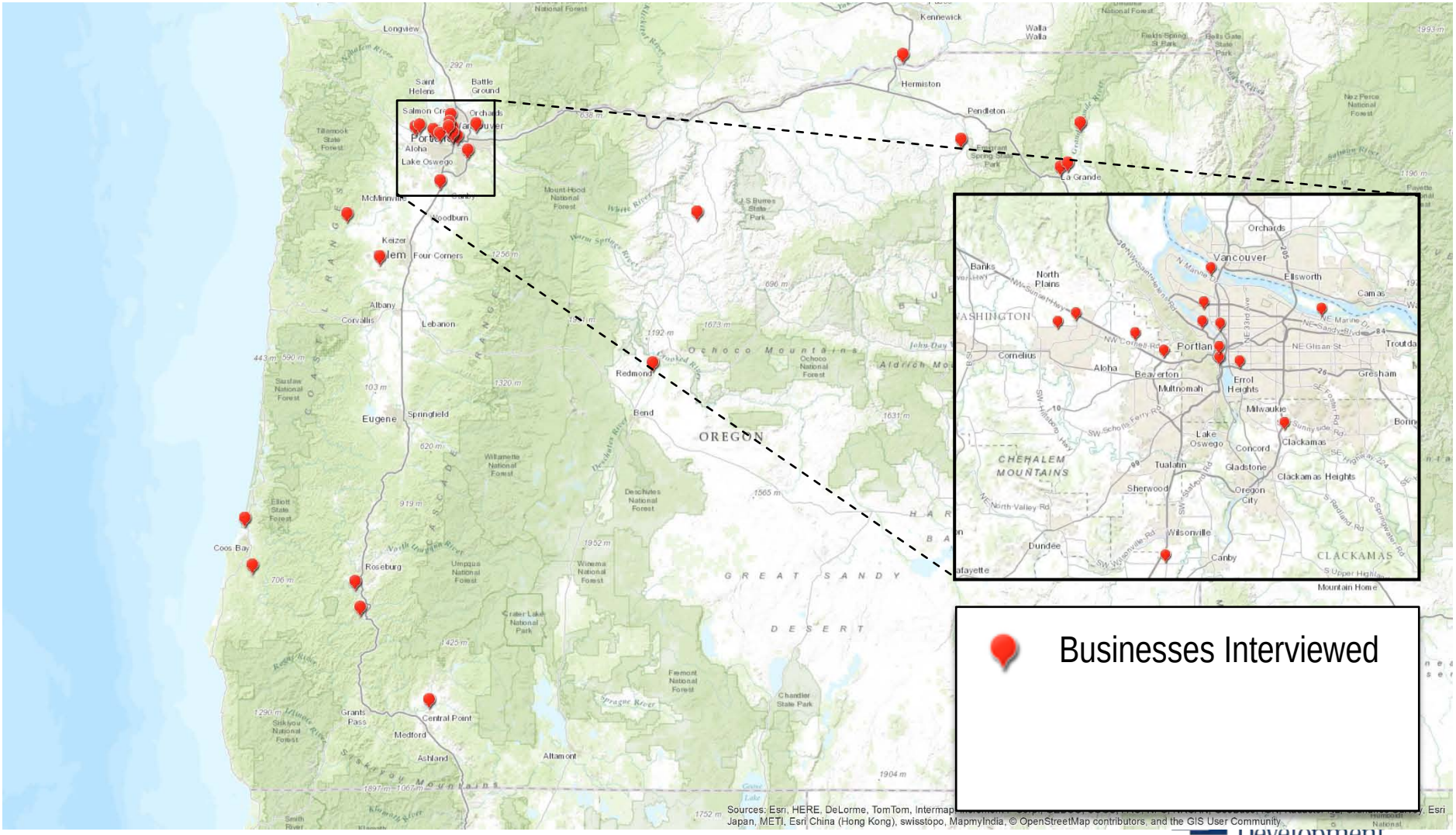
Industry Interviews

- Agriculture/Resource-Based
  - Anderson Hay
  - Pacific Seafood
  - Hampton Lumber
  - Roseburg Forest Products
  - Boise Cascade
  - Imperial Ranch
- Advanced Manufacturing
  - Intel
  - Genentech
- Logistics Service Providers
  - Expeditors
  - Central Oregon Trucking
  - Summit NW
  - Oregon Transfer
- Manufacturing and Food Production
  - Chris King
  - Craft Brew Alliance
  - Oregon Iron Works
  - Schnitzer Steel
- Retail and Distribution
  - Fred Meyer
  - Columbia Sportswear

Coping with Congestion – Businesses Interviewed



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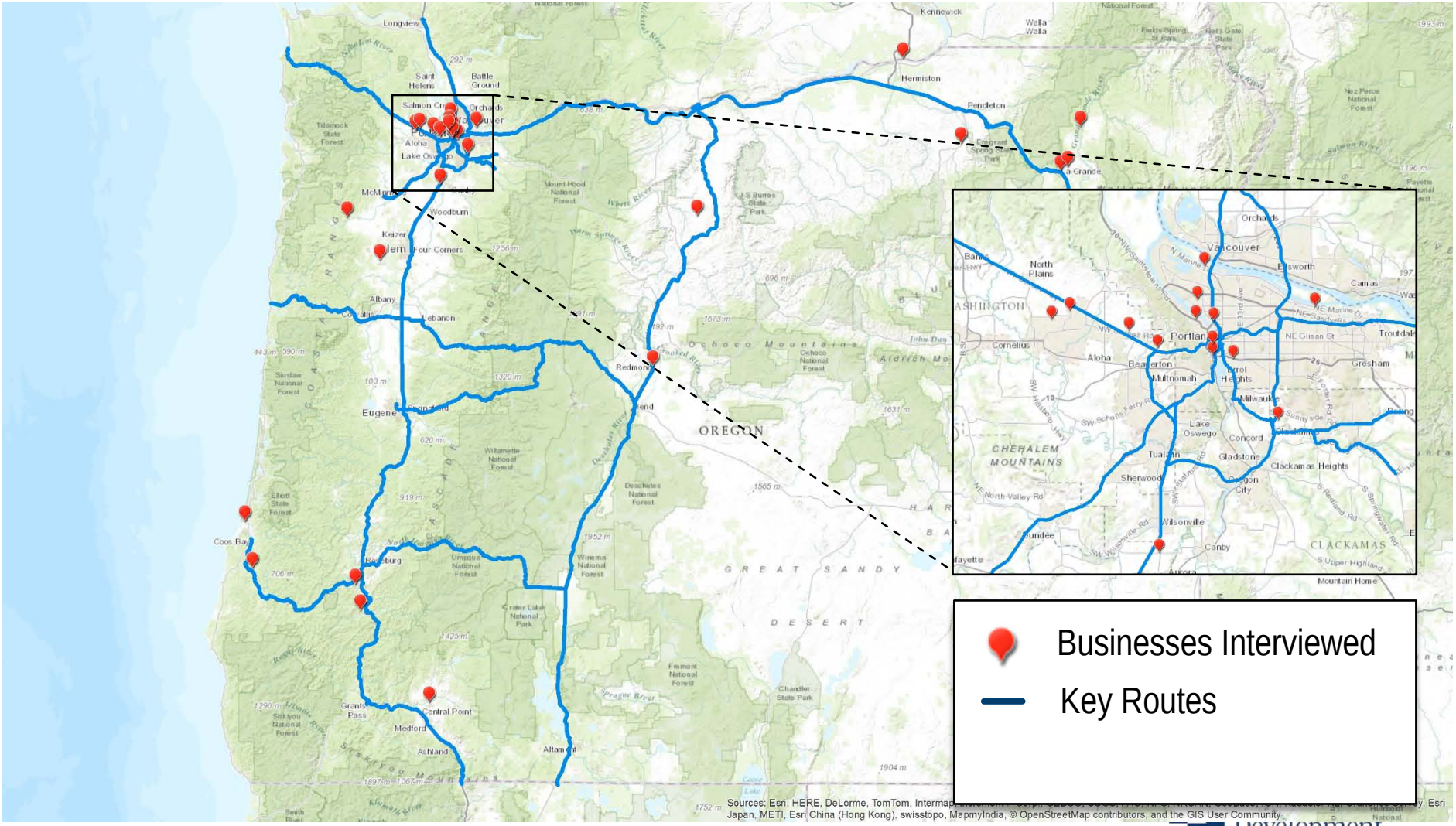
Coping with Congestion – Roadways Used



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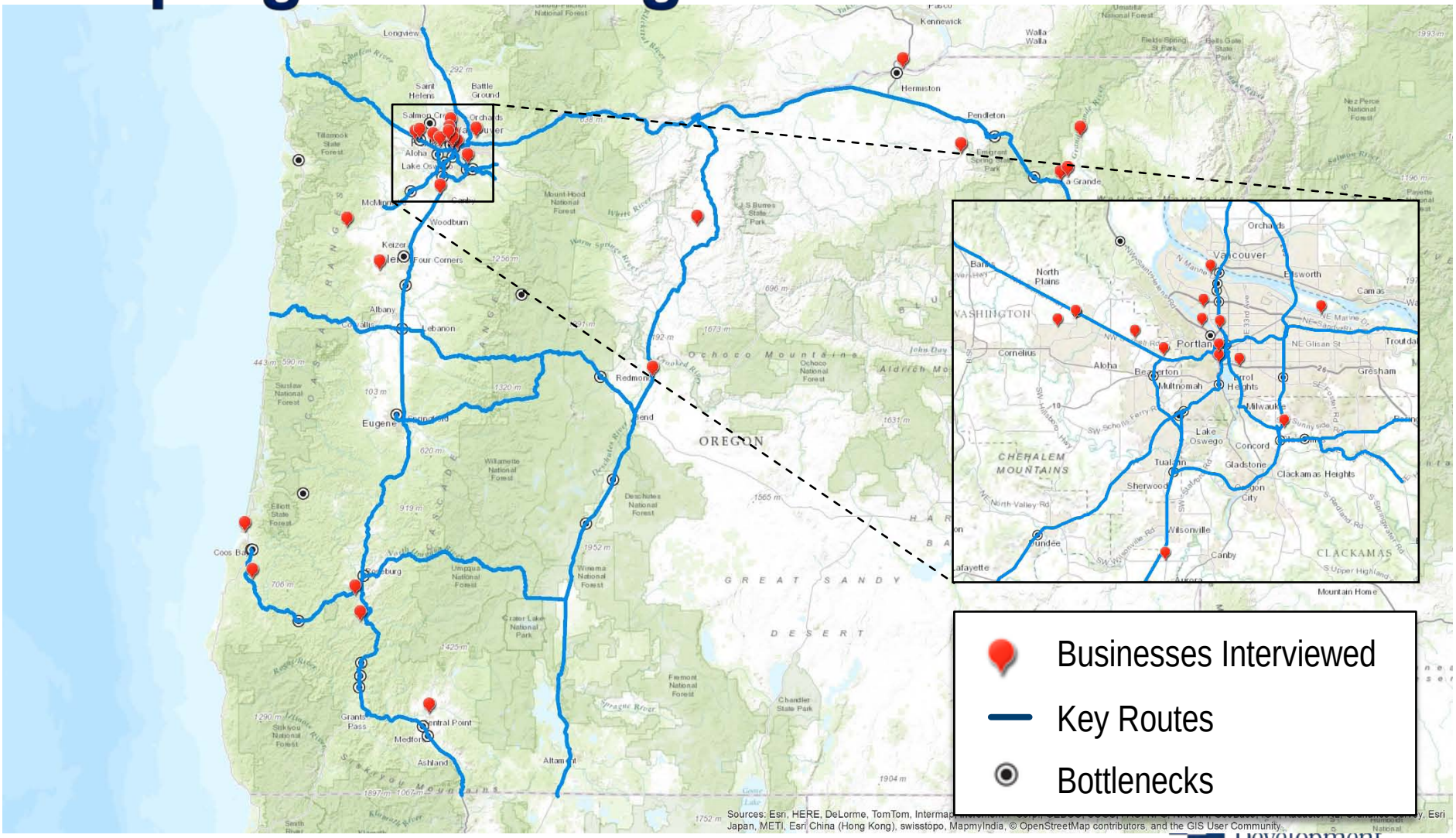
Coping with Congestion – Bottlenecks



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Coping with Congestion

Changes Since 2005

- More freight-dependent businesses operating at night
  - Higher density of operations in “off-off-peak”
  - Issues of driver safety and regulatory limits on hours
- Delivery acceptance hours limit distribution “off-off-peak” options
- Businesses continue to loose “turns” for regional runs
- Staggered shifts nearing implementation limits
  - Many start at 2AM

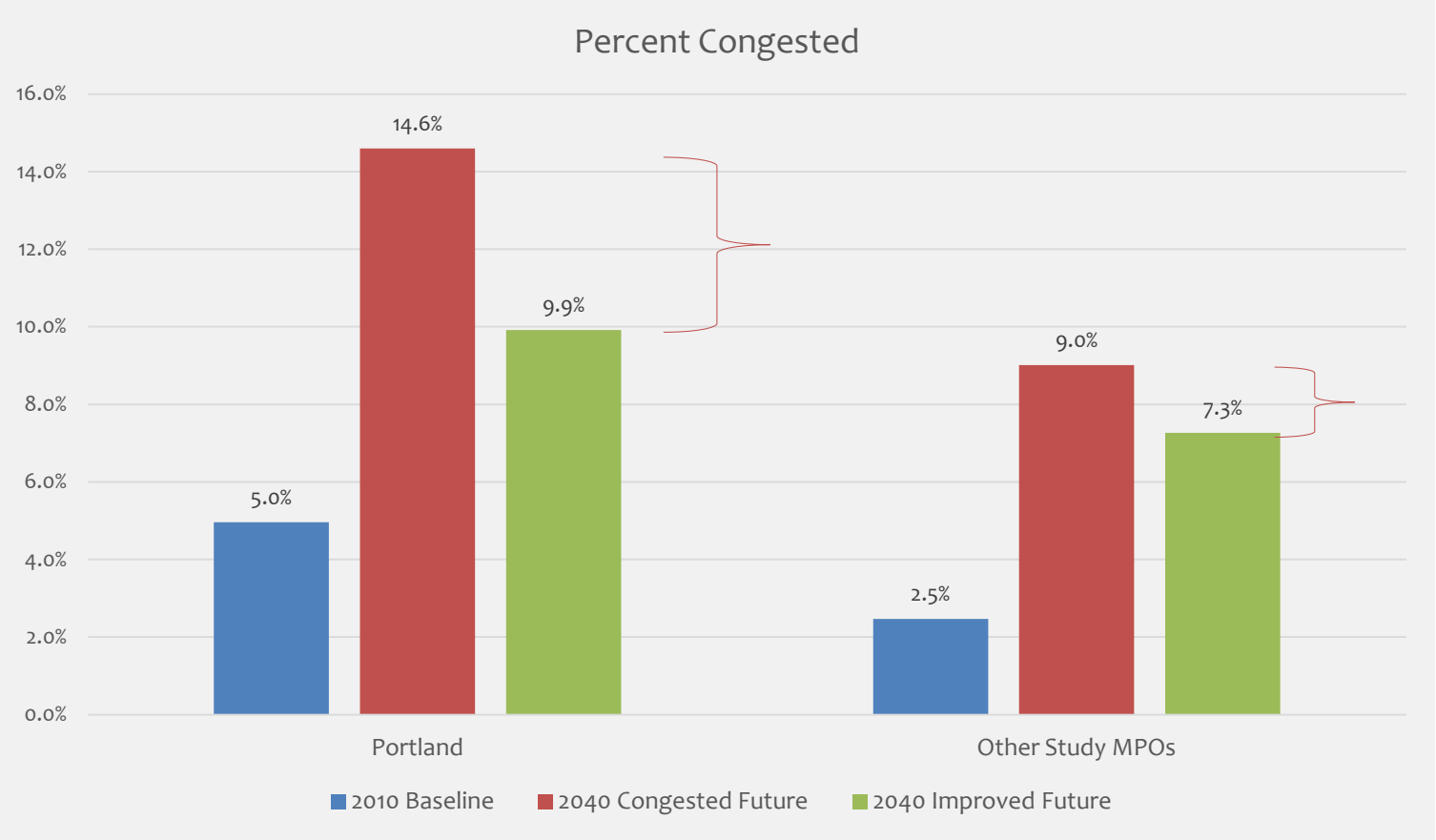
Coping with Congestion

Emerging Issues

- Increasingly complex logistics practices
  - Medium sized export-oriented businesses heavily reliant
  - Omni channel demands for distribution/delivery
  - Bifurcation of warehousing size and functions
- Shift to 3rd party logistics and for-hire services
  - Limited private operations to core services
  - Reduce operating risks of capital tie-up and labor costs
  - Smaller firms are greater users for both domestic and international trade
- Focus on exports and out-of-state markets
  - Increases role of Portland transportation freight infrastructure
  - Extensive use of PNW and California ports
- Hours of service limits driver deployment

Economic Impacts of Proposed Transportation Investments

Improved Future Reduces Congestion



Indicates improvements from investment in Improved Future Scenario in 2040

Source: Portland Metro; Oregon DOT

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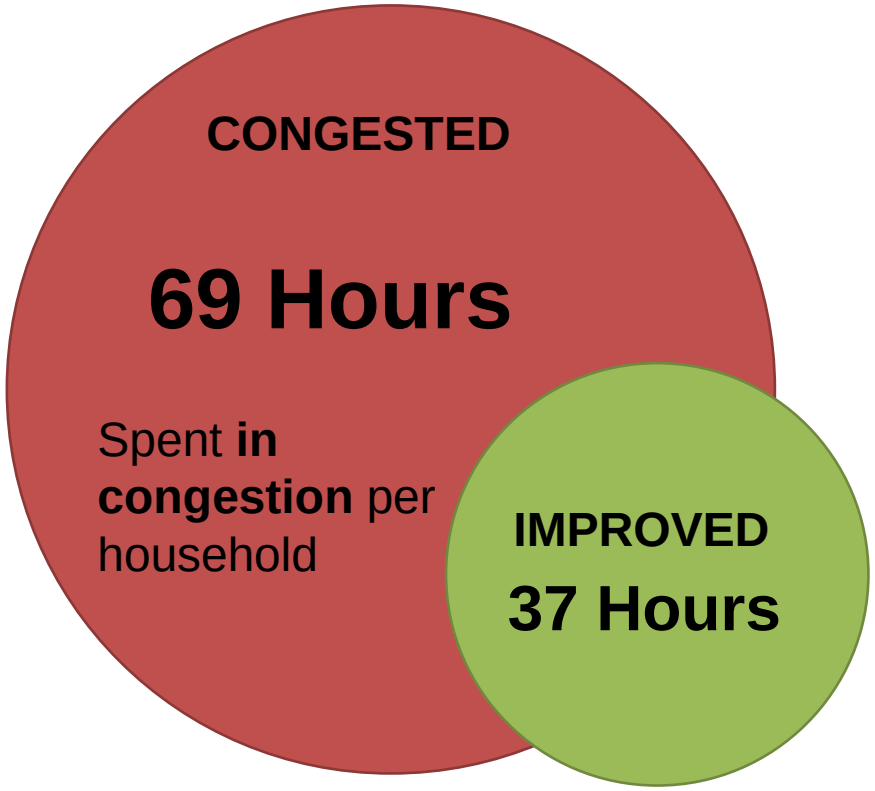
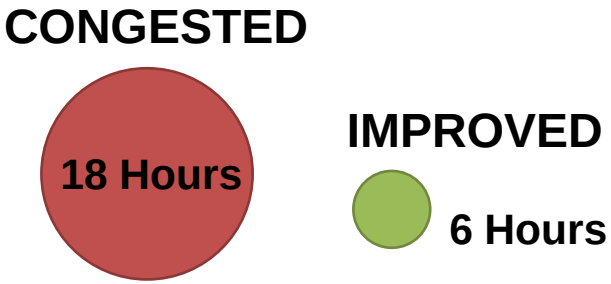
Comparing the Alternatives

PORTLAND REGION



OTHER MPOS



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Benefits of Improved Future

Economic Benefits for Oregon per Year by 2040

(in $ million)

	Portland Region	Other Study Regions	Total
Benefits*	$822 *($908 / household)*	$327 *($744 / household)*	**$1,058 *($788 / household)***
Jobs**	5,897	2,421	**8,318**

RETURN ON INVESTMENT RATIO = $2.40 for every $1.00

*Includes GDP, traveler non-monetary benefits, and societal benefits

** Change to average annual employment level

Source: EDR Group

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Business Preparedness and Response

- Large companies have more flexibility
  - Usually have multiple out-of-state production sites and distribution networks
  - Typically have contingency plans
  - May reduce, but not eliminate activities in Oregon based on assessment of post-event conditions
- Medium and small companies are more vulnerable
  - Limited production options and alternative suppliers
  - Typically count on adapting operations to post-event conditions
  - Highly vulnerable to prolonged loss of major transportation infrastructure (most cite 4 to 6 months)
  - Frequently cite risks of ending business operations in Oregon in event of prolonged recovery (over 6 months)