



2017 – 2018 Unified Planning Work Program

Transportation Planning in the
Portland/Vancouver Metropolitan
Area

DRAFT

Draft – Feb. 16, 2017

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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>

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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 2017-2018 (from July 1, 2017 to June 30, 2018).

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 1. 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, 2016 through June 30, 2017.

I. FEDERAL REQUIREMENTS FOR TRANSPORTATION PLANNING

The current federal transportation ACT, Fixing America's Surface Transportation (FAST) Act provides direction for regional transportation planning activities. The FAST Act was signed into law by President Obama on December 4, 2015. It sets the policy and programmatic framework for transportation investments. Fast Act stabilizes federal funding to state and metropolitan regions for transportation planning and project improvements and funding levels for the federal aid transportation program, and among key initiatives adds new competitive grants which promote investments in the nation's strategic freight corridors. In addition, FAST Act retains the multi-modal emphasis of the federal program by ensuring funding of transit programs as well as the Transportation Alternatives Program. FAST Act builds

on the program structure and reforms of the prior federal Transportation Act, MAP-21, which created streamlined and performance-based surface transportation program.

MAP-21 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

A. 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 2016-2017, 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 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.

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

- **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.

B. 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.

C. 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.

D. 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.

E. 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.

F. 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), and Air Quality Maintenance Area Boundary (AQMA). 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 2016-17 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 starts on page xiii.

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.

METROPOLICY 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 the 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 2016-17 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 (see Chapter 5). 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.

Resolution place holder

Page 2 Resolution

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 the 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.

Map place holder

Actions completed included for reference

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	<p>The MPO and its partners are commended for having updated intergovernmental agreements for performing various planning activities.</p> <p>Metro, ODOT, TriMet, RTC, and SMART updated their intergovernmental agreements in 2008 and 2012; the agreements do not warrant any updates at this time.</p>	The 2015-16 UPWP has one MOU update between RTC and Metro.

<p>Unified Planning Work Program (23 CFR 450.308)</p>	<p>None</p>	<p>The next UPWP should include tasks to address corrective actions and recommendations in this report.</p> <p>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.</p>	<p>The 2015-16 UPWP includes a corrective actions and recommendations table with corresponding comments and actions taken.</p>
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Topic	Corrective Actions	Recommendations/Commendations	Actions Taken
Transportation Planning Process (23 CFR 450.318)	None	<p>Metro is commended for its strong collaborative relationship with transit, local, and state agencies.</p> <p>Metro should continue to develop the mechanism for making safety objectives an operational part of the planning process.</p> <p>Metro has state-of-the-art modeling capabilities in both multi-modal travel forecasts and greenhouse gas (GHG) emissions.</p>	<p>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.</p>
Congestion Management Process (CMP) (23 CFR 450.316)		<p>As outlined in the CMP, Metro should complete a system performance report.</p> <p>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.</p>	<p>Metro is currently updating the Mobility Atlas version 2.0. Scheduled for completion in calendar year 2015.</p> <p>Several CMP performance measures are addressed in the 2014 RTP chapter 5 pgs 29-30.</p> <p>During RTP project solicitation process Metro provides guidance to jurisdictions and agencies regarding project priorities. This includes outcomes of the CMP performance measures.</p>

Topic	Corrective Actions	Recommendations/Commendations	Actions Taken
<p>Regional Transportation Plan (RTP) 23 CFR 450.322)</p>	<p>Next RTP update (June 2014) must include the disposition of all public comments.</p> <p>The next RTP should provide more clarity between the fiscally constrained system and 2035 investment strategy.</p>	<p>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.</p> <p>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.</p>	<p>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.</p> <p>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/</p> <p>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.</p>

Topic	Corrective Actions	Recommendations/Commendations	Actions Taken
Metropolitan Transportation Improvement Plan (23 CFR 450.322)	<p>The MTIP must include the disposition of all public comments.</p> <p>Document the formal public meeting conducted to invite public comments.</p> <p>The MTIP shall clearly identify estimated total project cost and YOE costs in the program table.</p>	<p>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.</p>	<p>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.</p> <p>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 \$).</p>
Financial Planning and Fiscal Constraint (23 CFR 450.322)	<p>None</p>	<p>None</p>	<p>N/A</p>

Topic	Corrective Actions	Recommendations/Commendations	Actions Taken
<p>Public Outreach (23 CFR 450.316)</p>	<p>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.</p>	<p>It is recommended that Metro include a prominent, easy-to-use link on the website for the public to submit comments and complaints.</p> <p>Metro should address how frequently the PPP will be updated.</p> <p>Metro should identify how the MPO coordinates with Tribes and public land agencies.</p>	<p>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, "<i>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.</i>" 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.</p>

Topic	Corrective Actions	Recommendations/Commendations	Actions Taken
<p>Air Quality and Conformity (40 CFR 93)</p> <p>Self-Certification (23 CFR 450.334)</p>	<p>None</p> <p>None</p>	<p>Metro does a commendable job in completing air quality conformity findings.</p> <p>Provide follow-up status of corrective actions and recommendations from the USDOT review in future self-certifications.</p>	<p>N/A</p> <p>No corrective actions for most recent self-certification.</p>
<p>Title VI (23 CFR 200.9)</p>	<p>None</p>	<p>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.</p> <p>Metro is commended for its efforts to develop and implement procedures for addressing Limited English Proficiency in its planning activities (i.e., “<i>Vamonos</i>” project).</p> <p>Metro should provide easier online access to its Title VI Plan and complaint procedures.</p> <p>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.</p>	<p>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.</p> <p>Metro redeveloped its website in 2014. This redevelopment includes easier access to the Title VI plan and complaint procedures.</p> <p>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.</p>

Topic	Corrective Actions	Recommendations/Commendations	Actions Taken
ITS and Management & Operations	None	<p>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.</p> <p>The MPO should take a lead role in ensuring that ITS projects funded with Federal funds are compatible with Regional ITS architecture.</p>	<p>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.</p>

I. TRANSPORTATION PLANNING

Description:

As the designated Metropolitan Planning Organization (MPO) for the Portland metropolitan region, Metro is responsible for meeting all federal planning mandates for MPOs. These include major mandates described elsewhere in this Unified Planning Work Program (UPWP), such as the Regional Transportation Plan (RTP) and Metropolitan Transportation Improvement Plan (MTIP) that follow this section. In addition to these major mandates, Metro also provides a series of ongoing transportation planning services and programs that support the major regional programs and other transportation planning in the region, including:

- Periodic amendments to the RTP that occur outside the regular RTP update cycles
- Periodic updates to the regional growth forecast
- Periodic updates to the regional revenue forecasts
- General support for regional safety planning
- General support for regional corridor planning
- Ongoing transportation model updates and enhancements
- Policy support for regional Mobility and CMP programs

Metro also brings supplementary federal funds and regional funds to this program in order to provide general planning support to the following regional and state-oriented transportation planning efforts:

- Policy and technical planning support for the Metro Council
- Administration of the regional framework & transportation functional plans
- Ongoing compliance with State greenhouse gas emission targets
- Periodic urban growth report support
- Ongoing support for Metro's local partnerships program
- Support for local Transportation System Planning
- Ongoing support for Metro's Transportation Snapshots
- Periodic support for Metro's development center on transportation issues
- Participation in statewide transportation planning and rulemaking activities

Objectives:

Continued provision of regional transportation planning services and programs that support the major regional programs and other transportation planning in the region, as described above (ongoing)

Previous Work:

- Completed the Powell-Division Transit & Development Project amendment to the RTP.
- Facilitated allocation of the 2040 regional growth forecast to traffic analysis zones for the regional demand model.
- Participated in federal rulemaking process.
- Supported federal research projects on MPO operations and administration.
- Work with ODOT and local partners to updates to the regional revenue forecast for 2040.
- Provided periodic safety and bicycle policy planning support for the Powell-Division project.

- Provided policy and technical support for freight enhancements to the regional travel demand model.
- Provided policy and technical support for the second edition of the Regional Mobility Atlas.

Metro also brings supplementary federal funds and regional funds to this program in order to provide general planning support to the following regional and state-oriented transportation planning efforts:

- Provided periodic transportation planning support for the Metro Council
- Produced annual transportation functional plan compliance report to the Metro Council
- Participated in rulemaking for updated greenhouse gas emission targets
- Supported the 2015 urban growth report
- Provided ongoing support for Metro’s local partnerships program
- Provided support for local Transportation System Planning efforts
- Completed Transportation Snapshots in 2015 and 2016

Previous Work:

- Completed the Powell-Division Transit & Development Project amendment to the RTP.
- Participated in federal rulemaking process with comments on the draft performance measure and MPO planning rules.
- Supported federal research projects on MPOs, including detailed surveys and phone interviews on Metro’s operations and administration.
- Coordination with ODOT and work with local city and county partners to develop a regional revenue forecast for 2040.
- Provided policy and technical support for freight enhancements to the regional travel demand model funded through a national grant.
- Produced 2016 transportation functional plan compliance report to the Metro Council
- Provided ongoing support for Metro’s local partnerships program, including monthly training meetings and individual support for staff liaisons.
- Provided support for local Transportation System Planning efforts in several local jurisdictions.

Methodology:

General transportation support is organized around two thematic teams within the planning program. A team of modal and topic experts provides expertise and support on freight, bicycle, pedestrian, motor vehicle and transit planning, and topic experts provide support on climate change, equity, safety, street design, resilience, transportation funding, state and federal regulation and performance monitoring. These staff experts are generally available on short notice for periodic strategic consultation and support on Metro’s major projects and programs.

A second cross-departmental team consists of local government liaisons, each with 1-2 local jurisdictions to support on land use and transportation planning topics. This team provides ongoing support, and meets monthly to stay abreast of key planning issues and trends, legal and regulatory issues affecting local planning and to share experiences and solutions in providing local planning support.

Tangible Products Expected in FY 2017-18:

Continued provision of regional transportation planning services and programs, as needed, to support the major regional programs and other transportation planning in the region.

Entity Responsible for Activity:

Metro – Product Owner/Lead Agency

Other Stakeholders:

Local Cities and Counties
Metro Council
Metro Parks & Nature Department
Metro Research Center
Oregon Department of Transportation
Oregon Department of Land Conservation and Development
Oregon Department of Environmental Quality
U.S. Department of Transportation

Funding History:

This program is being described separately from the RTP Update for the first time in this UPWP, therefore does not include a discrete funding history.

FY 2017-18 Cost and Funding Sources:

Requirements:		Resources:	
Personal Services	\$ 752,080	PL	\$ 304,738
Interfund Transfers	\$ 366,298	STP	\$ 270,212
Materials and Services	\$ 16,600	5303	\$ 120,043
		Metro	\$ 44,667
		Other	\$ 430,080
<hr/>		<hr/>	
TOTAL	\$ 1,134,978	TOTAL	\$ 1,134,978
<hr/>		<hr/>	

Full-Time Equivalent Staffing

Regular Full-Time FTE	6.15
<hr/>	
TOTAL	6.15
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Regional Transportation Plan Update

Description:

The Regional Transportation Plan (RTP) guides local and regional transportation planning, funding and implementation activities in the Portland metropolitan region for all forms of travel – motor vehicle, transit, biking and walking – and the movement of goods and freight. In addition to meeting federal and state requirements, 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 – to create healthy, equitable communities and a strong economy.

Central to the RTP is an overall emphasis on outcomes, system completeness, and measurable performance targets to track progress toward the plan’s goals. The plan seeks to create an integrated regional transportation system that is safe, healthy, accessible, reliable, equitable, affordable and efficient for all users and supports how and where the region and communities have planned to grow. The plan identifies current and future regional transportation needs, near- and long-term investment priorities and actions to address those needs, and local, regional, state and federal transportation funds the region expects to have available to make those investments a reality.

The RTP is maintained and updated regularly to ensure continued compliance with State and Federal requirements and to address growth and changes in land use, demographic, financial, travel, technology and economic trends. Updates to the RTP are governed by a number of federal requirements that must be met in order for the plan to be approved by the U.S. Department of Transportation and for the region to remain eligible to receive federal transportation dollars. Updates to the RTP are governed by a number of state requirements that must be met in order for the plan to be approved by the Land Conservation and Development Commission. The RTP is a Regional Transportation System Plan (TSP) under state law. TSPs for cities and counties located within an MPO area must be consistent with both the statewide Transportation Planning Rule and the RTP. Regional functional plans direct local government implementation of the RTP.

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 and comply with state and federal requirements, including the Oregon Transportation Planning Rule, MAP-21 and FAST Act. (ONGOING)
- Provide inclusive and meaningful opportunities for interested members of the public, transportation providers, historically marginalized communities (e.g., communities of color, low-income persons, and persons with limited ability to speak English) and other affected stakeholders to be involved, providing clear and concise information, timely public notices of opportunities to comment, and full public access to key decisions. (ONGOING)
- Continue transition to performance-based planning to identify innovative, cost-effective solutions to social, economic and environmental challenges facing the region and better connect plan outcomes to the values and experiences of people living and working in the region. (ONGOING)
- Implement the 2014 Climate Smart Strategy and 2014 Regional Active Transportation Plan, develop a Regional Transit Strategy and update the RTP vision, goals and performance targets, RTP Finance Plan, Regional Transportation Safety Plan, Regional Freight Plan, and transportation design policies. (ONGOING)
- Coordinate with other related UPWP planning activities, including the Title VI/Environmental Justice Program, Public Involvement, Regional Transit Strategy, SMART Transit Master Plan, Regional Travel Options Program, Regional Freight Program and related studies, Regional Mobility Program, Economic Value Atlas, Designing Livable Streets, Southwest Corridor Light Rail Project, Division Bus Rapid Transit Project and relevant ODOT and local planning activities and studies. (ONGOING)
- Collaborate with the Metro Research Center to identify and address data needs, improve tools for

evaluating and monitoring RTP performance outcomes and seek coordination and partnership opportunities with the Transportation Research and Education Center (TREC) and PORTAL at Portland State University, the Oregon Modeling Steering Committee (OMSC), ODOT, Washington DOT, and SW Regional Transportation Council to support on-going RTP monitoring, the region's Congestion Management Process (CMP), Regional Mobility Program and regional GHG emissions analysis. (ONGOING)

- Promote cooperation and coordination across MPO boundaries and across State boundaries where appropriate to ensure a regional approach to transportation planning. (ONGOING)

Previous Work:

- **Maintained web page** to provide access to information about the current adopted plan and 2018 RTP update. Materials can be downloaded at: www.oregonmetro.gov/rtp. (ONGOING)
- **Draft 2018 RTP Financial Forecast** that estimates the amount of funding that is reasonably anticipated to be available under federal law to implement regional transportation investment priorities, as well as operate and maintain the regional transportation system as a whole, over the life of the plan. (APRIL 2017)
- **Project solicitation materials** that define a process for local coordinating committees, city of Portland, Port of Portland, ODOT, and transit providers to submit updated project lists for the financially constrained system as well as a more ambitious system that fit within revenue projections and demonstrate progress toward achieving the plan's goals and performance targets. (APRIL 2017)
- **Draft updated RTP vision** that address the region's six desired outcomes, RTP goals, and federal planning factors and MAP-21 goal areas. (APRIL 2017)
- **Draft 2018 RTP Existing Conditions Report** that documents key trends and current systems conditions for all modes of travel and the movement of goods and freight to support the Congestion Management Process. The information will inform identification of current and future regional transportation needs, potential solutions and the project solicitation process for updating investment priorities in the RTP. (JANUARY 2017)
- **Provided elderly and disabled transportation planning support in partnership with the region's transit providers** through most recent update to TriMet's *Coordinated Transportation Plan for Seniors and People with Disabilities*. (JUNE 2016)
- **Regional Snapshot No. 3 on Transportation** to document trends affecting travel in the region, and began documenting current system conditions and current plan performance. Information is posted at: www.oregonmetro.gov/regional-snapshots. (APRIL 2016)
- **Regionally-coordinated and adopted population and job growth forecast for the year 2040** to support RTP modeling activities. (OCTOBER 2016)
- **Adopted the work plan and public engagement plan for the 2018 RTP update.** (DECEMBER 2015)
- **Adopted the 2014 Climate Smart Strategy and supporting implementation actions.** The strategy and supporting implementation actions will be further implemented through the 2018 RTP update. (DECEMBER 2014)
- **Adopted the 2014 RTP.** The update was limited in scope, focusing on maintaining compliance with federal law and MAP-21, addressing two corrective actions identified in the 2012 Federal Certification Review, conducting an expanded environmental justice and Title VI assessment and incorporating system map and project list changes identified in local TSPs and regional plans developed or adopted since 2010, such as the Regional Active Transportation Plan and Regional Transportation Safety Plan. (JULY 2014)
- **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 2018 RTP update and development of 2018-21 MTIP. The assessment included a demographic analysis and a regional-level disparate impacts and benefits and burdens analysis. The assessment also identified

recommendations for future research and transportation equity analysis refinements that will be addressed through the 2018 RTP update. (JULY 2014)

- **Developed and adopted the first Regional Active Transportation Plan (ATP).** The 2014 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 Safety Plan through the 2018 RTP update. (MAY 2012)

Methodology:

Regional Transportation Plan (RTP): The focus of the current fiscal year will be continuing a major update to the RTP following the work plan and public engagement plan adopted by JPACT and the Metro Council in December 2015. The update began in May 2015. Partnership and engagement activities, planning work and policy discussions to support development of an updated plan will continue in 2017 and 2018, with final adoption of the 2018 RTP scheduled for December 2018. Pending approval by JPACT and the Metro Council, the final plan will be sent to FTA and FHWA to begin their review and certification process in early 2019.

Updates to the plan will address a number of regional, state and federal planning requirements, and, as a result, require special coordination with staff with state, regional, county and city agencies, as well as significant public engagement efforts, consistent with Metro's Public Engagement Guide. The update will also address actions and recommendations identified in relevant planning efforts, including the 2012 Regional Transportation Safety Plan, the 2013 Portland Region Westside Freight Access and Logistics Analysis, the 2014 RTP update, the 2014 Regional Active Transportation Plan, the 2014 Climate Smart Strategy, the 2014 Economic Impacts of Congestion Study, Metro's Equity Strategy, TriMet's Service Enhancement Plans, SMART Master Plan.

The update will also address FHWA/FTA Planning Emphasis Areas (PEA) related to models of regional planning cooperation, access to essential services for underserved populations and MAP-21 implementation and related performance measurement requirements as well as any recommendations or corrective actions identified in the 2017 Federal Certification Review.

Several UPWP subarea and modal planning activities will be undertaken throughout FY 2017-18 that will be coordinated with and provide input to the 2018 RTP update. Related Metro-led UPWP activities include the Regional Transit Strategy, Regional Freight Program, Metropolitan Economic Value Atlas, Designing Livable Streets, Transportation System Management and Operations, Regional Travel Options and Regional Mobility programs, Division Bus Rapid Transit Project and Southwest Corridor Light Rail Project. Related ODOT Region 1-led UPWP activities will also inform the 2018 RTP update.

This work plan will be accomplished using the following approach:

- **Document key regional trends and challenges, existing conditions and needs.** Update Chapter 1 of the RTP to document key trends and challenges affecting travel in the region as well as current and future regional transportation needs.
- **Update shared vision and outcomes-based policy goals and performance targets.** Refine the region's vision for the transportation system and regional goals, objectives and performance targets that identify specific outcomes the region wants to achieve with investments in the transportation system. This work will include significant coordination and collaboration with TriMet, SMART and ODOT as the agencies also set performance measures and targets in response to federal MAP-21 and FAST Act rulemaking. This work will continue in FY 17-18.

- **Update outcomes-based performance evaluation framework.** Continue to update data, methods and analytic tools as needed to address MAP-21 and FAST Act performance-based planning requirements and the federally-required congestion management process, and improve the region's ability to measure the benefits and impacts of investments across economic, social equity and environmental outcomes. This work will include convening two technical work groups of staff from local jurisdictions, transit providers, TREC at Portland State University, environmental justice leaders and other topical experts to refine and further advance the region's methodology for conducting a regional transportation system analysis and transportation equity analysis for the 2018 RTP. This work will also seek to develop and pilot the use of project-level criteria to provide additional information to stakeholders and decision-makers to help identify a pipeline of priority projects on the regional transportation system that are anticipated to seek regional, state and federal funding to advance them. This work will continue in FY 17-18.
- **Update Congestion Management Process (CMP) Reporting.** This work will include a limited update to data used in the Regional Mobility Corridor Atlas to serve as a factual foundation for documenting current congestion, high crash locations, access to travel options and other information as part of the federally-required congestion management process. The information and findings will be reported in a regional snapshot focused on transportation and a separate existing conditions report that will inform identification regional transportation needs in advance of updating the RTP investment priorities. In addition, staff will work with local, regional and state partners to review and identify recommendations for refinements to the region's CMP data collection and reporting approach. The review will aim to more effectively address MAP-21 and FAST Act performance-based planning and target-setting requirements, identify data gaps and limitations, collaborate with TREC, ODOT, TriMet and SMART to bring relevant data into the atlas and better align the CMP reporting with the RTP's outcomes-based evaluation framework and performance measures and targets. This work will include convening a technical work group on performance measures to help identify recommendations for refinements to the atlas and the CMP reporting approach. This work will continue in FY 17-18.
- **Update RTP Financial Plan:** Continue work to update estimates of funding reasonably expected to be available under federal law and identify potential new funding mechanisms in coordination with local jurisdictions, transit agencies, ODOT, and business and community leaders to address current and future transportation needs, including keeping the existing transportation system in a state of good repair. This includes accounting for anticipated revenues from federal, state, regional, local, and private sources, and user fees. This work will result in a new financially constrained revenue forecast that meets federal requirements as well as a more ambitious revenue forecast that reflects the level of investment the region agrees to work together to pursue to fund additional regional transportation project priorities. This work will continue in FY 17-18.
- **Update regional policies and strategies.** Update policy elements of the RTP (Chapter 2) and regional functional plans as needed to address new federal and state requirements, 2012 Transportation Safety Plan recommendations, and recent regional policy actions, including adoption of the 2014 Climate Smart Strategy, the 2014 Regional Active Transportation Plan and the 2014 Regional Transportation Plan, and new policies and strategies recommended through this update and related Metro projects and programs. This work will continue in FY 17-18.
- **Update shared investment strategy and action plan.** Update regional strategies for safety, transit, freight, and active transportation and related near- and long-term investment priorities, actions and partnerships to support implementation. This will include developing policy recommendations on emerging concepts related to driverless vehicles, shared mobility services and disaster resilience. Analysis of the two RTP investment strategies will also include demonstrating the region's priorities continue to meet the federal Clean Air Act and Title VI/Environmental Justice requirements, and the state-mandated greenhouse gas emissions reduction target for light-duty vehicles. This work will continue in FY 17-18.

- **Implement Climate Smart Strategy.** Update the plan's policies, investment priorities and actions to address recommendations for increased investment in transit and transportation system management and operations programs and projects. This will also include background work to support the greenhouse gas emissions analysis that will be completed for the 2018 RTP update, and address anticipated amendments to the Metropolitan Area Greenhouse Gas Target Rules. This work will continue in FY 17-18.
- **Update Regional Transportation Safety Plan.** Continue work to update the Regional Transportation Safety Plan. 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. This work will continue in FY 17-18.
- **Update Regional Freight Plan.** Continue work to update the Regional Freight Plan in coordination with the Regional Freight Program. This work will continue in FY 17-18.
- **Develop Regional Transit Strategy.** Continue work to develop a Regional Transit Strategy, including:
 - Collaborate and coordinate with TriMet and SMART to develop a regional transit vision and report on MAP-21 required transit performance targets and measures.
 - Work with transit stakeholders to develop or adopt required performance targets and measures.
 - Improve data and methods for evaluating transit performance and expected benefits.
 - Update transit system expansion policies to inform investment priorities.
 - Provide oversight of contractor deliverables.

This work will continue in FY 17-18.

Tangible Products Expected in FY 2017-2018:

- Quarterly progress reports. (QUARTERLY)
- Public information and technical and policy meeting materials 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 and transit providers on statewide and regional target setting as directed by MAP-21. (ONGOING)
- **Public engagement activities and reports** documenting engagement activities, consistent with the adopted Public Engagement Plan for the 2018 RTP update. (ONGOING)
- **Reports, memoranda, legislation and other materials** documenting research, analysis, recommended refinements to the regional transportation vision, goals, performance targets and measures, visualizations of information, policies, financial assumptions, investment priorities, CMP reporting recommendations, and outreach activities conducted to support development and adoption of the 2018 RTP. (ONGOING)
- **Implementation of the region's Coordinated Transportation Plan for Seniors and People with Disabilities (CTP).** (ONGOING)
- Two **Regional Leadership Forums** through which the Metro Council convenes joint meetings of JPACT and MPAC to provide policy direction to staff on updating the plan's policies, performance targets, investment priorities, and implementation actions. The first three forums were held in FY 16-17 and included state legislators and community and business leaders. (SECOND AND THIRD QUARTERS)
- **Draft updated RTP performance targets** that address RTP goals, federal planning factors and MAP-21 goal areas and subsequent federal rulemaking to implement MAP-21 and the FAST act. (SECOND QUARTER)

- **Draft updated Regional Transportation Safety Strategy** that defines policies, investments and actions to improve safety for all users of the transportation system. (SECOND QUARTER)
- **Draft updated RTP project list reflecting two levels of investment** – a financially constrained list that meets federal requirements and a more ambitious list of additional regional transportation project priorities that reflects the level of investment the region agrees to work together to pursue to fund, reflecting policy direction from the Metro Council and JPACT. (SECOND QUARTER)
- **Public review drafts** of the 2018 Regional Transportation Plan and updated components, including the 2018 Regional Transit Strategy, 2018 Regional Freight Strategy, and 2018 Regional Safety Strategy. (THIRD QUARTER)
- **Adoption drafts** of the 2018 Regional Transportation Plan and updated components, including the 2018 Regional Transit Strategy, 2018 Regional Freight Strategy, and 2018 Regional Safety Strategy. (FOURTH QUARTER)

Entities Responsible for Activity:

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

Other Stakeholders:

- | | |
|---|---|
| • Joint Policy Advisory Committee on Transportation (JPACT) | • Land Conservation and Development Commission (LCDC) |
| • Metro Policy Advisory Committee (MPAC) | • Department of Land Conservation and Development (DLCD) |
| • Transportation Policy Alternatives Committee (TPAC) | • Oregon Department of Environmental Quality (DEQ) |
| • Metro Technical Advisory Committee (MTAC) | • Oregon Health Authority |
| • TransPORT Subcommittee to TPAC | • Oregon MPOs |
| • Cities and counties in the Metro region | • 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 historically underrepresented communities (e.g., communities of color, low-income persons, and persons with limited English proficiency) as well as older adults, youth, people with disabilities |
| • Bi-State Coordination Committee, Southwest Washington Regional Transportation Council (RTC), C-TRAN, and other Clark County governments | • Organizations and advisory committees serving regional bicycle, pedestrian, freight, motor vehicle and transit needs |
| • Federal and State legislators and elected officials representing counties and cities in the region | • Transportation Research and Education Consortium (TREC) and Portland State University |
| • Northwest Region Area Commission on Transportation (NW ACT) | • Interested public |
| • Port of Portland | |
| • Port of Vancouver | |
| • Federal Highway Administration (FHWA) | |
| • Federal Transit Administration (FTA) | |
| • Environmental Protection Agency (EPA) | |
| • Oregon Transportation Commission (OTC) | |

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
^{1,2} 2011-12	\$2,110,058	11.965
^{1,2} 2012-13	\$1,497,674	9.099
^{1,2} 2013-14	\$698,555	3.980
^{1,2} 2014-15	\$1,105,379	3.130
² 2015-16	\$1,462,908	6.000

FY 2016-17 Cost and Funding Sources²:

Requirements:		Resources:	
Personal Services	\$ 1,033,116	PL	\$ 844,902
Interfund Transfers	\$ 532,330	STP	\$ 395,333
Materials and Services	\$ 31,200	5303	\$ 247,180
Contingency	\$ 100,000	Metro	\$ 209,231
		Metro	\$ 537,533
TOTAL	\$ 1,696,646	TOTAL	\$ 1,696,646

Full-Time Equivalent Staffing

Regular Full-Time FTE	8.555
TOTAL	8.555

¹ The total budget and FTE comparison for FY 2011-12 and FY 2012-13 includes both the Regional Transportation Planning and Climate Smart Strategy work. The two projects were split into separate narratives for the 2013-15 UPWP.

² This program budget and FTE comparison was included Transportation Planning in these years.

FY 2017-18 Cost and Funding Sources:

Requirements:		Resources:	
Personal Services	\$ 576,282	PL	\$ 117,781
Interfund Transfers	\$ 257,431	STP	\$ 384,249
Materials and Services	\$ 15,600	5303	\$ 133,845
		5303 Pre-MAP21	\$ 77,070
		Supplemental Allocation	
		Metro	\$ 136,368
TOTAL	\$ 849,313	TOTAL	\$ 849,313

Full-Time Equivalent Staffing

Regular Full-Time FTE	4.55
TOTAL	4.55

REGIONAL TRANSIT STRATEGY

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 Strategy, 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, 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.
- Update the Transit System Expansion Policy to provide a clear and efficient implementation process for major transit investments.
- 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 and System Expansion Policy, 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 Strategy 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:

- Update the Transit System Expansion Policy. (SPRING/SUMMER 2017)
- Integrate appropriate Regional Transit Plan investments and strategies in draft 2018 RTP. (2016-2017)

Tangible Products Expected in FY 2017-18:

- Regional Transit Plan Vision (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 Strategy (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:

Fiscal Year	Total Budget	FTE Comparison
2015-16	\$61,379	.0275

FY 2016-17 Cost and Funding Sources:

Requirements:		Resources:	
Personal Services	\$ 54,382	STP	\$ 72,247
Interfund Transfers	\$ 26,134	Metro	\$ 8,269
TOTAL \$		80,516	TOTAL \$ 80,516

Full-Time Equivalent Staffing

Regular Full-Time FTE	0.375
TOTAL	0.375

FY 2017-18 Cost and Funding Sources:

Requirements:		Resources:	
Personal Services	\$ 59,145	STP	\$ 73,452
Interfund Transfers	\$ 23,263	5303	\$ 493
		Metro	\$ 8,463
TOTAL \$		82,408	TOTAL \$ 82,408

Full-Time Equivalent Staffing

Regular Full-Time FTE	0.4
TOTAL	0.4

Metropolitan Transportation Improvement Program

[Include as part of Annual UPWP Master Agreement – NOT A REGIONALLY SIGNIFICANT STAND ALONE PROJECT]

Description:

The Metropolitan Transportation Improvement Program (MTIP) is a critical tool for implementing and monitoring the 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. The MTIP administers the allocation of urban Surface Transportation Block Grant (STBG) Program, Congestion Mitigation Air Quality (CMAQ) Improvement Program, and Transportation Alternatives (TA) funding awarded through the Metro Regional Flexible Fund process.

The MTIP reflects the approved RTP's first four year implementation program of funding goals and regional transportation strategies. The MTIP also is a project implementation financial document used to verify and obligate federal project transportation funding. It reflects how funding for projects and their specific phases will be expended to implement the project as part of the first four years of the RTP. Finally, the MTIP through its major four-year update provides a reconfirmation of the region's air conformity finding ensuring federal transportation funds are being programmed, obligated, and expended correctly and in a timely fashion. In addition to complying with all required air conformity requirements, the MTIP must be fiscally constrained and demonstrate the programming of project funding does not exceed the funding capacity in any single year of the MTIP.

Development and management of the MTIP is governed under 23 CFR 450.300-336, Metropolitan Transportation Planning and Programming. Projects included in the MTIP are generally one of four types:

1. They support necessary improvements to the State Highway System.
2. The project supports improvements to the regional arterial system and network.
3. The project provides and supports direct transit improvements/investments to the region.
4. The project is a planning project as part of a regional major investment study, or will complete project development work (Planning through Preliminary Engineering).

As stated previously, the MTIP represents the first four-year implementation program of projects from the approved long range RTP. Before being added to the MTIP, the project must first be part of the fiscally constrained portion of the RTP. From there, adding projects into the MTIP will satisfy one or more of the following criteria:

- The transportation project is awarded federal funding.
- The project is located in the State Highway System and was awarded STIP funding.
- The transportation project is locally funded, but requires any form of required federal approvals to be implemented.
- The transportation project clearly demonstrates air conformity benefits to the region.
- The transportation project is locally funded, but regionally significant and clearly meets the goals and strategies of the approved RTP.

Through its major update, the MTIP verifies the region's compliance with air conformity requirements and demonstrates fiscal constraint over the MTIP's four-year period. Between major MTIP updates, the MPO manages and amends the MTIP projects as required to ensure project funding can be obligated based on the project's implementation schedule. New air conformity exempt/non-capacity enhancing type projects

also can be added to the MTIP through the amendment process. MTIP amendments are ongoing and generally fall within one of three categories:

- Formal amendments:
 - Result due to substantial funding, policy, or scope changes to the project.
 - Require a detailed documentation narrative, and a confirmation that the region's air conformity and fiscal constraint findings have not been impacted or violated.
 - Require formal approval by Metro's Joint Policy Advisory Committee on Transportation (JPACT) and Council approval.
 - Requires approval by U.S. DOT as well.

- Administrative amendments/modifications:
 - Minor changes and funding adjustments that clearly do not impact fiscal constraint or air conformity.
 - The range of possible administrative changes generally are negotiated and pre-approved between the MPO and U.S. DOT.
 - Do not require formal Metro approval.
 - Approval normally by ODOT with possible review by U.S. DOT

- Technical corrections/modifications:
 - Represent extremely minor corrections (e.g. spelling errors, or typos)
 - No impact on anything as a result of the correction.
 - Notification to ODOT required, but approval not necessary by ODOT or U.S. DOT.

As mentioned earlier, the MTIP is also subject to federal and state air quality requirements, and a determination is made during each MTIP update to ensure that the updated MTIP still conforms to air quality regulations and the air conformity finding as issued in the RTP. These activities require special coordination with staff from Oregon Department of Transportation (ODOT), TriMet, South Metro Area Regional Transit (SMART), and other regional, county and city agencies, as well as significant public-involvement efforts, consistent with Metro's public involvement plan.

Objectives:

Developing, updating, and managing the MTIP requires a cooperative, continuous, and comprehensive process to prioritize projects from the RTP for funding which includes (ONGOING):

- MTIP Management: Effectively administer the existing MTIP and completing required federal responsibilities as outlined in the applicable CFRs and regulations that include:
 - 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)
 - Maintaining 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 as MAP-21 rule making is finalized.

MTIP Update: Allocate the 2019-21 Regional Flexible Funds and prepare for adoption of the 2018-21 MTIP. Ensure RFFA awarded projects and the new 2018 STIP projects are correctly programmed in the 2018 MTIP. The MTIP update may need to address any new requirements of expected federal rule making to implement MAP- 21 legislation. (ONGOING)

Local Project Support: Provide administrative and technical support to local project development and construction. This includes support of initial 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 2016-17 fiscal year included:

- Adoption of the 2018-2021 MTIP Policy Report.
- Adoption of a project charter for the development of the 2018-21 MTIP and coordination with ODOT, TriMet and SMART in the allocation and programming of funding to projects administered by those agencies.
- Completion of the 2016 Obligation Report.
- Administration of the MTIP, including reviewing, evaluating, and processing of 146 MTIP amendments, project selection, financial plan and scope/schedule adjustments.
- Participating and assisting ODOT Local Agency Liaisons (LAL) develop and execute RFFA project funded IGAs and obligate federal funding.
- Support in administering twelve local project development plans (UPWP Regionally Significant projects)

Methodology:

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

Tangible Products Expected in FY 2017-18:

- Adoption of the 2019-21 Regional Flexible Fund allocation (RFFA) (FEBRUARY 2017)
- Development, adoption, and approval of the 2018-21 MTIP. (OCTOBER 2017)
- Completed MTIP project programming of all required RFFA, STIP funded, transit, and locally funded regionally significant projects. (JUNE 2017)
- Development of revised and updated MTIP amendment review and processing procedures per U.S. DOT guidance and directives. (SEPTEMBER 2017)
- Development of CMAQ, STBG, and TA project implementation monitoring processes including acquiring additional monitoring tools to create a current and living fund obligation report with projected future obligation target dates. (JUNE 2017)
- Development of improved fiscal constraint monitoring procedures (SEPTEMBER 2017)
- Development of a satisfactory MTIP Fiscal Constraint report. (JULY 2017)
- Air quality conformity determination for the 2018-21 MTIP. (JULY 2017)
- Amendments to current 2015-18 MTIP (ONGOING and end as of AUGUST 2017).

- Completion of the FFY 2016 Obligation Report (DECEMBER 2016).
- Monitoring the obligation and implementation of several project development plans (up to 12) (UPWP Regionally Significant Projects) (ONGOING).
- Monitoring and review assistance in the development of RFFA funded CMAG, STBG, and TA Scope of Work, Project Prospectus, and IGAs to ensure federal funds are obligated per their milestone schedule correctly and in a timely fashion. (ONGOING)
- Continue the evaluation and coordination among Oregon MPOs, ODOT, and U.S. DOT to develop and implement a new statewide MTIP database system.

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)
- Oregon Metropolitan Planning Organization Consortium (OMPOC)
- 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
2014-15	\$1,020,003	5.375
2015-16	1,086,933	5.6

FY 2016-17 Cost and Funding Sources:

Requirements:		Resources:	
Personal Services	\$ 665,731	PL	\$ 351,653
Interfund Transfers	\$ 326,762	STP	\$ 255,959
Materials and Services	\$ 72,500	5303	\$ 425,563
Contingency	\$ 100,000	Metro	\$ 131,818
TOTAL \$ 1,164,993		TOTAL \$ 1,164,993	

Full-Time Equivalent Staffing

Regular Full-Time FTE	5.8
TOTAL	5.8

FY 2017-18 Cost and Funding Sources:

Requirements:		Resources:	
Personal Services	\$ 671,116	PL	\$ 394,879
Interfund Transfers	\$ 272,672	STP	\$ 237,411
Materials and Services	\$ 74,500	5303	\$ 321,974
		Metro	\$ 64,024
TOTAL \$ 1,018,288		TOTAL \$ 1,018,288	

Full-Time Equivalent Staffing

Regular Full-Time FTE	5.55
TOTAL	5.55

Note: Include as part of the Annual UPWP Master Agreement – Not a Regionally Significant Stand Alone Project. No consultants utilized. Staff salary funding.

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 assess the air quality impacts of the RTP and MTIP and determine if transportation investments are federal and state air quality standards. 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 related to air quality.

Objectives:

- Continue to implement the provisions set forth by the Portland Area Second 10-Year Maintenance Plan SIP. (ONGOING)
- Serve and continue to coordinate interagency 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 2016-17 fiscal year included:

- Metro staff participation in EPA Region X quarterly conformity information sharing sessions;
- Development and approval of analysis approach to the 2018-2021 MTIP Air Quality Conformity Determination;
- Continued on-going participation and partnerships with local, regional, and state agencies on various air pollution mitigation efforts. Efforts are not solely focused on transportation/mobile source emissions; and
- Continued partnership with Oregon Department of Environmental Quality (DEQ) to assist with modeling to support background and regulatory compliance efforts addressing the 2015 updated ozone national ambient air quality standards (NAAQS).

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 2017-18:

- Complete and submit to federal partners the 2018-2021 MTIP Air Quality Conformity Determination. (Fall 2017)
- Consult, coordinate, and collaborate on air quality and transportation conformity related items with Oregon DEQ, local, regional, state, and federal partners as well as interested community-based organizations. (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:

Fiscal Year	Total Budget	FTE Comparison
2015-16	26,689	0.15

FY 2016-17 Cost and Funding Sources:

Requirements:		Resources:	
Personal Services	\$ 19,137	STP	\$ 25,424
Interfund Transfers	\$ 9,197	Metro	\$ 2,910
TOTAL		TOTAL	
	\$ 28,334		\$ 28,334

Full-Time Equivalent Staffing

Regular Full-Time FTE	0.155
TOTAL	0.155

FY 2017-18 Cost and Funding Sources:

Requirements:		Resources:	
Personal Services	\$ 31,172	PL	\$ 43,432
Interfund Transfers	\$ 12,260		
TOTAL		TOTAL	
	\$ 43,432		\$ 43,432

Full-Time Equivalent Staffing

Regular Full-Time FTE	0.255
TOTAL	0.255

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 federal 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 historically 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:

- Continued updating and distributing an internal language assistance guide to help staff take advantage of resources to provide access for people who do not speak English well.
- Continued 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.
- Continued the 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, 2016 to the Oregon Department of Transportation on Aug. 30, 2016, to comply with Federal Highway Administration civil rights reporting requirements.
- Updated a Limited English Proficiency Plan and Implementation Plan based on new Factor One (of the Department of Justice Four Factor Analysis) data and analysis, August 2015.
- Submitted a Title VI Program, including the above Limited English Proficiency Plan and Implementation Plan, to the Federal Transit Administration Civil Rights Officer to comply with FTA civil rights guidance, September 2015.
- Updated the Limited English Proficiency Factor One (of the Department of Justice Four Factor Analysis) data and analysis for the Southwest Corridor Plan and the Powell Division Transit and Development Project corridors, October 2015.

- 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.
- Continued to implement the Transportation Equity Analysis work plan as a component of the 2018 Regional Transportation Plan update.

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 2017-2018:

- Submit a Title VI Compliance Report covering 12 months of activity through June 30, 2017 to the Oregon Department of Transportation, to comply with Federal Highway Administration civil rights reporting requirements. (First Quarter 2017-18)
- LEP Plan implementation: complete all tasks identified in the LEP Plan through June 2018, which – for this fiscal year – consists primarily of monitoring, assessing and improving internal processes for the program through efforts to engage English language learners. (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)
- Conduct specific engagement to populations of color, limited English proficiency populations and low-income populations for the Southwest Corridor Plan draft Environmental Impact Statement process (NEPA).
- Continue to work with local jurisdictions and environmental justice leaders on methodology for a Transportation Equity Analysis 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. (Through First Quarter 2017-18)

- Conduct Transportation Equity Analysis for future benefits, burdens and disparate impact analyses for the Metropolitan Transportation Improvement Program. (First Quarter 2017-18)
- Begin Transportation Equity Analysis for future benefits, burdens and disparate impact analyses for the 2018 Regional Transportation Plan.
- 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)
- Coordinate with the implementation of the Metro Equity Strategy. (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:

<u>Fiscal Year</u>	<u>Total Budget</u>	<u>FTE Comparison</u>
<u>2011-12</u>	<u>\$62,182</u>	<u>0.45</u>
<u>2012-13</u>	<u>\$53,940</u>	<u>0.45</u>
<u>2013-14</u>	<u>\$122,644</u>	<u>0.50</u>
<u>2014-15</u>	<u>\$50,191</u>	<u>0.41</u>
<u>2015-16</u>	<u>113,658</u>	<u>0.7</u>

FY 2016-17 Cost and Funding Sources:

Requirements:		Resources:	
Personal Services	\$ 93,353	PL	\$ 124,561
Interfund Transfers	\$ 31,208		
TOTAL		TOTAL	
	\$ 124,561		\$ 124,561

Full-Time Equivalent Staffing

Regular Full-Time FTE	0.7
TOTAL	0.7

FY 2017-18 Cost and Funding Sources:

Requirements:

Personal Services	\$	103,952
Interfund Transfers	\$	40,886

Resources:

PL	\$	144,838
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TOTAL	\$	144,838		TOTAL	\$	144,838
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Full-Time Equivalent Staffing

Regular Full-Time FTE	0.75
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TOTAL	0.75
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Complete Streets

Description:

Metro's "Complete Streets" Program 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 Complete Streets Program 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.

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, and that help balance multiple modes for functioning complete streets.
- 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; Program website with tools and resources; visual library of best practices; forums, workshops and tours.
- Implement regional street-design policy and recommendations in Regional Transportation Safety Plan by participating in local project development and design activities, including

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

- 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 Program to increase awareness and use of the Program and 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.

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.

- In FY 2015 -16 the project got underway and completed the following elements: Finalized the work scope and timeline for program update; developed a communication plan as part of the 2018 RTP update; developed a project fact sheet and webpage; identified members and meeting dates for the technical work group; conducted expert interviews on the topics included in the update – these interviews informed finalization of the work plan and the Consultant scope of work; finalized the Consultant scope of work and IGA with ODOT; developed presentation and walking tour with Mark Fenton in coordination with the Regional Snapshot program; developed an agenda of workshop(s) and/or best practice tour(s) and regional forums for the course of the project; developed six draft case studies for the project; developed Concept plan for Program webpage, tools, technical assistance and resources; initiated development of a photographic library of examples of livable streets and communities in the region; initiated development of schematics and visualizations of regional transportation concepts.

Methodology:

Metro has traditionally participated in local project-development activities for regionally funded transportation projects. During FY 2017-18, the Complete Streets Program will continue to focus those activities on projects that directly relate to implementation of Region 2040 land use components, including active transportation projects and other multimodal projects funded through the Metropolitan Transportation Improvement Program (MTIP).

Updates to the handbooks and additional activities in FY 2017-18 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 will work cross departmentally within Metro, specifically for elements relating to 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.

Design is one of eight policy priority areas of the 2018 Regional Transportation Plan update; therefore, program activities will be coordinated with the update of the 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*. Opportunities to coordinate and collaborate with partner agencies, including ODOT and DLCD, will be actively sought out in order to more effectively increase understanding, awareness and acceptance of Livable Streets.

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; 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.

Building on suggestions, requests for changes and extensive recommendations in regional freight, safety and active transportation plans, Metro will also seek input early on from a variety of stakeholders to frame the project. A technical work group will meet approximately six times over the course of the update to the handbooks to provide 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 2017-18:

- Workshop(s) and/or best practice tour(s) and regional forum
- Best practices scan
- Updated Program webpage with resources including schematics, photo library, library of external resources, community and personal stories and case studies
- Updated draft of Creating Livable Streets handbook
- Updated draft of Green Streets handbook
- Updated draft of Trees for Green Streets handbook
- New draft handbook on Regional Trail Design
- Draft updated policy language for the 2018 RTP
- Updated draft RTP design classification maps

Entities Responsible for Activity:

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

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
2014-15	234,581	1.1
2015-16	324,762	1.4

FY 2016-17 Cost and Funding Sources:

Requirements:		Resources:	
Personal Services	\$ 140,877	PL	\$ 58,770
Interfund Transfers	\$ 84,224	STP	\$ 124,855
Materials and Services	\$ 23,300	Metro	\$ 64,776
TOTAL		TOTAL	
	\$ 248,401		\$ 248,401

Full-Time Equivalent Staffing

Regular Full-Time FTE	1.0
TOTAL	1.0

FY 2017-18 Cost and Funding Sources:

Requirements:		Resources:	
Personal Services	\$ 140,049	STP	\$ 160,703
Interfund Transfers	\$ 55,083	Metro	\$ 39,603
Materials and Services	\$ 12,300	Other	\$ 7,126
TOTAL		TOTAL	
	\$ 207,432		\$ 207,432

Full-Time Equivalent Staffing

Regular Full-Time FTE	0.95
TOTAL	0.95

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:

- Continued the Public Engagement Review Committee and public engagement review process to ensure that Metro's public involvement is effective, reaches diverse audiences and harnesses emerging best practices.
- Conducted public engagement for Southwest Corridor Plan, documented in the *Southwest Corridor Plan public engagement summary, October 2014 to May 2016*, June 2016 and the (DEIS) Scoping report, November 2016.
- Conducted public engagement Powell-Division Transit and Development Project, documented in public engagement reports in March 2014, June 2014, September 2014, March 2015, June 2015, November 2015 and September 2016.
- Conducted outreach and public comment opportunities for the policy update for the Metropolitan Transportation Improvement Program as well as project solicitation and public review for regional flexible funds included in that program, documented in the regional flexible funds engagement report in December 2016.
- Continued outreach and public comment opportunities the 2018 Regional Transportation Plan update. (Ongoing)
- Produced the annual public involvement report for Metro, reviewing and evaluating public involvement processes across the agency.

Methodology:

Metro's public involvement practices follow the agency's Public Engagement Guide (formerly the Public Involvement Policy for Transportation Planning) which reflects changes in the prior federal transportation authorization act, Moving Ahead for Progress in the 21st Century Act (MAP-21); the guide will be updated to reflect changes in the current federal transportation authorization act, Fixing America's Surface Transportation Act (FAST Act). 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, which are addressed more specifically in this report's Title VI and Environmental Justice section. 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 2017-2018:

- 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. (Annual activity)
- Produce the annual public involvement report for Metro, reviewing and evaluating public involvement processes across the agency. (Annual activity)
- Continue to engage the public in the SW Corridor through the draft Environmental Impact Statement for a transit project process (NEPA) and other project implementation. (Ongoing)
- Continue outreach and public comment opportunities the 2018 Regional Transportation Plan update. (Ongoing)
- Conduct outreach and public comment opportunities for the Metropolitan Transportation Improvement Program (through First Quarter 2017-18)

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 investments in ITS communications infrastructure based on the Communications Master Plan, regional resources and regional partnerships.
- 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 (e.g., Mobility on Demand and Smart City initiatives).
- Support regional understanding of, and opportunities for connected and autonomous vehicles.
- 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 2016-17, the Regional Mobility Program:

- Administered TSMO projects sub-allocated in the 2012-15 MTIP and 2016-2018 MTIP. Participated in project coordination meetings.
- Continued the Congestion Management Process (CMP).
- Updated the Regional ITS Architecture and created a regional Communications Master Plan.
- Coordinated and participated in monthly TransPort meetings.
- Coordinated TSMO-related professional development and training opportunities.
- Held connected and automated vehicle presentations and discussions at TransPort to begin developing a regional vision in advance of a TSMO Plan update.
- Provided input to transit signal priority planning region-wide, for Powell/Division and Southwest Corridor high capacity transit projects.
- Participated in the Traffic Incident Management (TIM) Coalition for the Portland area.
- Participated at federal level: hosted FHWA Operations workshop on Traffic Management Capability Maturity Framework (TMCMF), presented at FHWA Active Transportation Demand Management peer exchange in New York State.

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 guide implementation of the region's ITS communications network under the Communications Master Plan. 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. The TSMO program coordinates projects that were prioritized for a sub-allocation of federal funds for 2016-2018, consistent with the Regional TSMO Plan. The program will continue to coordinate 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. CMP performance monitoring will continue (e.g., Regional Mobility Corridor Atlas) 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. Portal will continue to expand the collection, archiving, and uses of multimodal performance data in a way that will enhance the region's ability to diagnose and address congestion and support multimodal operations.

Tangible Products Expected in FY 2017-18:

- Manage projects funded with FY2016-2018 MTIP to advance priority projects as identified in the 2010-2020 Regional TSMO Plan (ONGOING)
- Provide strategic and collaborative program management including coordination of activities for TransPort, Portal Technical Advisory Committee, ITS Architecture, ITS Network Management Team, Traffic Incident Management (TIM) Coalition, Central Signal System Users Group, Cooperative Telecommunications Infrastructure Committee and other regional TSMO-related forums. (ONGOING)
- Support implementation of the Arterial Performance Measure Regional Concept of Operations (RCTO) to expand real-time, multimodal traffic surveillance and performance data collection capabilities including signal controller software enhancements. (ONGOING)
- Begin to scope project to upgrade or replace the Regional Signal System and form partnerships. (ONGOING)
- Begin scoping TSMO Plan Update by exploring topics including equity, safety, resiliency, connected vehicles, autonomous vehicles, vehicle-to-X communications, transit signal priority, freight signal priority, mobility as a service/mobility on demand (e.g., public-private partnerships), performance measures, big data analytics and asset management. (ONGOING)
- I-84 Multimodal Integrated Corridor Management (ICM) Deployment Plan (See UPWP narrative)
- Support Congestion Management Process (ONGOING)

Entities Responsible for TSMO Activity

Polymaking, Cooperation, Collaboration & Grant Recipients

- *Metro Council*
- *Metro (Lead Agency)*
- *Joint Policy Advisory Committee on Transportation (JPACT)*
- *Transportation Policy Alternatives Committee (TPAC)*
- *TransPort and subcommittees (includes Portal Technical Advisory Committee, ITS Architecture Subcommittee, ITS Network Management Team, Traffic Incident Management Coalition)*
- *Transportation Research and Education Center (TREC)*
- *Portland State University*
- *Federal Highway Administration (FHWA)*
- *Federal Transit Administration (FTA)*

- US DOT ITS Joint Program Office
- Oregon Department of Transportation (ODOT)
- TriMet
- Port of Portland
- Counties of Clackamas, Multnomah and Washington
- Cities of Beaverton, Gresham, Hillsboro, Portland, Lake Oswego, Tigard and 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
2014-15	\$69,963	1.46
2015-16	\$193,735	0.9

FY 2016-17 Cost and Funding Sources:

Requirements:		Resources:	
Personal Services	\$ 90,624	STP	\$ 75,214
Interfund Transfers	\$ 57,566	STP - TSMO	\$ 60,000
Materials and Services	\$ 2,500	Metro	\$ 15,476
TOTAL		TOTAL	
	\$ 150,690		\$ 150,690

Full-Time Equivalent Staffing

Regular Full-Time FTE	0.65
TOTAL	0.65

FY 2017-18 Cost and Funding Sources:

Requirements:

Personal Services	\$	46,501
Interfund Transfers	\$	18,289
Materials and Services	\$	8,156

Resources:

STP – TSMO	\$	65,454
Metro	\$	7,492

TOTAL	\$	72,946	TOTAL	\$	72,946
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Full-Time Equivalent Staffing

Regular Full-Time FTE	0.318
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TOTAL	0.318
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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)
- Lead process for updating and adoption of the new RTO Strategic Plan (2017-18). Plan will provide direction for new regional funding investments aimed at reducing greenhouse gas emissions and expanding funding opportunities for Safe Routes to School education and outreach.
- Support regional coordination and collaboration around travel options education and outreach. Convene working group of partners. Provide support for partner agency education and outreach activities. Lead development of regional education, outreach and awareness initiatives. Facilitate Portland-region implementation of ODOT transportation options education and outreach 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 to reducing vehicle miles traveled and improving 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. (ONGOING)

Previous Work:

In FY 2015-16 and FY 16-17 quarters 1 and 2, the Regional Travel Options Program:

- Completed the 2015-17 RTO grant solicitation process. Awarded grants to 17 projects, totaling \$2.5 million.
- Completed the 2017-19 RTO grant solicitation process. Awarded grants to 18 projects, totaling \$2.1 million.
- 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 More Challenge,” “Bike Month,” “Drive Less Challenge,” and others.
- Began solicitation for the 2013-2016 RTO evaluation that will be broken into reports by key topics: Commuters, Neighborhoods, Traveler Information & Services, Health/Active Transportation and Administration. These reports will provide findings to aid in the RTO Strategic Plan update beginning Spring 2017.

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 2014 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 developed a multiple account evaluation framework to better capture the range of outcomes delivered by RTO grant partners and to align projects with RTP performance measures. In keeping with the RTP mode share targets, a primary RTO performance measure is shifting mode share to approximately a 50% non-drive-alone trips by 2035.

Tangible Products Expected in FY 2017-18:

- Develop and update tools to support coordination of RTO partners education and outreach activities including a marketing plan, calendar and shared marketing materials. (ONGOING)
- Manage the Regional Travel Options sponsorship program, which supports community and regional travel options partners through events and limited duration community outreach initiatives that promote and educate the public about travel options. (ONGOING)
- Distribute the Bike There! map through area retail outlets, distribute free copies of the flatmap to employment sites to encourage and assist employees in finding their route to work. (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, including evaluations and surveys. (ONGOING)
- Coordinate with Mobility on Demand (MOD) partners, real-time traveler information partners to advance Active Transportation Demand Management (ATDM) strategies and increase use of travel options.
- Coordinate with City of Vancouver and C-TRAN on bi-state commute programs. (ONGOING)
- Implement and manage FY 17-19 Regional Travel Options grants and past grants that are still active. (ONGOING)
- Begin 2019 Regional Travel Options strategic plan update

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
Transportation Research and Education Center (TREC) – 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
SW Regional Transportation Council – Cooperate/Collaborate
Washington State Department of Transportation – Cooperate/Collaborate
Beaverton School District – Grant Recipient
City of Gresham – Grant Recipient
City of Lake Oswego – Grant Recipient
City of Milwaukie – Grant Recipient
City of Portland – Grant Recipient
City of Tigard – Grant Recipient
City of Vancouver – Cooperate/Collaborate
City of Wilsonville/Wilsonville SMART – Grant Recipient
Clackamas Community College – Grant Recipient
Clackamas County – Grant Recipient
Community Cycling Center – Grant Recipient
C-TRAN – Cooperate/Collaborate
Explore Washington Park – Grant Recipient
Go Lloyd – Cooperate/Collaborate
Gresham Area Chamber of Commerce – Grant Recipient
Hillsboro Parks and Recreation – Grant Recipient
Multnomah County – Grant Recipient
National Safe Routes to School Alliance – Grant Recipient
Oregon Walks – Grant Recipient
Portland Community College – Grant Recipient
Portland Public Schools – Grant Recipient
Ride Connection – Grant Recipient
The Street Trust – Grant Recipient
TriMet – Grant Recipient, Cooperate/Collaborate
Washington County – Grant Recipient, Cooperate/Collaborate
West Columbia Gorge Chamber of Commerce – Grant Recipient
Verde – Cooperate/Collaborate
Westside Transportation Alliance TMA – Grant Recipient

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
2014-15	\$2,286,261	5.35
2015-16	\$2,280,818	4.25

FY 2016-17 Cost and Funding Sources:

Requirements:		Resources:	
Personal Services	\$ 439,542	FTA-STP	\$ 1,819,926
Interfund Transfers	\$ 199,580	ODOT-FHWA-STP	\$ 303,000
Materials and Services	\$ 1,604,600	Metro	\$ 120,796
TOTAL		TOTAL	
	\$ 2,243,722		\$ 2,243,722

Full-Time Equivalent Staffing

Regular Full-Time FTE	3.75
TOTAL	3.75

FY 2017-18 Cost and Funding Sources:

Requirements:		Resources:	
Personal Services	\$ 534,858	FTA-STP	\$ 1,961,839
Interfund Transfers	\$ 211,539	ODOT-FHWA-STP	\$ 225,000
Materials and Services	\$ 1,544,070	Metro	\$ 103,627
TOTAL		TOTAL	
	\$ 2,290,467		\$ 2,290,467

Full-Time Equivalent Staffing

Regular Full-Time FTE	4.282
TOTAL	4.282

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.
- Update regional freight vision and policies for the 2018 Regional Transportation Plan.
- 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 FAST Act and 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.

Previous Work:

In FY 2016-17, major freight program tasks completed included:

- Continued to participate in monthly Portland Freight Committee and quarterly State Oregon Freight Advisory Committee.
- Participated in the Oregon Freight Intermodal Connector System (OFICS) Study, Technical Advisory Committee.
- Under the FAST Act, provided recommendations to USDOT, and develop with ODOT an expanded Metro region-wide network for the Interim National Multimodal Freight Network.
- Provided advice and modeling expertise to the City of Portland and their consultant for the Regional Over-Dimensional Truck Route Study.
- Participated in and provided over-site to the Project Management Team (PMT), for completion of the Regional Over-Dimensional Truck Route Study in February of 2017.
- Participated in the proposals of the Regional Flexible Fund Allocations (RFFA) for current and future regional freight programs and studies.

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 2017-18 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 updating the Regional Freight Plan as part of the 2018 Regional Transportation Plan. With the input of the Regional Freight Work Group, and policy guidance from TPAC and JPACT, the plan will be updated as the Regional Freight Strategy. 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 2017-18:

- Update Freight Element of 2018 RTP (2017)
- Update Regional Freight Plan (2017-2018)
- Lead and prepare materials for the Regional Freight Work Group (2017-2018)
- 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).

Entity/ies Responsible for Activity:

- Metro Council (Lead Agency)
- Joint Policy Advisory Committee on Transportation (JPACT)
- Transportation Policy Alternatives Committee (TPAC)
- Regional Freight Work Group (input and coordination of the 2018 Regional Transportation Plan and Regional Freight Strategy)
- 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	0.51
2014-15	\$192,713	0.95
2015-16	\$108,586	0.53

FY 2016-17 Cost and Funding Sources:

Requirements:

Personal Services \$ 77,311
 Interfund Transfers \$ 46,221

Resources:

PL \$ 2,829
 STP \$ 108,307
 Metro \$ 12,396

TOTAL	\$ 123,532	TOTAL	\$ 123,532
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Full-Time Equivalent Staffing

Regular Full-Time FTE 0.55

TOTAL	0.55
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FY 2017-18 Cost and Funding Sources:

Requirements:

Personal Services	\$	69,015
Interfund Transfers	\$	27,144

Resources:

STP	\$	86,283
Metro	\$	9,876

TOTAL	\$	96,159	TOTAL	\$	96,159
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Full-Time Equivalent Staffing

Regular Full-Time FTE	0.475
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TOTAL	0.475
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II. RESEARCH AND MODELING

GIS Mapping and Land Information

Description:

The Data Resource Center (DRC) provides Metro and the region with geospatial data services including: aggregation, standardization, storage systems, applications, and analytic products. DRC performs the following primary activities:

- Data Development: DRC 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 clients. The data support land use and transportation planning, parks and natural areas planning and management, solid waste management, performance measurement, transport forecast modeling, and land use forecast modeling.
- Client Services: DRC provides technical assistance, Geographic Information System (GIS) products, and analytic services to internal Metro programs, local jurisdictions, TriMet, the Oregon Department of Transportation (ODOT), and external customers. The latter include local government partners and RLIS subscribers.
- Policy and land use performance measures: DRC maintains spatial data from which it produces maps, statistics, and data visualizations for monitoring the performance of Metro's policies and growth management programs.
- Transportation System Monitoring: The DRC manages a wide array of transportation-related data to benchmark characteristics of the transportation system. The work elements include compiling region-wide data, reviewing and interpreting regional and national reports, and processing of data requests.

Objectives:

The primary DRC objective is to ***provide a solid data and analytic foundation for decision support, planning support, and program management support*** to Metro and the region. This includes:

- Spatially-enabled land use and transportation data to support Metro's forecast modeling needs
- Up-to-date land use information for mapping and visualization
- 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 Department
- Provided custom mapping and analysis to Metro Property and Environmental Services
- Provided custom mapping and analysis to Metro Parks and Nature Department
- Maintained RLIS datasets, providing quarterly updates to subscribers and partners
- Managed contract to acquire regional orthophotography for partners
- Developed and analyzed regional demographic data
- Conducted Limited English Proficiency and Environmental Justice analysis to comply with federal regulations
- Mapped regional employment sites
- Acquired and combined rental market data from various sources to support the Land Development Monitoring Program

- Analyzed 20 years of RLIS data to produce longitudinally consistent land consumption, redevelopment and infill statistics for the Metro region in support of the Land Development Monitoring Program
- Prepared datasets of observed information to assist in the validation of Metro's land use forecast model (i.e., MetroScope)
- Updated regional bicycle network data
- Updated trail network and trail usage data
- Provided mapping and analysis to visualize crash incident data
- Updated the database and server infrastructure to more efficiently manage and deliver data
- Established a web site that summarizes Daily VMT and Daily VMT per capita, transit, and population data for the Portland Federal-Aid Urban Area as well as the Metropolitan Statistical Area
- Compiled TriMet patronage and new fare structure information
- Collected parking cost information for key areas within the Portland Central Business District (CBD) and the Lloyd Area
- Researched gasoline prices per gallon for the Portland Area, Oregon, the West Coast, and the U.S., and prices per barrel of oil nationally
- Reviewed and commented on key documents that pertain to comparisons of national system performance (e.g., Texas Transportation Institute – Urban Mobility Report, FHWA – Federal Highway Statistics, FHWA – HPMS Summary Report – National Transit Database)
- Provided information to those seeking system performance data (e.g., traffic counts, Daily VMT per capita, transit ridership comparisons of top 50 reporting agencies in U.S. – including Portland)
- Assembled transportation system performance data for inclusion into the next Metro Performance Measures document
- Consolidated and standardized historic traffic count data in centralized database for improved reporting, visualization, and distribution
- Developed and implemented a traffic count data collection contract with input from local jurisdictions, ensuring that cutlines and count locations were not duplicative of other agencies' traffic count collection efforts (and collected and compiled regional counts)
- Provided RLIS and ad hoc data to members of the public and private entities through DRC public information support

Methodology:

Metro's Urban Growth Boundary (UGB) administrative mandates require the collection and maintenance of the land use information in RLIS. The Metropolitan Planning Organization (MPO) mandates for transportation planning require the maintenance of population and employment data for the bi-state region, as well as transportation system data. In addition, the Metro Council requires regularly-updated information to monitor progress toward regional goals. DRC performs analysis to turn collected data into performance measures that provide monitoring and decision support.

Forecast model applications require the use of data including travel costs (auto operating and driving cost per mile, parking costs, transit fares). In addition, model applications must be validated against observed system performance data such as traffic counts, vehicle miles traveled and transit patronage. Accordingly, Metro assembles select traffic counts annually and coordinates with local jurisdictions to avoid duplication of efforts.

DRC also innovates in response to client needs for new analytic techniques or data during the course of the year. These ad hoc activities give scope for creative new solutions and increase DRC value to Metro planning and operations efforts.

Tangible Products Expected in fiscal years 2017-2018:

- Fulfill the needs of Metro Planning and Development Department, including analytic and cartographic products to serve the Regional Transportation Plan update and other tasks as needed (ONGOING)
- Fulfill the needs of Metro Property and Environmental Services and Parks & Nature Departments, including analytic and cartographic products, data system upgrades, and application development as needed (ONGOING)
- RLIS Live quarterly updates (ONGOING)
- New versions of the regional bicycle network and trail counts data (ONGOING)
- New regional aerial orthophoto products for Metro and its partners (ONGOING)
- Updated regional demographic and socio-economic data (e.g., income, race, ethnicity, age, employment, education) (ONGOING)
- Coordinate with local jurisdictional agencies to help provide updated regional demographic data to them to allow for easier demographic analysis around current and planned transportation projects (ONGOING)
- Updated strategic plan for data management and sharing to sustain centralized, consistent and cost-effective storage and maintenance of regional data. (ONGOING)
- New set of 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/TransGIS. (ONGOING)
- 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)
- Coordinate regional emergency response entities to maintain a single street centerline data set that can be used by all (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 land use and transport system monitoring data acquisition, analysis, and reporting resources (ONGOING)
- Collect and standardize key transportation-related performance measures for improved reporting, visualization and distribution (ONGOING)
- Continue providing RLIS and ad hoc data to members of the public and private entities through DRC public information support (ONGOING)
- Creative analytic solutions to ad hoc transportation and land use planning data visualization and performance measurement needs from the Planning & Development and other Metro Departments through innovation activities (ONGOING)

- Provide data, analysis and application support to the Regional Economic Value Atlas
- Provide data and technical expertise to TriMet in the development of a multi-modal trip planning tool
- In conjunction with PSU, coordinate data collection, storage, and delivery for regional bicycle and pedestrian data

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
2014-15	\$1,821,176	9.48
2015-16	1,753,816	6.111

FY 2016-17 Cost and Funding Sources:

Requirements:

Personal Services	\$ 774,300
Interfund Transfers	\$ 639,427
Materials and Services	\$ 201,790

Resources:

PL	\$ 232,971
STP	\$ 120,393
ODOT Support	\$ 53,217
TriMet Support	\$ 65,418
Metro	\$ 1,027,875
Other	\$ 115,643

TOTAL	\$ 1,615,517	TOTAL	\$ 1,615,517
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Full-Time Equivalent Staffing

Regular Full-Time FTE	6.13
TOTAL	6.13

FY 2017-18 Cost and Funding Sources:

Requirements:

Personal Services	\$	732,651
Interfund Transfers	\$	481,930
Materials and Services	\$	143,600

Resources:

PL	\$	158,370
ODOT Support	\$	153,192
TriMet Support	\$	128,719
Metro	\$	769,589
Other	\$	148,312

	\$	1,358,182		\$	1,358,182
	TOTAL			TOTAL	

Full-Time Equivalent Staffing

Regular Full-Time FTE	5.681
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	5.681
TOTAL	

Economic, Demographic and Land Use Forecasting

Description:

The socio-economic research center (SERC) is a business line within Metro's Research Center (RC). SERC provides historical and forecast estimates of economic activity, population, and land use distribution to Metro's transportation and land use planners. Historic estimates offer benchmark information to help calibrate the travel demand and land use forecast models and provide performance metrics to help planners understand current conditions. SERC provides forecasts of future economic, population, and land use conditions in various geographies ranging from regional (MSA) to transportation analysis zone (TAZ) level. Forecast periods range from 20 to 50 years into the future. Metro planners use the projections to study transportation corridor needs, formulate regional transportation plans, analyze the economic impacts of potential climate change scenarios, and to develop land use planning alternatives. The latter include performance-based growth management and urban / rural reserves studies. At times, local jurisdictions use the forecast products for their own comprehensive plan and system plan updates.

SERC regularly updates long-range economic and demographic projections in order to incorporate the latest observed changes in demographic, economic, and real estate development conditions. Given forecast uncertainty, SERC produces "risk-ranges" that quantify the variability in baseline growth projections which in turn inform risk analysis that tests alternative growth scenarios to evaluate ranges of potential economic, demographic, and land use impacts.

Objectives:

The primary objective of the SERC unit is to ***provide robust employment, population, and land use projections to regional policy makers***. State regulations and federal guidance inform these activities, which use the best available tools to carry out forecasting efforts. SERC sees that forecasts are peer reviewed and coordinated with local jurisdictions per state law.

To provide this information SERC maintains sets of econometric models and pre- and post-processor modules that produce regional growth projections for economic and demographic data series. RC updates model inputs and equations on a periodic basis in ensure that the forecast products remain relevant and valid.

Previous Work:

Survey, Data Acquisition, and Research

- **Residential Housing Preference Survey**. Using the household preference survey for the Metro region from 2010, a deeper examination of the data is being performed to potential update and revise parameters for the land use model. This project is underway with the assistance of a consultant. The stated preference survey was designed to determine if tastes and preferences for housing might shift in future years as regional demographics evolve. Analysis of the survey data is expected to be delivered to Metro by the consultant by September 2017.
- **Buildable Land Inventory** -- The equilibrium land use model –MetroScope –needs land supply estimates based on observed data that incorporate the regulatory framework, development constraints, and development incentives. A Developer Supply Processor (DSP) is being developed by a consultant using development pro forma methods to refine the buildable land inventory so that it better reflects prevailing real estate development assumptions. This refinement should provide more accurate estimates of the land supply situation and therefore the land use model should produce more realistic real estate development results.

Model Maintenance

- Regional macro-economic model – Modernized the regional model to a new forecasting software platform supported by the vendor for U.S. macroeconomic forecast. Also during the project, tasks included re-estimating the model equations with the most current regional population and employment estimates. Prepared additional forecast operation documents to be used with the new model developments. Validated the model and demonstrated good consistency between forecasts and history after revisions and re-benchmarking have been taken into account.
- 2015 validation (and sensitivity testing) of MetroScope land use model – After updating to a base year of 2015 using interpolations of Census ACS data and BLS employment data and other revisions, the changes warrant a deeper examination of the model including validation of model results against ex post 2015 data. Model sensitivities are also being tested over inputs and parameters. The 2018 RTP update will rely on a land use forecast that pivots from this latest land use model update.
- MetroScope viewer update – In conjunction with validation and sensitivity, staff is producing new templates for displaying and explaining model results. Diagnostic and land use statistics are being standardized into common formats order that future validation and sensitivity exercises can be compared temporally and also provide feedback concerning the model's performance for re-calibration as needed.
- Creating a Land Development Monitoring Program – in order to properly validate the recent updates to the land use model, staff is preparing new data to independently evaluate the land use model's forecasting performance. Independent and verifiable rental information, land consumption, infill, and redevelopment estimates are needed and being prepared by the DRC. This data is based on observed current information.

Methodology:

Survey, Data Acquisition, and Research

- Stakeholder involvement – local review of land use model inputs, assumptions, and outputs is a key quality assurance aspect of SERC forecasting.
- Buildable Land Inventory (BLI) --Sustain existing and develop new sources of land market performance and firm decision-making to inform the BLI and related cyclical data products
- Market Research – use consumer surveys to investigate the perceived difference in actual market choices vs. stated preferences (similar to the use of revealed and stated preferences in travel demand forecasting), and establishment surveys to investigate how suppliers make decisions.
- Performance Measures-use observed data and market research to produce analytic findings that measure land market performance.

Model and Analytic Tool Improvements

- Model Development--Use observed market data, data-driven estimates, and surveys to inform appropriate changes to model structure, model inputs, and model output interpretation.
- Innovation--Respond in creative ways to ad hoc requests for analytic improvements.

Model Maintenance

- Validation--Conduct appropriate validation exercises for forecast models.
- Upkeep--Maintain model software in sustainable software frameworks.

Tangible Products Expected in FY 2017-18:

Survey, Data Acquisition, and Research (Model Improvements also listed here for clarity)

- Metro will form standing committees that can help sustain forecasting activities and advise and review model enhancements (such as buildable land inventory upgrades and a developer supply pre-processor), and model structural improvements (potentially improved accounting for differences in observed market share vs. stated preference and self selection bias in the consumer module)
- Publishing data products from the new Land Development Monitoring Program in the form of residential rental price and supplier redevelopment location, type, and frequency, with associated analytic findings in the form of market performance measures
- Developer Supply treatments – if data support the concept, create a BLI pre-processor to further distinguish parcels which have a positive likelihood of available redevelopment from the larger pool of parcels that have the potential to redevelop. A later phase, if LDMS data support it, may seek to incorporate an improved supply module into the main body of the MetroScope model.
- Conjoint market analysis - use validated SP residential survey data to complete a market analysis assessing residential market share vs. stated preference, and if possible to re-scale MetroScope parameters in the residential demand equations based on the findings. (Task has been started but not expected to be completed until next FY)
- Residential self-selection bias –with consultant support staff will examine means of better addressing potential selection bias effects in MetroScope, perhaps through a neighborhood choice level in the residential (consumer) module. (Task won't be initiated until after proper vetting of the research findings from the conjoint market analysis)
- Develop a peer reviewed housing and transportation cost calculator for the current year and future year based on outputs derived from the MetroScope land use model (i.e., housing cost estimates) and Metro's own travel demand model (i.e., travel costs based on auto ownership, value of time and other travel factors)

Model Maintenance

- Regional macro model – 1) re-estimate and re-calibrate regional model for upcoming forecast needed for the 2018 urban growth management decision; 2) thoroughly validate the EvIEWS version of the regional macro model. (Note: vendor is no longer supporting the maintenance of the old software)
- MetroScope model re-validation exercise – complete the validation and model recalibration as the basis for devising a five year land use model and data improvement program
- Creative analytic solutions to ad hoc transportation and land use planning data visualization and performance measurement needs from the Planning & Development and other Metro Departments through innovation activities (ONGOING)

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	2.6
2014-15	\$576,019	2.4
2015-16	\$600,099	2.528

FY 2016-17 Cost and Funding Sources:

Requirements:

Personal Services	\$ 198,201
Interfund Transfers	\$ 163,677
Materials and Services	\$ 67,820

Resources:

PL	\$ 89,090
STP	\$ 161,408
ODOT Support	\$ 96,243
TriMet Support	\$ 64,483
Metro	\$ 18,474

TOTAL	\$ 429,699	TOTAL	\$ 429,699
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Full-Time Equivalent Staffing

Regular Full-Time FTE	1.553
TOTAL	1.553

FY 2017-18 Cost and Funding Sources:

Requirements:

Personal Services	\$	197,163
Interfund Transfers	\$	129,692
Materials and Services	\$	113,000

Resources:

PL	\$	35,918
STP	\$	269,161
ODOT Support	\$	23,437
TriMet Support	\$	71,590
Metro	\$	39,749

	\$	439,855		\$	439,855
		TOTAL			TOTAL

Full-Time Equivalent Staffing

Regular Full-Time FTE	1.483
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	1.483
	TOTAL

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 travel behavior surveys, 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 Travel Behavior Survey, New Model, Model Maintenance, and Statewide and National Professional Involvement categories.

Previous Work:

Travel Behavior Surveys

- The last travel behavior survey for this region was conducted in 2011. The data serves as a basis to understand the degree that various stimuli (demographics, urban form, cost, travel time, lifestyle choices, etc.) affect traveler's choices.

New Models

- Activity Based Model: A new dynamic activity based model has been developed for this region. Results from the 2011 travel behavior survey were used in the model estimation.
- Trip Based Model (current model): The trip-based model was re-estimated to better reflect behavior patterns and choice characteristics derived from the household travel behavior survey data. In addition, the model was 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. To meet the match requirement, Metro is performing various tasks throughout the project (e.g., national zonal definition and network coding).
- Bike Routing Algorithm: The routing algorithm is being reviewed to potentially include a variety of simplifying features to ease the application of the tool.

Model Maintenance

- Modeling Network Attributes: Metro reviewed and updated the modeling network assumptions (e.g., uncongested speeds, vehicle throughput capacities, transit line itineraries). These attributes were incorporated into a master network database system.
- Travel Demand Model Input Data: The model input data was modified. Such things as intersection densities, household and employment accessibility, and parking cost assumptions were adjusted to reflect 2015 conditions.
- Travel Demand Model Computer Code: Model application code was modified to address specific needs (e.g., model application interface, code changes required by the model re-estimation)

Statewide and National Professional Engagement

- Oregon Modeling Steering Committee: Staff participated on the OMSC and several affiliated subcommittees.
- Transportation Research Board Committees: Staff served on the TRB Transportation Planning Applications Committee. This committee is instrumental in forming model application guidelines.

Methodology:

Survey and Research

- 2020 Travel Behavior Survey: Work will begin to plan for the next regional travel behavior survey. Research is necessary to ensure that the survey will capture all relevant information and be conducted in a comprehensive and cost effective manner. As in 2011, Metro will likely partner with other Oregon modeling agencies and the Southwest Regional Transportation Council to maximize the geographic span and cross agency utility of the data. It is important that the work begin now to ensure that proper budgetary and coordination steps are completed in a timely manner. In addition, new and emerging data capture technologies need to be investigated.

New Models

- Activity Based Model (DASH): Key efforts in FY2017 include the development of staff expertise, the model validation and sensitivity testing, and the derivation/implementation of a tool acceptance program.
- Trip Based Model (Kate): The *Kate* model was developed during FY2015-16. This model will serve as a basis to initiate further enhancements. Particular focus will be given to the enhancement of the estimation procedures for pedestrian travel. This effort may begin in the spring of 2016.
- 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. The work effort is described in the Behavior Based Freight Model narrative. As necessary, Metro will complete tasks to meet matching requirements for the MTIP dollars being integrated into the project.
- Bike Routing Algorithm: Based upon information gathered in FY2016, the routing algorithm may be refined to facilitate its use.
- Reliability: Based upon federal research conducted in this region (SHRP2 L35, L04), methods to integrate the aspect of system reliability will be incorporated into the model.

Model Maintenance

- Modeling Network Attributes: Metro will continue to collaborate with the regional modeling partners to ensure the validity of 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 Engagement

- 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 influence national planning guidelines.

Tangible Products Expected in FY 2016-2017:

Survey and Research

- 2020 Travel Behavior Survey: A committee will be set up through the Oregon Modeling Steering Committee to identify key activities and initiate a survey work plan and schedule. The survey implementation plan will be documented. (Quarter 4)

New Models

- Activity Based Model: Documentation that summarizes the validation and sensitivity testing methodology and results. (Quarter 3). Meetings with regional modelers to share the validation and sensitivity testing results. (Quarters 1, 2, 3, and 4).
- 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. (Quarter 4)
- Bike Routing Algorithm: Documentation that reflects the refinements (if any). (third quarter)

Model Maintenance

- Modeling Network Attributes: Modified networks that reflect current assumption sets. (As warranted).
- Travel Demand Model Input Data: Modified model input data that reflect current assumption sets. (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

- Truck model work in collaboration with the Port of Portland and ODOT

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).

Funding History:

Fiscal Year	Total Budget	FTE Comparison
2011-12	\$843,236	2.9
2012-13	\$860,307	4.837
2013-14	\$693,559	4.11
2014-15	\$875,764	3.56
2015-16	\$934,920	3.723

FY 2016-17 Cost and Funding Sources:

Requirements:

Personal Services	\$	540,862
Interfund Transfers	\$	446,651
Materials and Services	\$	148,760

Resources:

PL	\$	613,972
STP	\$	202,716
ODOT Support	\$	51,447
TriMet Support	\$	87,397
Metro	\$	51,889

TOTAL	\$	1,136,273	TOTAL	\$	1,136,273
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Full-Time Equivalent Staffing

Regular Full-Time FTE	4.082
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TOTAL	4.082
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FY 2017-18 Cost and Funding Sources:

Requirements:

Personal Services	\$	778,804
Interfund Transfers	\$	512,289
Materials and Services	\$	34,016

Resources:

PL	\$	924,699
STP	\$	84,196
ODOT Support	\$	25,680
TriMet Support	\$	17,435
Metro	\$	273,100

TOTAL	\$	1,325,110	TOTAL	\$	1,325,110
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Full-Time Equivalent Staffing

Regular Full-Time FTE	5.727
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TOTAL	5.727
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Behavior-Based Freight Model

Project Description for Unified Planning Work Program

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 \$350,000 in Surface Transportation Program (STP) funds as part of the MTIP Regional Freight Analysis and Project Development program.

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 include a representation of the national supply chain, utilizing simulated commodity flows between industrial sectors and allocating external flows into and out of the region to local producer and consumer entities, consistent with economic forecasts from the national Freight Analysis Framework (FAF).

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. After reviewing a range of survey data options, Metro has allocated \$350,000 in STP funding for the model freight data, with an additional \$40,059 in donated in-kind services to be used as the local matching funds Implement the enhanced demonstration model, to include SWIM data integration and non-freight commercial vehicles;

3. Implement the enhanced demonstration model, to include national supply-chain representation 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 2015-16:

1. Survey Instruments (Mobile and web-based applications)
2. Land Use, Economic, Demographic, and Infrastructure Data
3. Initial Implementation of FHWA Demonstration Model

Tangible Products Expected in FY 2016-17:

1. Survey Report / Model Update Memorandum
2. Calibrated and Validated Behavior-Based Freight Model
3. 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 2017-18 Cost and Funding Sources:

Requirements:

Personal Services	\$	40,059
Interfund Transfers	\$	
Materials and Services	\$	700,000

Resources:

SHRP2 C201AP	\$	350,000
STP	\$	350,000
Metro	\$	40,059

TOTAL	\$	740,059		\$	740,059
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Full-Time Equivalent Staffing

Regular Full-Time FTE	0.15
TOTAL	0.15

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, City of Hillsboro, 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 upon request.

Modeling Software

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

Tangible Products Expected in FY 2013-15:

- Data and modeling services to jurisdictions and regional agencies (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
2014-15	\$119,216	0.712
2015-16	\$118,744	.0407

FY 2016-17 Cost and Funding Sources:

Requirements:		Resources:	
Personal Services	\$ 47,863	STP	\$ 66,973
Interfund Transfers	\$ 39,526	ODOT Support	\$ 24,093
Materials and Services	\$ 19,044	TriMet Support	\$ 7,702
		Metro	\$ 7,665
TOTAL		TOTAL	
	\$ 106,433		\$ 106,433

Full-Time Equivalent Staffing

Regular Full-Time FTE	0.35
TOTAL	0.35

FY 2017-18 Cost and Funding Sources:

Requirements:		Resources:	
Personal Services	\$ 49,266	STP	\$ 63,475
Interfund Transfers	\$ 32,407	ODOT Support	\$ 22,691
Materials and Services	\$ 19,014	TriMet Support	\$ 7,256
		Metro	\$ 7,265
TOTAL		TOTAL	
	\$ 100,687		\$ 100,687

Full-Time Equivalent Staffing

Regular Full-Time FTE	0.35
TOTAL	0.35

MPO Management & Services

Description:

Metropolitan Planning Organization (MPO) Management and Services provides overall management and administration of 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)
 - Transportation Policy Alternatives Committee (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 transportation planning programs and mandates 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 four times each year and operates under its own bylaws. Metro staff 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)
- Complete the quadrennial federal certification review by FHWA, FTA and EPA (2016)
- 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 2016-17 fiscal year included:

- Adoption of the revised 2016-17 UPWP.
- Completion of quarterly and year-end planning progress reports submitted to FTA and FHWA via ODOT.
- Coordination with the 2016-17 Metro budget.
- Completion of the 2017 Quadrennial Review.
- Completion of the 2016 annual self-certification.
- Update of the Metro Public Participation Plan.
- Update to the federally mandated Metropolitan Planning Area (MPA) boundary.
- Full implementation of the MOVES mobile emissions model.
- Organization of twelve JPACT meetings and twelve TPAC meetings in 2016-17, as well as coordination of agenda items on Metro Council, MPAC, MTAC meetings as needed.
- Participation in quarterly Oregon MPO and Transit staff meetings and quarterly OMPOC meetings.
- Execution of planning related contracts, procurements and grants.
- Provision of MPO staff support, as needed.

Tangible Products Expected in FY 2016-17:

- Adoption of the 2017-18 UPWP.
- Completion of quarterly and year-end planning progress reports submitted to FTA and FHWA via ODOT.
- Coordination with the 2017-18 Metro budget.
- Completion of the 2017 annual self-certification.
- Complete the quadrennial federal certification review by FHWA, FTA and EPA in Fall 2016.
- Organization of twelve JPACT meetings and twelve TPAC meetings as well as coordination of agenda items on Metro Council, MPAC, MTAC meetings as needed.
- Participation in quarterly Oregon MPO and Transit staff meetings and quarterly OMPOC meetings.
- Execution of planning related contracts, procurements and grants.
- Provision of MPO staff support, as needed.

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
- Oregon MPO Consortium (OMPOC) - 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)

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	8.42
2014-15	\$321,436	1.52
2015-16	\$305,930	1.45

FY 2016-17 Cost and Funding Sources:

Requirements:

Personal Services	\$ 160,175
Interfund Transfers	\$ 74,919
Materials and Services	\$ 46,100

Resources:

PL	\$ 281,194
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TOTAL	\$ 281,194	TOTAL	\$ 281,194
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Full-Time Equivalent Staffing

Regular Full-Time FTE	1.2
TOTAL	1.2

FY 2017-18 Cost and Funding Sources:

Requirements:

Personal Services	\$	164,144
Interfund Transfers	\$	64,560
Materials and Services	\$	46,100

Resources:

PL	\$	274,804
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TOTAL	\$	274,804		TOTAL	\$	274,804
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Full-Time Equivalent Staffing

Regular Full-Time FTE	1.15
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TOTAL	1.15
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IV. METRO CORRIDOR PLANNING AND PROJECTS OF REGIONAL SIGNIFICANCE

Powell-Division Transit Corridor Project

Description:

The Powell/Division Corridor Transit Implementation Plan will coordinate land use and transportation planning efforts for 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.

Based on a transit alternatives assessment and public input, the project steering committee has recommended a Locally Preferred Alternative (LPA) for the transit project that includes the transit mode (bus rapid transit), the route (from downtown Portland on the transit mall to Southeast Division Street to the Gresham Transit Center, and the general stop locations (approximately 1/3 mile apart). In addition, the project partners identified land use actions and station area investments that would support livable communities in the corridor and included them in the City of Portland and City of Gresham Local Action Plans. 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. This process provided the foundation for TriMet's successful application to enter into Project Development with the Federal Transit Administration and sets the stage for a future Small Starts funding application and the initiation of environmental approvals under the National Environmental Policy Act (NEPA).

Based on outreach and analysis, the Steering Committee recommended a Locally Preferred Alternative (LPA) in November and the LPA was adopted by the local jurisdictions in December 2016. The project began the NEPA process by documenting potential impacts and benefits in accordance with federal requirements and will begin the NEPA process in earnest as the design is further refined in 2017.

With local adoption of the LPA, TriMet will lead the design, traffic, and outreach with support from Metro and other project partners.

Metro Council will adopt the LPA at the same time they amend the Regional Transportation Plan. Due to notice requirements, the adoption of the LPA will be later, in Spring 2017.

Objectives:

- Develop a 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 multimodal 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 project 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 were completed in June 2012 and commenced in 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 Southwest 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 Southwest corridor scored higher on TOTAL corridor ridership and funding potential. Both corridors are currently moving forward with collaborative efforts with local, state and regional partners.

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 builds 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 worked 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 started 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 24-36 months to complete depending on funding and partner preferences.

Tangible Products Expected in FY 2014-17

- Evaluation and refinement of promising options and related transportation improvements and land use investments (Summer 2014)
- Adoption of the Powell-Division Transit Action Plan by local jurisdictions and Metro Council (2015)
- Conceptual design of transit alternative(s) (Summer 2016)
- Traffic and Transportation technical report (Summer 2016)
- Land use and development technical report (Summer 2016)
- Draft and Final Transit and Development Action Plan (Fall 2015)
- Environmental scan and initiation of NEPA class of action (Winter 2016)
- Adoption of Locally Preferred Alternative by the Local Jurisdictions (Winter 2016)
- Design refinement of Locally Preferred Alternative to 10% (Spring 2017)
- Metro adoption of the Locally Preferred Alternative and amendment to the Regional Transportation Plan (Spring 2017)
- TriMet Application for a rating to qualify for FTA Small Starts funding (Summer 2017)
- Complete NEPA analysis (Fall 2017)

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

Metro – Lead Agency

Oregon Department of Transportation – cooperate/collaborate

TriMet – cooperate/collaborate – TriMet to lead conceptual design after adoption of the Locally Preferred Alternative

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
2014-15	\$771,226	2.58
2015-16	\$1,234,623	4.75

FY 2016-17 Cost and Funding Sources:

Requirements:		Resources:	
Personal Services	\$ 685,861	STP – Next Corridor	\$ 500,000
Interfund Transfers	\$ 334,534	Metro	\$ 92,344
Materials and Services	\$ 1,512,650	Other	\$ 1,940,700
TOTAL		TOTAL	
	\$ 2,533,045		\$ 2,533,045

Full-Time Equivalent Staffing

Regular Full-Time FTE	5.85
TOTAL	5.85

FY 2017-18 Cost and Funding Sources:

Requirements:		Resources:	
Personal Services	\$ 520,576	STP – Next Corridor	\$ 1,122,610
Interfund Transfers	\$ 204,750	Metro	\$ 128,488
Materials and Services	\$ 1,252,079	Other	\$ 726,307
TOTAL		TOTAL	
	\$ 1,977,405		\$ 1,977,405

Full-Time Equivalent Staffing

Regular Full-Time FTE	4.125
TOTAL	4.125

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, Washington County, the Oregon Department of Transportation, TriMet and the cities of Portland, Sherwood, Tigard, Tualatin, Beaverton, Durham, and King City.

A major feature of the Plan's shared investment strategy is a proposed light rail transit (LRT) system extending from the Portland transit mall to Bridgeport Village via downtown Tigard. The proposed LRT project entered the federal environmental review process in late 2016 and will continue until mid 2019. A Draft Environmental Impact Statement is expected to be released for public review in late 2017, with adoption of a locally Preferred Alternative in early 2018.

Major Products and Activities Expected in FY 2017-18

- Continue to implement the work plan for the Transit Oriented Development (TOD) grant received from the Federal Transit Administration (FTA) for corridor wide planning
- Begin the station area planning process, examining access needs and land use and development opportunities
- Monthly meetings of the Community Advisory Committee (CAC) in preparation of their recommendation on the locally preferred alternative (LPA)
- Continued public engagement process
- Release of the federal Draft Environmental Impact Statement (EIS)
- Documentation of public comments on the Draft EIS
- Release of CAC recommendation on a LPA
- Release of staff recommendation on a LPA
- Presentations to committees and commissions as necessary to support selection of a LPA
- Preparation and release of non-NEPA materials to inform local decision-makers of the benefits and impacts of the remaining LRT alignment options
- Selection of a LPA by the Southwest Corridor Steering Committee
- Adoption of the recommended LPA by affected bodies, included the Metro Council
- Inclusion of the LPA into the Regional Transportation Plan update
- Continued collaboration with project partners to support local community land use visions

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
2014-15	\$2,208,202	5.485
2015-16	\$3,626,399	6.05

FY 2016-17 Cost and Funding Sources:

Requirements:

Personal Services	\$	764,733
Interfund Transfers	\$	387,958
Materials and Services	\$	2,624,100

Resources:

Metro	\$	307,170
Other	\$	3,469,621

TOTAL	\$	3,776,791	TOTAL	\$	3,776,791
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Full-Time Equivalent Staffing

Regular Full-Time FTE	6.6
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TOTAL	6.6
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FY 2017-18 Cost and Funding Sources:

Requirements:

Personal Services	\$	908,067
Interfund Transfers	\$	366,739
Materials and Services	\$	1,024,100

Resources:

Metro	\$	283,522
Other	\$	2,015,384

TOTAL	\$	2,298,906	TOTAL	\$	2,298,906
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Full-Time Equivalent Staffing

Regular Full-Time FTE	7.435
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TOTAL	7.435
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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. (August 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*. (August 2012 to January 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. (January 2013 to January 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. (March 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. (August 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. (February 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)

In FY 2015-16, the program provided support for the SW Corridor and Powell-Division Transit and Development Project Corridor Plans.

Accomplishments in FY 2015-2016 are:

- Partnered with community organizations, jurisdictions and agencies within the Powell-Division Transit and Development Project study area to continue a Steering Committee. (February 2014 to present)
- Entered into Project Development for Powell Division BRT with FTA as a Small Starts Project. (2015)
- Further narrowed the range of alignment options for high capacity transit in the Southwest Corridor for further study (2015)
- Conducted public engagement in to further refine and implement the Southwest Corridor Shared Investment Strategy (January 2015 to present)

In FY 2016-17, the program continued to support the Division Transit and Development project and Southwest Corridor Study.

Tangible Products Expected in FY 2016-17:

- Worked 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)
- Developed an approach for shared funding for the Powell-Division BRT project to move through FTA Project Development. (2015-2016)
- Worked with local jurisdictions in regional HCT priority corridors to develop land use plans that support the System Expansion Policy elements of the RTP. (ONGOING)
- Supported local project development efforts on mobility corridors. (ONGOING)
- Completed local and regional plan amendments (2016-2017)
- Continued to develop the Powell-Division Transit and Development project (ONGOING)
- Continued to support the SW Corridor Shared Investment Strategy and Transit project (ONGOING)
- Supported the Regional Transit Strategy (2016-2017)
- Launched a new economic investment area (2016-2017)

Methodology:

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

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

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

Tangible Products Expected in FY 2017-18:

- Work with TriMet and ODOT to define and develop new projects in priority high capacity transit (HCT) or Mobility Corridors. These could include on-street bus rapid transit projects or urban circulators. (ONGOING)
- Work with local jurisdictions in regional HCT priority corridors to develop land use plans that support the System Expansion Policy elements of the RTP. (ONGOING)

- Continue to support local project development efforts on mobility corridors. (ONGOING)
- Continue to develop the Powell-Division Transit and Development project (ONGOING)
- Continue to support the SW Corridor Shared Investment Strategy and Transit project (ONGOING)
- Continued support for the Regional Transit Strategy as part of the 2018 RTP Update (2017-2018)

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
2014-15	\$282,228	1.315

FY 2016-17 Cost and Funding Sources:

Requirements:		Resources:	
Personal Services	\$ 70,583	PL	\$ 38,604
Interfund Transfers	\$ 39,256	5303	\$ 59,188
Materials and Services	\$ 2,750	Metro	\$ 14,797
TOTAL	\$ 112,589	TOTAL	\$ 112,589

Full-Time Equivalent Staffing

Regular Full-Time FTE	0.5
TOTAL	0.5

FY 2017-18 Cost and Funding Sources:

Requirements:

Personal Services	\$	64,893
Interfund Transfers	\$	25,523
Materials and Services	\$	3,350

Resources:

STP	\$	84,136
Metro	\$	9,630

TOTAL	\$	93,766	TOTAL	\$	93,766
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Full-Time Equivalent Staffing

Regular Full-Time FTE	0.5
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TOTAL	0.5
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Economic Value Atlas (EVA)

Description:

The purpose of this work is to create a more robust data-based tool for estimating economic outcomes from public investments in transportation and other infrastructure investment scenarios. Metro, together with key partners and stakeholders, will develop an Economic Value Atlas (EVA) that serves as a spatial representation of existing economic and workforce conditions, opportunities for a productive and inclusive regional economy, and supply chain factors that impact the region's ability to export its products and services. The EVA will help translate stated economic goals for the region into a strategy that guides Metro's transportation (freight and passenger) and land use planning and investment decisions based on economic conditions and needs.

Objectives:

- Create a common understanding of the Portland –Vancouver region's economic conditions and economic and workforce development performance needs.
- Develop enhanced economic data, geospatial information, metrics for economic performance, and related decision-support tools.
- Engage key economic and workforce development organizations as well as other stakeholders in evaluating conditions and metrics for stated economic aspirations:
 - Infrastructure and land use assets/opportunities.
 - Efficient movement of goods, services, and people.
 - Traded-sector jobs and productivity.
 - Exports and supply chain conditions.
 - Broader economic performance.
 - Economic inclusion/opportunity.
- Use the EVA to inform Metro's planning and investment decisions and external strategies and actions to support economic and workforce development in the region. This includes:

Previous Work:

The Economic Value Atlas builds on and enhances current and previous work completed by Metro and its partners, including:

- Metro plans and initiatives:
 - Urban Growth Report and Metro Investment Areas Division projects
 - Regional Industrial Site Readiness project (2014)
 - Regional Transportation Plan (RTP), Regional Freight Plan, 2014 Cost of Congestion Report, and 2008 Regional Infrastructure Analysis.
- External Plans and Initiatives
 - Greater Portland Inc. (GPI) Comprehensive Economic Development Strategy, Greater Portland 2020 Action Plan, and Metropolitan Export Initiative + 2012 Export Plan
 - Portland Development Commission cluster projects
 - Value of Jobs Coalition reports
 - Port of Portland plans and studies
 - State Business Oregon and Brownfields programs

Methodology:

Metro will serve as project manager for this effort, with significant support from Greater Portland Inc., Port of Portland, City of Portland, and Business Oregon. Phases of the project include:

- Phase 1 - Engagement + Partner Development

- § Economic Development Listening Tour
- § Establish Working Group
- § Expert Input on Cluster + Cross-Sector Challenges + Options
- § Staff Participation In Key economic and workforce development partner meetings and events
- Phase 2 - Regional Economic Analysis
 - § Coalesce + Establish Economic Indicators
 - § Visual/Spatial Mapping of Regional Economy + Clusters
 - § Economic Value Atlas
- Phase 3 –Guidance on Metro Plans + Initiatives
 - § Use EVA to ID Future Investment Areas
 - § Integrate Findings Into 2018 RTP Update + MTIP
 - § Integrate metrics/criteria into 2019-2020 RFFA
 - § Integrate analyses/findings into future multi-criteria evaluation
- Prospective Future Phases – Guidance on external policy/actions, advance cluster-specific and cross-sector action plan(s), and build out ongoing Metro role in economic and workforce development.

Tangible Products Expected in FY 2016-17:

- Scope development and consultant selection (FIRST QUARTER 2016-17)
- Creation of working group (FIRST QUARTER 2016-17)
- Market assessment of traded sector economy (SECOND QUARTER 2016-17)
- Economic Value Atlas (FOURTH QUARTER 2016-17)
- Stakeholder engagement (ONGOING)

Entities Responsible:

Metro – Lead Agency
 ODOT – Contract Manager
 Greater Portland Inc – Collaborate/Cooperate
 Port of Portland – Collaborate/Cooperate
 City of Portland – Collaborate/Cooperate
 Business Oregon – 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
2015-16	\$325,000	0.5

FY 2016-17 Cost and Funding Sources:

Requirements:

Personal Services	\$	101,076
Interfund Transfers	\$	76,139

Resources:

STP – EVA	\$	112,905
Metro	\$	64,309

TOTAL	\$	177,214	TOTAL	\$	177,214
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Full-Time Equivalent Staffing

Regular Full-Time FTE	0.85
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TOTAL	0.85
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FY 2017-18 Cost and Funding Sources:

Requirements:

Personal Services	\$	216,067
Interfund Transfers	\$	90,946
Materials and Services	\$	34,000

Resources:

STP – EVA	\$	52,498
Metro	\$	288,515

TOTAL	\$	341,013	TOTAL	\$	341,013
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Full-Time Equivalent Staffing

Regular Full-Time FTE	1.89
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TOTAL	1.89
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I-84 Multimodal Integrated Corridor Management

Description:

US DOT's Intelligent Transportation Systems (ITS) Joint Program Office (JPO) awarded Metro and agency partners an Integrated Corridor Management Deployment Planning Grant. Integrated Corridor Management (ICM) grants will help combine numerous information technologies and real-time travel information from highway, rail, transit and bike operations.

This work aligns with the Regional TSMO Plan, supporting the vision to “collaboratively and proactively manage [the region’s] multimodal transportation system.” The ICM study furthers the goals and objectives of the TSMO plan including reliability for travelers and goods movement; transportation safety and security; environment and quality of life; and, providing comprehensive multimodal traveler information to people and business.

As TSMO partners strive towards real-time information for operations and travelers, this study takes strategies a step forward. ICM is described as a “system of systems” which refers to both the technology and coordination protocols between agencies. ICMs in other regions identify a multitude of scenarios including crashes, weather hazards and major events. A real-time coordinated response will help provide safe and reliable transportation options.

Travelers can use real-time information to avoid congestion and find alternate routes or transportation systems, such as transit or bike. Shippers can receive information concerning the entire network, not just one route. Such tools can help engineers make better decisions about congestion management by recommending where traffic should flow and onto which systems commuters should be shifted based on up-to-the-second data.

Objectives

- Implement a systematic multimodal approach, complete with performance measures and evaluation approaches, in accordance with multimodal mobility corridor concepts.
- Balance mobility, safety and access considerations.
- Improve multimodal access for corridor users.
- Better manage freight mobility in the corridor.
- Leverage intelligent transportation system (ITS) technologies to become even more active and integrated.
- Balance state and local needs in transportation planning and operations.

Previous Work

Previous projects to this ICM study are those implemented under the TSMO Plan, coordinated by the TSMO Regional Mobility Program in the UPWP, and related projects by agency partners. ODOT manages and operates I-84 with a communications network, signals, ramp meters, cameras, and variable message signs. TriMet operates three MAX lines and bus service throughout the corridor, monitored with an updated CAD/AVL system and communications. Multnomah County manages six of the Willamette River bridges, including the Burnside, Broadway, Hawthorne and Morrison. City of Gresham shares fiber optics and will install arterial variable message signs. City of Portland operates approximately 382 signalized intersections within the proposed corridor, including 16 traffic cameras. The agencies in the corridor already cooperate to share equipment, share data and coordinate incidents from operations centers.

The TSMO Regional Travel Options (RTO) program supports transportation demand management in the corridor working with both residents and employees in Portland and Gresham to reduce drive-alone trips and increase trips by transit, biking and walking. ODOT and TriMet serve travel information at TripCheck.com and TriMet.org.

Portland State University houses and manages Portal, the region's database archive of traffic, transit, bike and walk data, plus operating conditions such as weather and incident data.

Methodology:

Metro will serve as project manager for this effort, with significant support from a project team from partner agencies and support through TransPort, the TSMO subcommittee to the Transportation Policy Alternatives Committee (TPAC). This project will follow the process for completing an Integrated Corridor Management Deployment Planning Grant, described in the US DOT ITS JPO guidance documents and their direction to grantees.

The project will complete the following components:

- Stakeholder Participation Plan – identifying the process to generate input and support from a cross section of stakeholders at key points in the concept development
- Project Management Plan (PMP) – preparing the ICM guiding document
- System Engineering Management Plan (SEMP) framework – preparing a structure for systems engineering as the ICM project progresses towards implementation
- Vision, Goals and Objectives - refining the desired vision, measurable goals and objectives for ICM in the I-84 corridor.
- ICM Operational Alternatives - developing an initial set of operational alternatives to achieve the desired vision, measurable goals and objectives
- Infrastructure Improvements – comparing existing/planned assets with ICM asset requirements to identify a set of improvements
- Relationships and Procedures – identifying issues and recommending actions for ICM operations
- Final Report – preparing a final document

Tangible Products Expected in FY 2016-17:

- § Stakeholder participation plan, Project Management Plan and Systems Engineering Management Plan (1st Quarter FY 2017-2018)
- § Final report (4th Quarter FY2017-2018)

Entities Responsible for ICM Activity:

Metro – Lead Agency

ODOT – Contract Manager

ODOT, TriMet, Multnomah County, City of Portland, City of Gresham, PSU – Project Team

TransPort – Cooperate/Collaborate

FHWA – Cooperate/Collaborate

Schedule for Completing Activities:

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

FY 2017-18 Costs and Funding Sources:

2017-18	Requirements:			Resources:		
	Personal Services	\$	63,137	ICM-DPG-2013/ICM Deployment	\$	191,680
	Interfund Transfers	\$	25,663	Metro	\$	6,845
	Materials & Services Consultant	\$	150,800	Local Partners	\$	41,075
	TOTAL	\$	239,600	TOTAL	\$	239,600
	<u>Full-Time Equivalent Staffing</u>					
	Regular Full-Time FTE		.40			
	TOTAL		.40			

v. OTHER PROJECTS OF REGIONAL SIGNIFICANCE

ODOT – Development Review

Description:

ODOT reviews local land use actions and participates in development review cases when those actions may have safety or operational impacts (for all modes of travel) on the state roadway system, or if they involve access (driveways) to state roadways. This includes work with jurisdiction partners and applicants, and products may include written responses and/or mitigation agreements. This work includes review of quasi-judicial plan amendments, code and ordinance text amendments, transportation system plan amendments, 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 2016-2017 fiscal year included review of over 2,000 land use actions, with approximately 150 written responses and 100 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 2017-2018:

- Products occur throughout the planning period, depending on development/land use proposals and timing of notices
- 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
2015-2016	\$300,000	2.75
2016-2017	\$330,000	3.00

Estimated FY 2017-2018 Costs and Funding Sources:

Requirements:		Resources:	
Staff Time	\$ 300,000	SPR	\$ 300,000
<i>TOTAL</i>	\$ 300,000	<i>TOTAL</i>	\$ 300,000
<u>Full-Time Equivalent Staffing</u>			
Regular Full-Time FTE	2.75		
<i>TOTAL</i>	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 (grants ending in FY 2016):

- Fairview – Transportation System Plan Update (end date 1/31/17)
- Portland – Growing Transit Communities (end date 1/31/17)
- Wood Village – Town Center Master Plan and TSP Update (end date 3/31/17)

Current Work

- Beaverton – Active Transportation Plan (end date 11/30/17)
- Cornelius – TSP Update (end date 4/30/18)
- Gladstone – TSP Update (end date 1/31/18)
- Portland – Enhanced Transit Corridors Plan (end date 5/31/18)
- Metro – Transit System Expansion Policy (element of Regional Transit Strategy) (end date 10/31/17)
- Portland - Pedestrian Master Plan Update (tentative end date 6/30/18)
- Washington County - TV Hwy Transit Operations and Access Study (tentative end date 6/30/18)

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 strategies) consistent with the Oregon Highway Plan, Transportation Planning Rule and the Regional Transportation Plan and Functional Plan.

Tangible Products Expected in FY 2017-2018:

Interim and Final Deliverables for each of the following grant projects, as described in each individual grant Agreement:

- Beaverton – Active Transportation Plan
- Cornelius – TSP Update
- Gladstone – TSP Update
- Portland – Enhanced Transit Corridors Plan

- Metro – Transit System Expansion Policy (element of Regional Transit Strategy)
- Portland – Pedestrian Master Plan Update
- Washington County – TV Hwy Transit Operations and Access Study

Additional TGM applications will be solicited and grants will be awarded in 2017 for project completion by June 2019.

Entities Responsible for Activity (local Product Owner varies by grant):

Oregon Department of Transportation – Product Owner
 DLCDC – Product Owner
 Cities and Counties – Product Owner
 Metro – Product Owner or Cooperate/Collaborate
 TriMet – Product Owner or Cooperate/Collaborate
 Community groups and organizations/stakeholders – Coordinate

Schedule for Completing Activities:

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

Funding History:

Biennium	Total Metro Area Grant Budget	FTE Comparison
2013-2015	\$ 870,125	2.0
2014-2016	\$ 813,250	2.0
2015-2017	\$ 716,705	2.0

Estimated FY 2017-2018 Costs and Funding Sources:

Requirements:		Resources:	
ODOT Staff Time	\$ 240,200	TGM (STP)	\$ 910,280
2017-2018 Grants	\$ 670,080		
2017-2018 Grants estimate	\$ 910,280		
<i>TOTAL</i>	\$	<i>TOTAL</i>	\$ 910,280
<u>Full-Time Equivalent Staffing</u>			
Regular Full-Time FTE		2.0	
<i>TOTAL</i>		2.0	

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.

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.
- 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. The project kicked off in FY16 and continued throughout FY17 with data collection and analysis.

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 2017-2018:

- Project Sets for Focus Areas
- Final Report

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. Approximately \$350,000 in FY16 and 17.

Estimated FY 2017-2018 Costs and Funding Sources:

Requirements:			Resources:		
Consultant Services	\$	25,000	SPR	\$	50,000
Staff Time	\$	25,000			
<i>TOTAL</i>	\$	50,000	<i>TOTAL</i>	\$	50,000
<u>Full-Time Equivalent Staffing</u>					
Regular Full-Time FTE		0.20			
<i>TOTAL</i>		0.20			

ODOT – Region 1 Active Transportation Strategy

Description:

Building on the recently completion of the Active Transportation Needs Inventory, this project will enable ODOT Region 1 to engage in the identification and conceptual planning of projects that increase biking, walking and access to transit. The Oregon Transportation Plan set a goal of completing the state biking and walking network by 2030. The 2016 Statewide Bicycle and Pedestrian Plan and accompanying Implementation Plan establish a framework for pursuing this.

Objectives:

- Identify priority active transportation investments
- Develop facility cross-sections and project plans (not to exceed 30% design)
- Support mobility corridor efforts throughout the region to ensure facilities for walking and biking

Previous Work:

- Region 1 Active Transportation Needs Inventory (FY 2013 - 2017)

Methodology:

- Develop region-specific implementation actions based on the Oregon Bicycle and Pedestrian Plan
- Select needs on state facilities and initiate project planning
- Collaborate with local agencies in identifying opportunities to link implementation actions with transportation system plan activity (development or implementation)

Tangible Products Expected in 2017-2018:

- Progress report presentations to county coordinating committees (plus Portland)

Entities Responsible for Activity:

Oregon Department of Transportation – Lead
Cities and Counties in ODOT Region 1 – Collaborate
Metro – Coordinate
Tri-Met and rural transit providers – 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:

Approximately \$270,000 was invested in the Active Transportation Needs Inventory work that provides a foundation for this effort.

Estimated FY 2017-18 Costs and Funding Sources:

Requirements:			Resources:		
Consultant Services	\$	150,000	SPR	\$	200,000
Staff Time	\$	50,000			
<i>TOTAL</i>	\$	200,000	<i>TOTAL</i>	\$	200,000
<u>Full-Time Equivalent Staffing</u>					
Regular Full-Time FTE		0.5			
<i>TOTAL</i>					

ODOT – Region 1 Performance Management

Description:

In recent years, ODOT has produced several atlas-style documents to support the planning, programming and development of transportation investments around the region. These include the Interchange Atlas, Active Transportation Needs Inventory Atlas, Corridor Bottleneck Operations Study Project Atlas and Active Traffic Management Study. Every year, the data underlying these studies requires management and upkeep. The purpose of this project is to ensure that ODOT and its partners always have up to date and useful data available.

Objectives:

- To support planning, programming and design of a safe and efficient transportation system.
- To ensure ready access to current and reliable data that supports decision making.

Previous Work:

As noted, previous UPWP efforts have led to initial and updated versions of several atlases.

Methodology:

- Continue to invest in data collection (ongoing)
- Identify needs for new data or new data representations (annual review)
- Update published documents (ATNI, e.g.) as appropriate
- Make as much of this data available online (TransGIS, e.g.) as possible
- Perform outreach to raise awareness of data availability and utility

Tangible Products Expected in 2017-2018:

- Annual “Corridor Performance Reports”
- Analysis of freeway off-ramp queuing
- Atlas “user guides” to support business case preparation and project delivery

Entities Responsible for Activity:

ODOT – Product Owner/Lead Agency;
 Metro – coordinate;
 TriMet, jurisdictional partners - inform

Schedule for Completing Activities:

Ongoing

Funding History:

Not applicable

Estimated FY 2017-2018 Costs and Funding Sources:

Requirements:			Resources:		
Consultant Services	\$	30,000	SPR	\$	50,000
Staff Time	\$	20,000			
<i>TOTAL</i>	\$	50,000	<i>TOTAL</i>	\$	50,000
Full-Time Equivalent Staffing					
Regular Full-Time FTE		0.15			
<i>TOTAL</i>		0.15			

ODOT – Region 1 Planning for Operations

Description:

ODOT seeks to leverage its recent work program investments in diagnosing bottlenecks and developing a strategy for active traffic management (ATM). This project will seek to identify and plan for project investments that support Transportation System Management and Operations (TSMO) throughout the region. These investments are meant to improve safety and efficiency for all users of the transportation system.

Objectives:

- Identify and prioritize investment opportunities where TSMO can improve safety and efficiency
- Collaborate with local and regional agencies to find and implement cost-effective TSMO investments
- Enhance ODOT's ability to support local planning efforts with respect to planning for operations

Previous Work:

- Most recently, ODOT has developed the Corridor Bottleneck Operations Study (CBOS) and Active Traffic Management Study, both of which build on 30+ years of traffic management efforts in the region.

Methodology:

- Perform on-going diagnostic analysis of the transportation system, especially before/after studies as projects are built.
- Collaborate with local agencies on the development of transportation system plans, with emphasis on integrating ATM and other strategies to achieve safety and efficiency goals.
- Identify and prioritize TSMO investment opportunities
- Early project planning (not to exceed 30% design)

Tangible Products Expected in 2017-18:

- Progress report presentations to county coordinating committees (including Portland)

Entities Responsible for Activity:

Oregon Department of Transportation – Lead
Metro, TriMet, Jurisdictional Partners – Cooperate/Collaborate

Schedule for Completing Activities:

Ongoing

Funding History (see FY17 UPWP under Before/after study and Facility Bottleneck and Solutions Feasibility Assessment):

Fiscal Year	Total Budget	FTE Comparison
2016-17	\$400,000	

Estimated FY 2017-2018 Costs and Funding Sources:

Requirements:			Resources:		
Staff Time	\$	100,000	SPR - Region	\$	200,000
Project Staff/Consultants	\$	100,000		\$	
<i>TOTAL</i>	\$	200,000	<i>TOTAL</i>	\$	200,000
<u>Full-Time Equivalent Staffing</u>					
Regular Full-Time FTE		1.0			
<i>TOTAL</i>		1.0			

TriMet Employer Outreach Program

Description:

The TriMet Employer Outreach Program delivers transportation demand management programs and services to employers through the Metro Regional Travel Options program. TriMet's work with employers contributes toward achieving Metro's Climate Smart strategies goals.

The TriMet program serves employers and colleges of all sizes in the Portland Metro region with non-SOV travel options resources, 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.

TriMet's RTO efforts contribute to achieving Metro's regional Climate Smart strategies goal of reducing greenhouse gas emissions from cars and light trucks by 29 percent by 2035. Metro's last RTO evaluation for 2011-13 by Steer Davies Gleave shows 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. A new evaluation is being prepared in FY16-17 and the results will be included in the next annual update.

Objectives:

- Increase non-SOV trips among employers and colleges
- Promote active travel options that improve health plus provide economic benefits
- Coordinate with and support Metro RTO campaigns plus local partner efforts
- Provide transportation services and education to employers and colleges about the variety of travel opportunities available in suburban areas and urban centers

Previous Work:

Key work program accomplishments for fiscal 2015-16 included the following:

- Increased transportation program enrollment to 1,956 from 1,884 worksites a year ago, a 4% increase.
- Employer worksites offering transit subsidies increased to 1,248 from 1,195, a 4% increase over the previous year.
- Increased worksites with TriMet pass programs by 50 to 1,207 from 1,157 in the previous year. The change is a 4% increase from the last fiscal year.
- Enrolled 45 new TriMet employer pass program contracts compared with 33 in the previous fiscal year or a 36% increase.

Methodology:

The transportation options team 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 2015-16:

Employer and College Outreach:

- Completed 5,936 contacts with 629 employers and colleges of which 232 employers were first-time contacts.
- Participated in 373 planning, informational meetings, with employers, colleges, business associations, community associations, citizens' advisory committees and RTO partner organizations.
- Promoted the 2015 statewide Drive Less Challenge at 11 employer events, through social media in TriMet's Rider Insider newsletter, by email to over 200 employers with pass programs plus distributed 500 postcards at employer events and in New Employee Kits.
- Launched MAX Orange light-rail line with bus service additions and a multi-modal, car-free Tilikum Crossing bridge. Promotions included a series of over 14 public events in FY15-16 building up to the September 2015 grand opening event. Held preview rides for 30 employer groups from June to August 2015. Key outreach includes the following:
 - Over 200 employers on pass programs received two sets of emails and three sets of updated fliers for employees with the next Orange Line events.
 - Promoted Orange Line and related bus service at 32 employer transportation fairs with a total of 3,994 attendees.
 - Distributed 4,000 Orange Line informational brochures to over 200 employers.
 - Transportation Options staff updated email signatures at three intervals promoting new activities and events.
 - Staffed TriMet booth for a Tilikum Crossing preview at the public event Providence Bridge Pedal which had over 19,700 registered participants.
 - Sent email invitation to the Orange Line grand opening to 509 employers to distribute to employees.
 - The team assisted customers during the grand opening day's activities. More than 40,000 people rode the Orange line on grand opening day.
 - Staffed TriMet booth at the Tilikum Crossing for Portland's Sunday Parkways public event which reported over 28,000 participants.
- Promoted service improvements to follow up on outreach from TriMet's Service Enhancement Plans initiative including the following:
 - Q2 FY16-17 North Hillsboro Link Shuttle. Contacted 51 employers along new service, of these sent 350 promotional flyers to 30 employers, staffed 3 events.
 - Q4 FY16-17 new bus route, Line 97. Mailed letter about new service to over 105 West district employers and conducted call downs; supplied over 1,000 bus schedules plus supplied 429 New Employee Kits.
- Conducted employer outreach in Q2-Q3 FY15-16 to mitigate ridership impacts for a State of Good Repair construction project, First Avenue MAX. Emailed alerts to over 1,110 employer worksites in addition to a mailer to 28,500 business and residential addresses in the affected work zone. Information included alternative travel options. Outreach for a similar project was completed Q1 FY16-17. Additional projects and related outreach are planned for Q4 FY16-17 and Q1 FY17-18.

Employee Communications:

- Promoted transportation options at 100 employer transportation fairs to 8,317 attendees.
- Distributed 3,229 New Employee Kits to 35 employers to promote non-SOV travel choices to new employees. The kits are branded with the regional Drive Less Save More campaign and are often customized for an employer and by district – east, west and the central business. Note: the New Employee Kits were redesigned in FY16-17.

Employee Transportation Surveys:

- TriMet processed Employee Commute Option surveys for 213 worksites for 142 companies and over 21,000 employee responses. Staff assists employers with surveys free of charge whether for Oregon's DEQ program, TriMet's Universal Annual Pass program and to inform transportation program choices. The staff supplies results in a report with recommendations for the employer's transportation program.

Employer Transportation Programs:

- TriMet offers a free, Emergency Ride Home, cab voucher program to incentivize employers to subsidize transit. Increased employers with ERH programs to 149 for FY15-16 from 135 in the previous year. TriMet provided 47 cab rides for FY15-16.

Other:

- Supported Metro's Drive Less Save More individualized marketing project for residents of Milwaukie and Oak Grove. Coordinated information about the light rail service and related bus service changes. Supplied 8,100 pieces of materials.

Tangible Products Expected For FY 2017-2018:

For FY 2017-18, outreach projects will include promoting the new travel options in the region's inner southeast quadrant to build ridership on TriMet's MAX Orange Line, plus related bus lines. Staff will promote service enhancements from TriMet Service Enhancement plans plus applicable Metro RTO and TriMet campaigns to employers and colleges. The work plan may be adjusted to incorporate new campaigns plus service additions and changes.

Employer and College Outreach:

- TriMet anticipates transitioning employers and colleges for the upcoming electronic fare system, Hop Fastpass™, to employers and colleges beginning Q1-Q2 FY17-18 and through FY18-19. Over 550 employers with pass programs will be contacted to transition to the new system. Staff will assist with outreach beginning Q3/Q4 FY16-17. Additional TriMet staff (non-RTO) will conduct training for employers and colleges.
- A campaign to build ridership on the MAX Orange Line and related bus service will continue into FY17-18. A new brochure targeted to employers is being mailed to up to 1,000 businesses beginning Q3 FY16-17; outreach and follow up may continue into Q1 FY17-18.
- Outreach for service additions from TriMet's Service Enhancement Plans initiative will continue into FY16-17 and FY17-18.

- Staff will promote RTO campaigns including national bike month and the bike commuting challenge, the statewide Drive Less Challenge. TriMet's pedestrian safety campaign will focus on
- Promote two new Bike and Ride facilities which begin construction Q1 FY17-18.

Employee Communications:

- Promote all available transportation options and RTO campaigns at over 80 employer fairs/events with a minimum goal of 8,000 participants.
- Promote service enhancements for WES Commuter Rail plus service changes and additions anticipated for Q1 and Q3 FY17-18. Service enhancement outreach will be conducted in two stages to build awareness for the upcoming service plus education efforts once service changes take effect.
- Additional projects may include outreach to communicate Service Enhancement Plans, potential new transit connector service (operated either by TriMet or Ride Connection), TriMet's upcoming bicycle plan, plus the upcoming electronic fare system (Hop Fastpass).
- Develop plan for creating podcast testimonials on transportation options highlighting bike commuting plus combining bikes and transit (Q1), tips for maximizing transit commutes plus pedestrian safety tips (Q2).

Employee Transportation Surveys:

- Complete an average annual goal of surveys for 230 employer worksites for FY17-18.

Employer Transportation Programs:

- Staff will promote the Emergency Ride Home program to incentivize employers to offer a transit subsidy plus with a goal to add 12 enrollments.

Other:

- In Q4 FY16-17 TriMet will host a public, rider engagement event to leverage APTA's National Dump the Pump Day campaign. The event may be repeated in FY17-18 depending on results.

Entities Responsible for Activity:

The TriMet Employer Outreach program is staffed by 5.25 people within TriMet's Customer Information Services department. TriMet staff work in partnership with the following stakeholders and entities:

Metro Regional Travel Options

ODOT

FTA

Regional partner agencies including TMAs

Employers and colleges in the Metro region

Cities and counties in the Metro region

Metro Transportation Policy Alternatives Committee (TPAC)

Metro Joint Policy Advisory Committee on Transportation (JPACT)

Metro Policy Advisory Committee (MPAC)

Other area transit providers, including but not limited to South Metro Area Regional Transit, C-TRAN and Portland Streetcar.

Schedule for Completing Activities:

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

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
2014-15	\$483,193	5.25
2015-16	\$497,688	5.25
2016-17	\$507,212	5.25

FY 2016-17 Costs and Funding Sources:

Requirements:			Resources:		
Personal Services	\$	507,212	PL	\$	
Interfund Transfers	\$		STP	\$	459,973
Materials and Services	\$		ODOT Support	\$	
Computer	\$		Section 5303	\$	
CMAQ	\$		TriMet Support (10.27% match)	\$	47,239
			Metro	\$	
			Other	\$	
<i>TOTAL</i>	\$	507,212	<i>TOTAL</i>	\$	507,212
<u>Full-Time Equivalent Staffing</u>					
Regular Full-Time FTE		5.25			
<i>TOTAL</i>		5.25			

FY 2017-18 Costs and Funding Sources:

Requirements:			Resources:		
Personal Services	\$	522,428	PL	\$	
Interfund Transfers	\$		STP	\$	473,772
Materials and Services	\$		ODOT Support	\$	
Computer	\$		Section 5303	\$	
CMAQ	\$		TriMet Support (10.27% match)	\$	48,656
			Metro	\$	
			Other	\$	
<i>TOTAL</i>	\$	522,428	<i>TOTAL</i>	\$	522,428
<u>Full-Time Equivalent Staffing</u>					
Regular Full-Time FTE		5.25			
<i>TOTAL</i>		5.25			

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 2017-2018:

- Final Bridge Type Selection Report summarizing final bridge selection process and decision making.
- Draft funding alternatives memorandum analyzing different funding options for design and construction completion of the final selected bridge type, size and location.

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:

- October 2017: Draft Bridge Type Evaluation Memo investigating four main bridge span structure types applicable to the selected bridge alignment.
- March 2018: Final Bridge Type Selection Report summarizing final bridge selection process and decision making.
- June 2018: Draft funding alternatives memorandum analyzing different funding options for design and construction completion of the final selected bridge type, size and location.
- Schedule will require project carryover into FY 2018-19.

Funding History:

Fiscal Year	Total Budget	FTE Comparison
2013-14	\$16,437.00	
2014-15	\$39,498.00	
2015-16	\$49,997.00	

FY 2016-17 Costs and Funding Sources:

Requirements:			Resources:		
City Staff and Professional Consultant Services	\$	600,000	Metro	\$	450,000
			Other	\$	150,000
TOTAL	\$	600,000	TOTAL	\$	600,000
<u>Full-Time Equivalent Staffing</u>					

Regular Full-Time FTE					
TOTAL					

FY 2017-18 Costs and Funding Sources:

Requirements:			Resources:		
City Staff and Professional Consultant Services	\$	760,000	Metro	\$	600,000
			Other	\$	160,000
TOTAL	\$	760,000	TOTAL	\$	760,000
<u>Full-Time Equivalent Staffing</u>					
Regular Full-Time FTE					
TOTAL					

SOUTH METRO AREA REGIONAL TRANSIT (SMART)

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

Objectives:

- Reduce drive alone trips and increase awareness of transportation options available in Wilsonville and the region.
- Build transit ridership on SMART, TriMet, CAT, and Cherriots.
- Create service efficiencies with integrated service for fixed-route and dial-a-ride transit service within the I-5 corridor.
- Support the City of Wilsonville's long range plans, focusing on the overlapping projects outlined in the Transit Master Plan, Bicycle & Pedestrian Master Plan and Parks & Recreation Master Plan.

Previous Work:

The SMART Options program began in 2001 and has grown from a large-business – commuter-focused program, to include all business and community members with a focus on reducing drive alone trips in and around Wilsonville.

Key accomplishments in FY2016/2017 extensive outreach with three phases gathering input from Wilsonville residents, business members, and commuters both to and from Wilsonville. Nearly 1,000 folks completed surveys either paper or online to formulate decisions for the City of Wilsonville's transit master plan. In 2016, the Walk Wilsonville booklet was designed, created, and printed with support from the RTO sponsorship grant awarded from Metro. Approximately 1,000 have been distributed throughout the community of Wilsonville in the fourth quarter of 2016.

Summer of 2016 SMART launched ETA SPOT, Spatial Positioning On Transit, a real-time bus arrival technology, enhancing riders experience and helping improve regional connections. Significant marketing and outreach was provided via electronic communications, social media, posters, flyers, on-board buses, at transportation fairs, and other community events.

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 coordinated with regional transit providers for the Transit Integration Project, and report to FTA and ODOT. This information was used in helping to shape the Transit Master Plan.

Tangible Products Expected in FY 2017-18:**SMART Options Program:**

- . Assess transit system demands of Oregon Institute of Technology main Portland area campus in Wilsonville. (ONGOING)
- . Continued support and implementation of the Drive Less/Save More and Drive Less Connect collaborative marketing campaign. (ONGOING)
- . Implementation of Travel Options projects and programs in conjunction with strategies identified in the City of Wilsonville's Master Plans and the RTO Strategic plan. (ONGOING)
- . Support multi-use regional trail efforts such as the Tonquin Trail and Graham Oaks Nature Park. (ONGOING)
- . Continue the *Walk Smart and Bike Smart* programs.(ONGOING)
- . Distribute *Walk Wilsonville* booklets via local shops and community events & businesses. (ONGOING)
- . Distribute regional bikes maps via local shops and community events. (ONGOING)
- . Promote ridesharing as a viable transportation option. (ONGOING)
- . Working with Wilsonville chamber and large businesses to begin a vanpool program in Wilsonville. (ONGOING)
- . Revive *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. Significantly more

- Wilsonville businesses are utilizing this service. (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 and trails to coincide with regional and national efforts. (Fourth quarter of 2017, 2018)

Transit Master Plan:

- . Phase 1 final report of Transit Master Plan (TMP) (First quarter 2017)
- . Final phase of fixed route public outreach (Spring 2017)
- . Final phase public comment period (First quarter 2017)
- . Paratransit public involvement plan (Second quarter 2017)
- . Stakeholder outreach (2017)
- . Public involvement (Third and fourth quarter 2017)
- . Service implementation phase one of TMP (Second quarter 2017 through Third quarter 2017)
- . Phase 2 TMP Final Report (2018)

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
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Schedule for Completing Activities:

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

Funding History:

Funding is utilized for staff, materials, and services and has supplemental projects by obtaining other transportation program grants from Metro, the state of Oregon, and local City of Wilsonville support. Local match is provided by the City of Wilsonville employer transit payroll tax, which is currently set at 0.5% per \$1,000.

Fiscal Year	Total Budget	FTE Comparison
2014-15	74,000	1.8
2015-16	94,545	1.8

FY 2016-18 Costs and Funding Sources:

Requirements:		Budget for reimbursement from TDM Grant		
Personal Services FY16-17	\$62,250	Federal Grant	89.73%	\$76,719
Materials & Services Expense FY16-17	\$23,250	Local Match	10.27%	\$48,781
<i>TOTAL</i>	\$85,500			\$85,500
Full-Time Equivalent Staffing				
Regular Full-Time FTE	1.8			
<i>TOTAL</i>	1.8			

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,

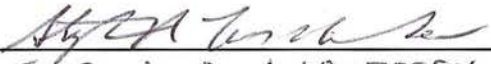
IT IS MUTUALLY AGREED:

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

2/17/2017

FY 2017-18 Unified Planning Work Program Funding Summary

ODOT Key #	PL ¹	STP* FY 18	STP* FY 16 Carryover	Creating Livable Streets STP	Powell/Division STP* Carryover	Powell/Division STP*	TSMO STP FY 18	Behavior- Based Freight Model STP	EVA STP	ODOT Support Funds	FFY 18 Sec 5303*	FY 16 Sec 5303* Carryover	RTP Update 5303	TriMet Support	RTO STP/5307	RTO ODOT	SHRP2 C20 IAP	ICM-DPG- 2013 -- ICM Deployment	ODOT TGM I-15 Grant	Other Anticipated Funds	Metro/ Local Match	Total	
		19282	18008	19843	19294	19295			19902						18013/18014			19529					
															19290/19291								
METRO																							
Transportation Planning																							
1	Transportation Planning	304,738	270,212	-	-	-	-	-	-	-	120,043	-	-	-	-	-	-	-	-	395,319	44,666	1,134,978	
2	Regional Transportation Plan Update	117,781	384,249	-	-	-	-	-	-	-	133,845	-	77,070	-	-	-	-	-	-	-	136,368	849,313	
3	Regional Transit Plan	-	24,550	48,902	-	-	-	-	-	-	493	-	-	-	-	-	-	-	100,000	-	22,463	196,408	
4	Metropolitan Transportation Improvement Program (MTIP)	394,879	7,500	229,911	-	-	-	-	-	-	321,974	-	-	-	-	-	-	-	-	-	64,024	1,018,288	
5	Air Quality Conformity	43,432	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	43,432	
6	Title VI and Environmental Justice	144,838	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	144,838	
7	Complete Streets Program	-	18,607	142,096	250,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	7,126	39,603	457,432	
8	Transportation System Management & Operations (TSMO) - Regional Mobility Program	-	-	-	-	-	65,454	-	-	-	-	-	-	-	-	-	-	-	-	-	7,492	72,946	
9	Transportation System Management & Operations (TSMO) - Regional Travel Options	-	-	-	-	-	-	-	-	-	-	-	-	-	1,961,839	225,000	-	-	-	-	103,627	2,290,466	
10	Regional Freight Plan	-	86,283	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	9,875	96,158	
Research and Modeling																							
1	GIS Mapping and Land Information	158,370	-	-	-	-	-	-	-	153,192	-	-	-	128,719	-	-	-	-	-	148,312	769,589	1,358,182	
2	Economic, Demographic and Land Use Forecasting	35,918	269,161	-	-	-	-	-	-	23,437	-	-	-	71,590	-	-	-	-	-	-	-	39,748	439,854
3	Model Development Program	924,699	84,196	-	-	-	-	-	-	25,680	-	-	-	17,435	-	-	-	-	-	-	-	273,100	1,325,110
4	Behavior-Based Freight Model	-	-	-	-	-	-	350,000	-	-	-	-	-	-	-	-	350,000	-	-	-	40,059	740,059	
5	Technical Assistance Program	-	63,475	-	-	-	-	-	-	22,691	-	-	-	7,256	-	-	-	-	-	-	-	7,265	100,687
Administrative Services																							
1	MPO Management & Services	274,804	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	274,804	
Metro Corridor Plans																							
1	Powell/Division Transit Corridor Plan	-	-	-	600,000	522,610	-	-	-	-	-	-	-	-	-	-	-	-	-	726,307	128,488	1,977,405	
2	Southwest Corridor Plan	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2,015,384	283,522	2,298,906	
3	Corridor Refinement and Project Development	-	-	84,137	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	9,630	93,767
4	Economic Value Atlas (EVA)	-	-	-	-	-	-	-	325,000	-	-	-	-	-	-	-	-	-	-	-	-	288,515	613,515
5	I-84 Multimodal Integrated Corridor Management	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	191,680	-	41,075	6,845	239,600	
Metro Subtotal		2,399,459	1,208,233	505,046	250,000	600,000	522,610	65,454	350,000	325,000	225,000	576,355	-	77,070	225,000	1,961,839	225,000	350,000	191,680	100,000	3,333,523	2,274,879	15,766,148
GRAND TOTAL		2,399,459	1,208,233	505,046	250,000	600,000	522,610	65,454	350,000	325,000	225,000	576,355	-	77,070	225,000	1,961,839	225,000	350,000	191,680	100,000	3,333,523	2,274,879	15,766,148

* Federal funds only, no match included.

¹ PL funds include \$391,942 carryover from FY 16 and ODOT match.