

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADOPTING THE) RESOLUTION NO. 17-4786
FISCAL YEAR 2017-18 UNIFIED PLANNING) Introduced by Chief Operating Officer
WORK PROGRAM AND CERTIFYING THAT) Martha Bennett with the concurrence of
THE PORTLAND METROPOLITAN AREA IS IN) Council President Tom Hughes
COMPLIANCE WITH THE FEDERAL)
TRANSPORTATION PLANNING REQUIREMENTS)

WHEREAS, the Unified Planning Work Program (UPWP) update as shown in Exhibit A attached hereto, describes all Federally-funded transportation planning activities for the Portland-Vancouver metropolitan area to be conducted in Fiscal Year (FY) 2017-18; and

WHEREAS, the UPWP is developed in consultation with federal and state agencies, local governments, and transit operators; and

WHEREAS, the FY 2016-17 UPWP indicates federal funding sources for transportation planning activities carried out by Metro, Southwest Washington Regional Transportation Council, Clackamas County and its cities, Multnomah County and its cities, Washington County and its cities, TriMet, South Metro Area Regional Transit, the Port of Portland, and the Oregon Department of Transportation; and

WHEREAS, approval of the FY 2017-18 UPWP is required to receive federal transportation planning funds; and

WHEREAS, the FY 2017-18 UPWP is consistent with the proposed Metro Budget submitted to the Metro Council; and

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

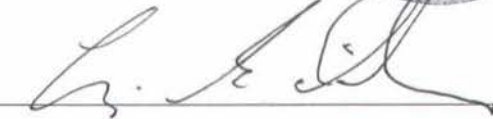
BE IT RESOLVED that:

1. The FY 2017-18 UPWP attached hereto as Exhibit A is hereby adopted.
2. The FY 2017-18 UPWP is consistent with the continuing, cooperative, and comprehensive planning process and is given positive Intergovernmental Project Review action.
3. Metro's Chief Operating Officer is authorized to apply for, accept, and execute grants and agreements specified in the UPWP.
4. Staff shall update the UPWP budget figures, as necessary, to reflect the final Metro budget.
5. Staff shall submit the final UPWP and self-certification findings to the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA).

ADOPTED by the Metro Council this 4th day of May 2017.




Tom Hughes, Council President



Craig Dirksen, Chair of JPACT

Approved as to Form:



Alison R. Kean, Metro Attorney



oregonmetro.gov

2017- 2018 Unified Planning Work Program

**Transportation Planning in the
Portland/Vancouver Metropolitan Area**

Draft – March 16, 2017

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Metro respects civil rights

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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>

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

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PORTLAND METROPOLITAN AREA UNIFIED PLANNING WORK PROGRAM OVERVIEW

INTRODUCTION:

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

This UPWP documents the metropolitan planning requirements, planning priorities facing the Portland metropolitan area and transportation planning activities and related tasks to be accomplished during FY 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 24 cities and three counties. It is Metro's responsibility to meet the requirements of The Fixing America's Surface Transportation FAST Act, 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 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 projects and programs, listings of draft activities for each project, and a summary of the amount and source of state and federal funds to be used for planning activities. Estimated costs for project staff (expressed in full-time equivalent, or FTE) include budget salary and benefits as well as overhead costs per FTE for project administrative and technical support.

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 using Federal funds for transportation planning activities for the fiscal year of July 1, 2017 through June 30, 2018. During the consultation, public review and adoption process for the 2017-18 UPWP, draft versions of the document were made available to the public through Metro's website, and distributed to Metro's advisory committees and the Metro Council.

When developing the annual UPWP, Metro follows protocols established by ODOT in cooperation with USDOT in 2016. These protocols govern the general timeline for initiating the UPWP process, consultation with state and federal agencies and adoption by JPACT and the Metro Council.

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

Regulations implementing MAP-21 require 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). (Accessed at www.fhwa.dot.gov/planning/processes/metropolitan/mpo/fy_2015/index.cfm on February 20, 2015)

For FY 2017-2018, 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.

- **Access to Essential Services:** As part of the transportation planning process, identify social determination of 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 public participation 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.
- Recognition of the 2016 Coordinated Transportation Plan for Seniors and People with Disabilities

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 MTIP period.
- A financial plan that demonstrates how the MTIP can be implemented.
- Descriptions of each project in the MTIP.

E. Transportation Management Area (TMA)

Metropolitan areas 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. At least every 4 years, the MPO must also self-certify concurrent with submittal of an adopted TIP.

F. Air Quality Conformity Process

Areas with maintenance plans must demonstrate the region will continue to meet federal standards for air quality and with the transportation provisions of the state’s air quality plan (the State Implementation Plan or SIP). The Portland metropolitan region will continue to demonstrate its transportation plans and programs are in conformance until October 2017, when the Portland metropolitan region’s maintenance plan will be completed. After October 2017, the region will be in attainment status and therefore will no longer be subject to demonstrating transportation plans and programs are in conformance, but will continue to be subject to meeting federal air quality standard and provisions within the State’s air quality plan.

Status of Metro’s Federally Required Planning Documents

Plan Name	Last Update	Next Update
Unified Planning Work Program (UPWP)	Adopted in June 2016	Scheduled for adoption in May 2017
Regional Transportation Plan (RTP)	Adopted June 2014	Scheduled for adoption in December 2018
Metropolitan Transportation Improvement Program (MTIP)	Adopted July 2014	Scheduled for MPO adoption in August 2017 with submission to federal partners in September 2017
Annual Listing of Obligated Projects Report	Completed at the end of each calendar year – 2016 is still in progress (as of 3/6/17)	Scheduled for December 31, 2017
Title VI/ Environmental Justice Plan	2010 plan approved November 2012	Scheduled for May 31, 2017
Public Participation Plan	Adopted November 2013	Scheduled for September 29, 2017

II. METRO OVERVIEW

Metro was established in 1979 as the MPO for the Portland metropolitan area. Under the requirements of 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). A map displaying these boundaries can be found on page xiii.

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 (RTP), Metropolitan Transportation Improvement Program (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 undergoes a Federal certification review with FTA and FHWA to ensure compliance with federal transportation planning requirements. The last quadrennial certification review occurred in February 2017. Metro has not yet received a summary of recommendations from this review, so the self-certification in this UPWP continues to reflect the 2012 Federal Review addressed through various narratives in the 2016-17 UPWP activities:

- The 2018 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 and 2018-21 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.

Metro's Public Engagement guide was also updated to meet new federal requirements in November 2013:

- Regional Transportation Plan (RTP) – 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 (MTIP) – The 2018-21 MTIP demonstrates 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 – Metro's 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 took starts on page xiv.

2017 Federal Certification Review

Metro completed its most recent quadrennial review in February 2017. Metro will update the table of corrective actions to reflect feedback from the USODOT and include the updated table in next year's UPWP (FY2018-19).

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)

JPACT is chaired by a Metro Councilor and includes two additional Metro Councilors, seven locally elected officials representing cities and counties, and appointed officials from the Oregon Department of Transportation (ODOT), TriMet, the Port of Portland, and the Department of Environmental Quality (DEQ). The State of Washington is also represented with three seats that are traditionally filled by two locally elected officials and an appointed official from the Washington Department of Transportation, (WSDOT). All transportation-related actions (including Federal MPO actions) are recommended by JPACT to the Metro Council. The Metro Council can approve the recommendations or refer them back to JPACT with a specific concern for reconsideration.

Final approval of each action requires the concurrence of both JPACT and the Metro Council.

JPACT is primarily involved in periodic updates to the Regional Transportation Plan (RTP), Metropolitan Transportation Improvement Program (MTIP), and review of ongoing studies and financial issues affecting transportation planning in the region.

METRO POLICY ADVISORY COMMITTEE

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

The Regional Framework Plan was first adopted in December 1997 and addresses the following topics:

- Transportation
- Land Use (including the Metro Urban Growth Boundary (UGB))
- Open Space and Parks
- Water Supply and Watershed Management
- Natural Hazards
- Coordination with Clark County, Washington
- Management and Implementation

In accordance with these requirements, the transportation plan is developed to meet not only MAP-21 and FAST Act, 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)
- 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 programs – 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 will continue in FY 2017-18 and is reflected in the respective work programs for these ongoing projects.

Metro's regional priorities not only meet the most critical planning needs identified within our region, but also closely match federal planning priorities, as well:

- Our update to the Regional Freight Plan will address rapidly changing port conditions in our region, including a gap in container cargo service, while also addressing MAP-21 and FAST Act goals for implementing a national freight system.
- Our update to the Regional Safety Plan responds to strong public demand for immediate action to improve multimodal safety on our major streets while also helping establish measures to help track safety to meet state and federal performance monitoring.
- Our Regional Transit Strategy will not only expand on our vision for strong transit system to help shape growth in our region, but will also help ensure that we continue to meet state and federal clean air requirements.
- The 2018 RTP update will continue to refine our outcomes-based policy framework that not only allows our decision makers that base regulatory and investment decisions on desired outcomes, but will also allow us to meet new MAP-21 requirements for performance base planning."

A Climate Smart Strategy was adopted in December 2014, and will be implemented through the 2018 RTP. The 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 MPO Management and Services 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 February 2017 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).
- STPBG – 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

The UPWP is a living document, and must be amended periodically to reflect significant changes in project scope or budget to ensure continued, effective coordination among our federally funded planning activities. This section describes the management process for amending the UPWP, identifying project changes that require an amendment to the UPWP, and which of these amendments can be accomplished as administrative actions by staff versus legislative action by JPACT and the Metro Council.

Legislative amendments to the UPWP are required when any of the following occur:

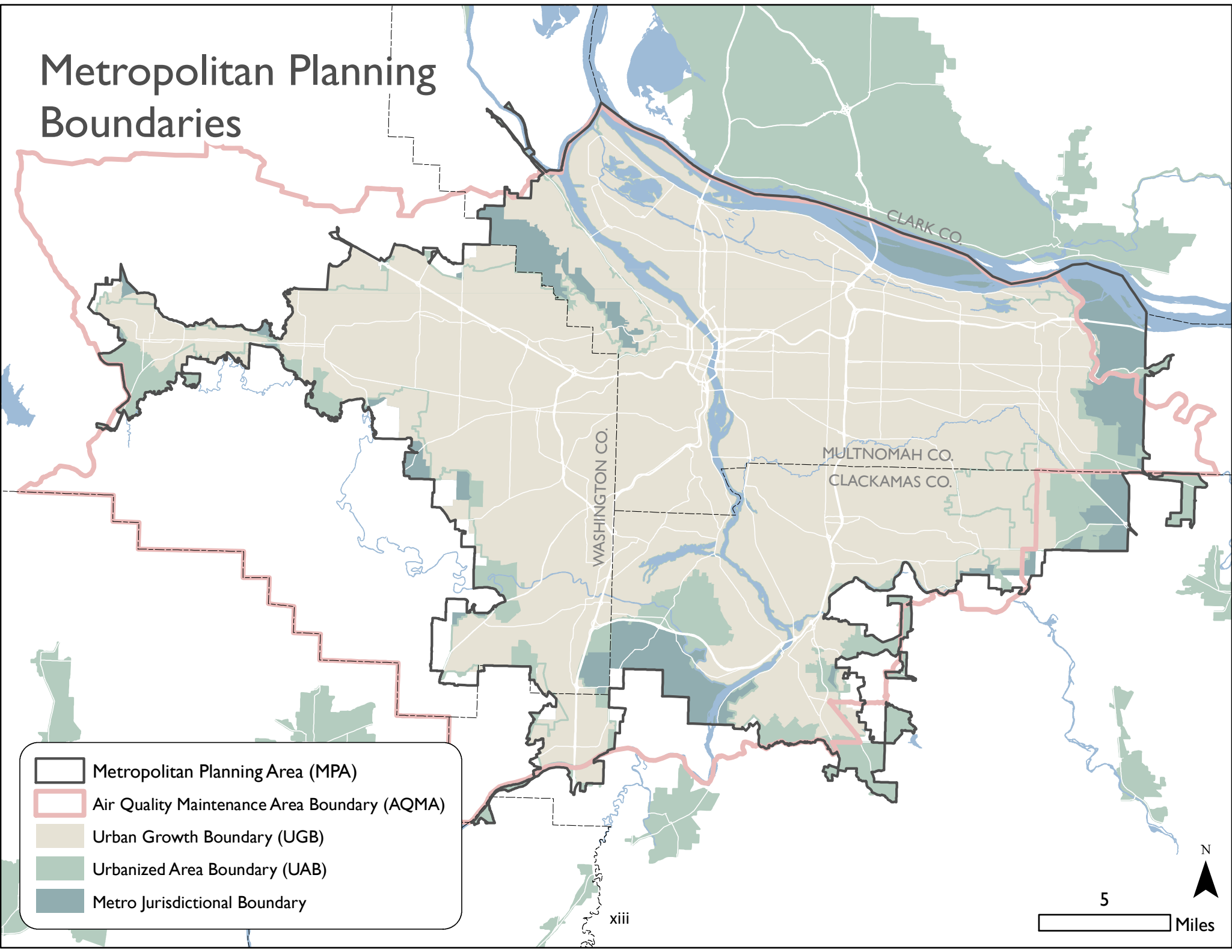
- A new planning study or project is identified.
- There is either a \$200,000 or 20 percent change, whichever is greater, in the TOTAL UPWP project costs. This does not cover carryover funds for a project/program extending multiple fiscal years that is determined upon fiscal year closeout.

Administrative changes to the UPWP can occur for 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 TPAC, ODOT and TriMet as they occur. All UPWP amendments require USDOT approval.

Metropolitan Planning Boundaries



- Metropolitan Planning Area (MPA)
- Air Quality Maintenance Area Boundary (AQMA)
- Urban Growth Boundary (UGB)
- Urbanized Area Boundary (UAB)
- Metro Jurisdictional Boundary

5 Miles

xiii

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>	All MOU's and agreements are currently updated.

<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 2017-18 UPWP includes a corrective actions and recommendations table with corresponding comments and actions taken in the 2012 Federal review. Metro has not yet received comments from USDOT from the February 2017 Federal review.</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 and updating the Regional Transportation Safety Plan. This emphasis will guide investment priorities. The 2017-18 UPWP includes continued work on a major safety plan that will be completed in late 2018.</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 updated the Mobility Atlas in 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: http://www.oregonmetro.gov/regional-transportation-plan</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
<p>Metropolitan Transportation Improvement Plan (23 CFR 450.322)</p>	<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 2018-2021 MTIP is scheduled for adoption by the Metro Council in August 2017. 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>
<p>Financial Planning and Fiscal Constraint (23 CFR 450.322)</p>	<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 completed updates to the Regional ITS Architecture and a Regional ITS Communications Master Plan in December 2016.</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.
- Worked 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

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, including:

- Continued general support for regional planning activities, including corridor planning and efforts to meet federal planning requirements by regional and local agencies
- Develop a work plan and timeline for adopting MAP-21 performance targets and monitoring requirements in cooperation with TriMet and ODOT
- Continued policy support for development of enhancements to the regional travel model
- Support for the 2018 Urban Growth Report and updated regional growth forecast
- Supported federal research projects on MPOs
- Produce 2017 transportation functional plan compliance report to the Metro Council
- Provide ongoing support for Metro’s local partnerships program, including monthly training meetings and individual support for staff liaisons
- Provide support for local Transportation System Planning efforts in several local jurisdictions.

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	\$ 721,566	PL	\$ 353,372
Interfund Transfers	\$ 351,950	STPBG	\$ 341,476
Materials and Services	\$ 16,600	5303	\$ 72,859
		Metro	\$ 331,246
	TOTAL	TOTAL	
	\$ 1,090,116	\$ 1,037,941	

Full-Time Equivalent Staffing

Regular Full-Time FTE	5.782
TOTAL	5.782

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 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 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, and subsequent 2016 Washington County Freight Study, the 2014 RTP update, the 2014 Regional Active Transportation Plan, the 2014 Climate Smart Strategy, the 2014 Economic Impacts of Congestion Study, Metro's Diversity Equity and Inclusion Strategy, TriMet's Service Enhancement Plans and 2016 Coordinated Transportation Plan for Seniors and People with Disabilities, the SMART Master Plan, and updates to the 2011 Oregon Freight Plan to reflect FAST Act requirements.

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, Economic Value Atlas, Designing Livable Streets, Transportation System Management and Operations, Regional Travel Options and Regional Mobility programs, Division 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 with the following work products: updated economic figures and commodity flow data; new freight performance measures that inform near- and long-term investment priorities and MAP-21 required freight performance targets and measures; updated Regional Freight Network map; and new sections on regional freight funding and the federal FAST Act and FASTLANE grant program. This work will continue in FY 17-18 in coordination with an update to the 2011 Oregon Freight Plan, including identification of freight bottlenecks in the Portland region and other areas of the state to help ODOT direct funding to projects that alleviate critical freight bottlenecks.
- **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:

- | | |
|---|---|
| <ul style="list-style-type: none"> • Joint Policy Advisory Committee on Transportation (JPACT) • Metro Policy Advisory Committee (MPAC) • Transportation Policy Alternatives Committee (TPAC) • Metro Technical Advisory Committee (MTAC) • TransPORT Subcommittee to TPAC • Cities and counties in the Metro region • Bi-State Coordination Committee, Southwest Washington Regional Transportation Council (RTC), C-TRAN, and other Clark County governments • Federal and State legislators and elected officials representing counties and cities in the region • Northwest Region Area Commission on Transportation (NW ACT) • Port of Portland • Port of Vancouver • Federal Highway Administration (FHWA) • Federal Transit Administration (FTA) • Environmental Protection Agency (EPA) • Oregon Transportation Commission (OTC) | <ul style="list-style-type: none"> • Land Conservation and Development Commission (LCDC) • Department of Land Conservation and Development (DLCD) • Oregon Department of Environmental Quality (DEQ) • Oregon Health Authority • Oregon MPOs • Community groups and organizations involved in health, equity, environmental justice, economic development, business, climate change, land use and transportation issues and serving the needs of 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 • Organizations and advisory committees serving regional bicycle, pedestrian, freight, motor vehicle and transit needs • Transportation Research and Education Consortium (TREC) and Portland State University • Interested public • Special Transportation Funding Advisory Committee (STFAC) |
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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:

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	STPBG	\$ 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

¹The 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.

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

FY 2017-18 Cost and Funding Sources:

Requirements:		Resources:	
Personal Services	\$ 523,320	PL	\$ 119,350
Interfund Transfers	\$ 234,312	STPBG	\$ 314,574
Materials and Services	\$ 15,600	5303	\$ 133,845
		5303 Pre-MAP21	\$ 77,070
		Supplemental Allocation	
		Metro	\$ 128,394
TOTAL	\$ 773,232	TOTAL	\$ 773,232

Full-Time Equivalent Staffing

Regular Full-Time FTE	4.163
TOTAL	4.163

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)

Entities 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
- Special Transportation Funding Advisory Committee (STFAC)

- 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	STPBG	\$ 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	STPBG	\$ 74,251
Interfund Transfers		\$	24,153	5303	\$ 493
				Metro	\$ 8,555
		TOTAL	\$ 83,298	TOTAL	\$ 83,298

Full-Time Equivalent Staffing

Regular Full-Time FTE	0.4
TOTAL	0.4

Metropolitan Transportation Improvement Program

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, including funding allocations administered by the State DOT, transit agencies and local agency spending on the regional transportation network. The MTIP administers the allocation of urban Surface Transportation Block Grant (STBG) Program, Congestion Mitigation Air Quality (CMAQ) 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 all federal project transportation funding in the Metropolitan Planning Area. 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

can also 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
- Programming transportation projects in the region consistent with Federal rules and regulations.
- Ensure funding in the first two years of the MTIP is available or committed and that costs are programmed in year-of-expenditure dollars.
- Continue to coordinate inter-agency consultation on air quality conformity. Conduct public outreach, reports, and public hearings required as part of the conformity process.
- Maintaining a financial plan to balance project costs with expected revenues.
- Continue improvements to the on-time and on-budget delivery of the local program of projects selected for funding through the Transportation Priorities process.
- Continue the MTIP public awareness program to include updated printed materials, web resources and other material to increase understanding of the MTIP process.

- Maintain Tran tracker database with project programming, amendment, obligation information and revenue information.
- 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
- Special Transportation Funding Advisory Committee (STFAC)

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:

Personal Services	\$ 665,731
Interfund Transfers	\$ 326,762
Materials and Services	\$ 72,500
Contingency	\$ 100,000

Resources:

PL	\$ 351,653
STPBG	\$ 255,959
5303	\$ 425,563
Metro	\$ 131,818

TOTAL	\$ 1,164,993	TOTAL	\$ 1,164,993
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Full-Time Equivalent Staffing

Regular Full-Time FTE	5.8
TOTAL	5.8

FY 2017-18 Cost and Funding Sources:

Requirements:

Personal Services	\$ 669,545
Interfund Transfers	\$ 283,387
Materials and Services	\$ 74,500

Resources:

PL	\$ 355,865
STPBG	\$ 233,439
5303	\$ 369,158
Metro	\$ 68,970

TOTAL	\$ 1,027,432	TOTAL	\$ 1,027,432
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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	STPBG	\$ 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	\$ 12,730		
TOTAL		TOTAL	
	\$ 43,902		\$ 43,902

Full-Time Equivalent Staffing

Regular Full-Time FTE	0.255
TOTAL	0.255

Civil Rights

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; the Americans with Disabilities Act; 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)
- Insure access to programs and engagement opportunities regardless of disability. (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.
- Update to the Title VI Plan for ODOT and submission to the ODOT Title VI/EJ/ADA Manager (May 2017).
- Collect, assess and determine gaps in latest ADA assessments for Metro facilities. Some Parks and Natural Areas facility assessments in progress FY 2016-17. (June 2017)

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)
- Develop ADA Transition Plan for Metro Regional Center and Metro’s Parks and Natural Areas facilities; schedule transition plans for any Metro facilities without current transition plans. (Fourth 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:

<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	\$	42,451

Resources:

PL	\$	146,403
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TOTAL	\$	146,403		TOTAL	\$	146,403
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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, age friendly communities, relationship of transportation design to public and environmental health, providing for effective freight and goods movements in multi-modal environments, trail design, cycle tracks 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 seminars, 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:

Personal Services	\$	140,877
Interfund Transfers	\$	84,224
Materials and Services	\$	23,300

Resources:

PL	\$	58,770
STPBG	\$	124,855
Metro	\$	64,776

TOTAL	\$	248,401		TOTAL	\$	248,401
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Full-Time Equivalent Staffing

Regular Full-Time FTE	1.0
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TOTAL	1.0
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FY 2017-18 Cost and Funding Sources:

Requirements:

Personal Services	\$	140,049
Interfund Transfers	\$	42,451
Materials and Services	\$	62,300
ODOT Consultant Contract	\$	200,000

Resources:

STPBG	\$	168,988
Creating Livable Streets STPBG	\$	250,000
Metro	\$	40,551

TOTAL	\$	444,800		TOTAL	\$	444,800
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Full-Time Equivalent Staffing

Regular Full-Time FTE	0.95
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TOTAL	0.95
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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:

Public Involvement is spread throughout other project budgets. Please refer to the MTIP, Corridor Planning, Title VI, MPO Management & Services budget summaries.

FY 2017-18 Cost and Funding Sources:

Requirements:

Resources:

<u>N/A</u>	<u>\$</u>	<u>N/A</u>	<u>\$</u>
<u>TOTAL</u>	<u>\$</u>	<u>N/A</u>	<u>N/A</u>

Full-Time Equivalent Staffing

<u>Regular Full-Time FTE</u>	<u>N/A</u>
<u>TOTAL</u>	<u>N/A</u>

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. The TSMO Program works in collaboration with ODOT Region 1 Planning for Operations (see separate entry in UPWP).

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.
- Coordinate and collaborate with ODOT Region 1 Planning for Operations activities (see separate UPWP entry)
- 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 2016-17:

- 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, ODOT Region 1 Planning for Operations (see separate UPWP entry), 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

Policymaking

Metro Council

Joint Policy Advisory Committee on Transportation (JPACT)

Transportation Policy Alternatives Committee (TPAC)

Cooperation, Collaboration & Grant Recipients

Metro (Lead Agency)

TransPort and subcommittees (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 & Washington
 Cities of Beaverton, Gresham, Hillsboro, Portland, Lake Oswego, Tigard, Wilsonville
 SW Regional Transportation Council, C-TRAN
 Washington State Department of Transportation

Schedule for Completing Activities:

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

Funding History:

Fiscal Year	Total Budget	FTE Comparison
2011-12	\$192,225	1.13
2012-13	\$60,000	0.76
2013-14	\$69,963	1.49

2014-15	\$281,805	1.55
2015-16	\$193,735	0.9

FY 2016-17 Cost and Funding Sources:

Requirements:

Personal Services	\$	75,773
Interfund Transfers	\$	36,414
Materials and Services	\$	2,500

Resources:

STPBG	\$	42,908
TSMO - STPBG	\$	60,000
Metro	\$	11,778

TOTAL	\$	114,687		TOTAL	\$	114,687
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Full-Time Equivalent Staffing

Regular Full-Time FTE	0.55
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TOTAL	0.55
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FY 2017-18 Cost and Funding Sources:

Requirements:

Personal Services	\$	46,501
Interfund Transfers	\$	18,989
Materials and Services	\$	2,500

Resources:

TSMO STPBG	\$	60,769
Metro	\$	7,220

TOTAL	\$	67,990		TOTAL	\$	67,990
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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 – Plan Update

Description

The Transportation System Management and Operations (TSMO) program follows a ten year plan that ends 2020. The plan guides program investments using RFFA funding, state funding, additional federal grant funds and local funds, building on investments in transportation system efficiency. The plan will include key components of Metro’s system monitoring, performance measurement and Congestion Management Process (CMP). Most of the required CMP activities are related to performance measurement and monitoring. While the current plan continues to serve the region, an update is needed to formalize new concepts among regional TSMO partners including connected and autonomous vehicles, shared-use mobility, integrated corridor management, decision support systems, cloud-based analytics and “Smart City” urban applications of the Internet-of-Things (IoT).

Objectives

- Lead process for updating and adoption of the TSMO Plan. Plan will provide direction for new regional funding investments aimed at reducing greenhouse gas emissions.
- The plan update process will review past TSMO investments and the state of ITS in the region to understand the safety, livability, multimodal and reliability outcomes achieved.
- The process will look at how advances in information technology have changed methods to manage and operate the transportation system.
- Refine the program structure and funding process.
- Review regional coordination and collaboration around TSMO including Traffic Incident Management (TIM), data communications (ITS Network) and data archiving and tools (PORTAL).

Previous Work:

Planning activities that inform the TSMO Plan Update include:

- 2006-2007 – development of regional ITS strategies (federal grant).
- 2008-2011 - an ODOT TGM grant supported the region’s first TSMO Plan.
- 2014 – a final Concept of Operations was completed for a large area around the area where I-84 and I-205 meets to consider Active Corridor Management elements ODOT, City of Portland and other regional partners could implement to improve reliability.
- 2014 – 2018 US DOT awarded Metro funds to lead an Integrated Corridor Management planning grant for the I-84 multimodal corridor from downtown Portland to Troutdale.
- 2016 – FHWA supported a regional workshop around capability maturity for traffic management.
- 2016 – Update of the regional ITS Architecture and data Communications Plan
- 2017 – Regional concept for next-generation Transit Signal Priority completed by TriMet

Methodology:

Refine regional policy to guide TSMO investments and activities in the Portland metropolitan region. Engage a broad range of stakeholders to understand issues and needs from operators and the traveling public. Analyze multimodal performance data to advance the region’s ability to diagnose and address congestion and support multimodal operations.

Tangible Products Expected in FY 2017-18:

- Stakeholder Participation Plan
- Refined Vision Goals and Objectives that are grounded in regional needs for people and goods movement. Topics to explore in refining vision goals and objectives include social 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.

- Updated TSMO Toolbox.
- Updated TSMO project list.
- Agreements among operators supported by edits to ITS Architecture, relationships and procedures, decision support systems and other share understanding and operations methods.
- Updated Capability Maturity Framework for the TSMO program.
- Final TSMO Plan.

Entities Responsible for TSMO Plan Update

Lead Agency

Metro

Policymaking

Metro Council

Joint Policy Advisory Committee on Transportation (JPACT)

Transportation Policy Alternatives Committee (TPAC)

Operators

TransPort and subcommittees (includes Portal Technical Advisory Committee, ITS Architecture Subcommittee, ITS Network Management Team, Traffic Incident Management Coalition).

Oregon Department of Transportation (ODOT) TriMet, Port of Portland, Counties of Clackamas, Multnomah & Washington, Cities of Beaverton, Gresham, Hillsboro, Portland, Lake Oswego, Tigard, Wilsonville and other cities

Cooperation and Collaboration

Transportation Research and Education Center (TREC)/ Portland State University Federal Highway Administration (FHWA) Federal Transit Administration (FTA), US DOT ITS Joint Program Office
 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:

This plan update is being described separately from other planning activities for the first time, therefore it does not include a discrete funding history.

FY 2017-18 Cost and Funding Sources:

Requirements:		Resources:	
Materials & Services – ODOT Consultant	\$ 302,828	TSMO STPBG	\$ 271,728
		Metro	\$ 31,100
<hr/>		<hr/>	
TOTAL	\$ 302,828	TOTAL	\$ 302,828

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

Description:

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

Objectives:

- Implement the 2012-2017 RTO Strategic Plan. (ONGOING)
- Support regional coordination and collaboration around travel options 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 ride matching services to region, including participation in multi-state online ride matching 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 ride matching 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 ride matching 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:

Personal Services	\$	439,542
Interfund Transfers	\$	221,229
Materials and Services	\$	1,604,600

Resources:

FTA - STPBG	\$	1,830,379
ODOT-FHWA-STPBG	\$	303,000
Metro	\$	121,992

TOTAL \$ **2,255,371**

TOTAL \$ **2,255,371**

Full-Time Equivalent Staffing

Regular Full-Time FTE	3.75
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TOTAL **3.75**

FY 2017-18 Cost and Funding Sources:

Requirements:

Personal Services	\$	534,858
Interfund Transfers	\$	219,759
Materials and Services	\$	1,544,070

Resources:

FTA - STPBG	\$	1,969,215
ODOT-FHWA-STPBG	\$	225,000
Metro	\$	104,472
Metro	\$	

TOTAL \$ **2,298,686**

TOTAL \$ **2,298,686**

Full-Time Equivalent Staffing

Regular Full-Time FTE	4.282
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TOTAL **4.282**

Transportation System Management and Operations - Regional Travel Options (RTO) Strategic Plan Update

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).

The RTO program goals and objectives are derived from the Regional Transportation Plan, and are further defined via a strategic plan. The current strategic plan covers the years 2012-2017 and is due to be updated in 2017.

Objectives:

- Lead process for updating and adoption of the new RTO Strategic Plan. 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.
- The plan update process will examine outcomes achieved through the 2012-2017 RTO Strategic Plan to ascertain those investments' success and contribution to achieving regional goals related to reducing single-occupant-vehicle trips and other key objectives.
- The process will look at how advances in information technology have changed people's travel choices and will define strategies on how to best position the program to leverage further advances in order to improve communication and engagement with the public.
- Defining the necessary program structure and funding mechanism for supporting and investing in Safe Routes to School education and outreach programs at the region's schools will be a component of the strategic plan update.
- Review regional coordination and collaboration around travel options education and outreach to determine key strategic investment areas and funding mechanisms to support partners' activities in those areas.
- Update ongoing evaluation strategy to measure outputs and outcomes of all projects and programs supported with RTO funds, to ensure alignment with federal and regional goals related the vehicle miles traveled and air quality.

Previous Work:

This will be the fourth version of the RTO Strategic Plan. The initial plan was drafted in 2003. This plan and the two subsequent plans have covered five-year time spans.

- The 2003 plan established the RTO program, building on the work done to implement the first two rounds of CMAQ funding in the Portland region. During the five-year span covered by this plan, oversight of the regional program transferred from TriMet to Metro, and program evaluation activities commenced, to determine how well RTO investments were performing relative to the program's goals and objectives.
- The 2008 plan update refined roles and responsibilities for RTO partners, and laid out goals for program growth.
- The 2012 plan established a larger, more competitive funding strategy, and placed greater emphasis on program performance, measurement and evaluation.

Methodology:

The RTO strategic plan update will further define implementation of regional policies to reduce drive-alone auto trips and personal vehicle miles of travel and to increase use of travel options. The program improves mobility and reduces pollution by carrying out the TDM components of the TSMO strategy outlined in the 2035 Regional Transportation Plan (RTP). The program maximizes investments in the transportation system and relieves traffic congestion by managing travel demand, particularly during peak commute hours. Specific RTO strategies encompass promoting transit, ridesharing, cycling, walking, and telecommuting.

The planning process will engage stakeholders from around the region, working in both the public and private sectors, to develop a plan focused on achieving greater performance from the program investments, and facilitating the growth of the program throughout the region.

Tangible Products Expected in FY 2017-18:

- Develop planning process scope of work, and conduct a procurement process to hire a qualified consultant, capable of leading process and creating the final plan document
- Working with the consultant, conduct a series of activities designed to research relevant trends and policies, capture input from stakeholders, develop plan document

Entities Responsible for RTO Plan Update:

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
Westside Transportation Alliance TMA – Grant Recipient
Explore Washington Park – Grant Recipient
Ride Connection – Grant Recipient
Bicycle Transportation Alliance – Grant Recipient
Gresham Area Chamber of Commerce – Grant Recipient
Verde – Grant Recipient
City of Portland – Grant Recipient
City of Gresham – Grant Recipient
City of Lake Oswego – Grant Recipient
West Columbia Gorge Chamber of Commerce – Grant Recipient
Portland Public Schools – Grant Recipient
National Safe Routes to School Alliance – Grant Recipient
City of Tigard – Grant Recipient
Beaverton School District – Grant Recipient
Portland Community College – Grant Recipient
Housing Authority of Washington County – Grant Recipient
Clackamas Community College – Grant Recipient
TriMet – Grant Recipient
City of Wilsonville/Wilsonville SMART – Grant Recipient
Go Lloyd – Cooperate/Collaborate
Swan Island TMA – Cooperate/Collaborate
Clackamas County – Cooperate/Collaborate

Multnomah County – Cooperate/Collaborate
Washington County – Grant Recipient, Cooperate/Collaborate
C-TRAN – Cooperate/Collaborate
City of Vancouver – Cooperate/Collaborate
SW Regional Transportation Council – Cooperate/Collaborate
Washington State Department of Transportation – Cooperate/Collaborate

Schedule for Completing Activities:

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

Funding History:

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

FY 2017-18 Cost and Funding Sources:

Please refer to the funding section of the Transportation System Management and Operations - Regional Travel Options (RTO) narrative.

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. Metro's freight planning program also coordinates with the updates for the Oregon Freight Plan. Metro's coordination activities include participation in the Oregon Freight Advisory Committee (OFAC), and ODOT's Freight Highway Bottleneck List Project. The project is an implementation initiative from the 2011 Oregon Freight Plan and will help ODOT direct funding to projects that alleviate critical freight bottlenecks. To facilitate USDOT requirements under the FAST Act, Metro helped provide information on the locations of freight intermodal connectors in the region, and the urban freight roadways and highways to add to the National Multimodal Freight Network.

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) with the following work products:
 1. Updated economic figures and commodity flow data
 2. New freight measures that inform near- and long-term investment priorities
 3. Updated regional Freight Network map
 4. New sections on regional freight funding and the federal FAST Act and FASTLANE grants
- 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/ties 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:		Resources:	
Personal Services	\$ 77,311	PL	\$ 2,829
Interfund Transfers	\$ 46,221	STPBG	\$ 108,307
		Metro	\$ 12,396
TOTAL	\$ 123,532	TOTAL	\$ 123,532

Full-Time Equivalent Staffing

Regular Full-Time FTE	0.55
TOTAL	0.55

FY 2017-18 Cost and Funding Sources:

Requirements:		Resources:	
Personal Services	\$ 69,015	STPBG	\$ 87,216
Interfund Transfers	\$ 28,183	Metro	\$ 9,982
TOTAL	\$ 97,198	TOTAL	\$ 97,198

Full-Time Equivalent Staffing

Regular Full-Time FTE	0.475
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TOTAL

0.475

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
STPBG	\$ 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	\$	723,570
Interfund Transfers	\$	514,416
Materials and Services	\$	143,600

Resources:

PL	\$	158,370
ODOT Support	\$	112,784
TriMet Support	\$	122,638
Metro	\$	782,229
Other	\$	205,566

TOTAL	\$	1,381,586		TOTAL	\$	1,381,587
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Full-Time Equivalent Staffing

Regular Full-Time FTE	5.664
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TOTAL	5.664
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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
STPBG	\$	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	\$	140,172
Materials and Services	\$	113,000

Resources:

PL	\$	84,295
STPBG	\$	274,371
TriMet Support	\$	50,445
Metro	\$	41,223

TOTAL	\$	450,335		TOTAL	\$	450,335
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Full-Time Equivalent Staffing

Regular Full-Time FTE	1.483
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TOTAL	1.483
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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 2017-2018:

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
STPBG	\$	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	\$	780,435
Interfund Transfers	\$	554,844
Materials and Services	\$	34,016

Resources:

PL	\$	845,527
STPBG	\$	141,765
ODOT Support	\$	88,891
TriMet Support	\$	63,463
Metro	\$	229,648

TOTAL	\$	1,369,295		TOTAL	\$	1,369,295
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Full-Time Equivalent Staffing

Regular Full-Time FTE	5.744
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TOTAL	5.744
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Behavior-Based Freight Model

Description:

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

Metro was selected to receive one of four Freight Model Implementation Assistance grants under the federal SHRP2 C20 Freight Demand Modeling and Data Improvement Project. These funds will be used for model development. Model development and implementation will require collection of behavioral data from shippers and receivers representing a wide range of industries, common and contract freight carriers, business that operate non-freight commercial vehicles, warehouse managers, and logistics agents. The establishment surveys will gather data about industry type and size, commodities shipped and received, shipment size and frequency, and truck fleet data. Truck operators will be asked to complete diaries that provide details on all truck movements, including type and quantity of goods delivered and picked up at each stop, over a 24-hr period. Additional freight data, such as GPS truck tracking data and truck counts may also be collected. Freight data collection will be funded with \$350,000 in Surface Transportation Program (STPBG) 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 STPBG 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. STPBG 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 STPBG 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 2017-18:

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:		Resources:	
Personal Services	\$ 40,059	SHRP2 C201AP	\$ 350,000
Interfund Transfers	\$	STPBG	\$ 350,000
Materials and Services	\$ 700,000	Metro	\$ 40,059
TOTAL		TOTAL	
	\$ 740,059		\$ 740,059

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 2017-18:

- 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	STPBG	\$ 66,973
Interfund Transfers	\$ 39,526	ODOT Support	\$ 24,093
Materials and Services	\$ 19,044	TriMet Support	\$ 7,702
		Metro	\$ 7,665
TOTAL	\$ 106,433	TOTAL	\$ 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	STPBG	\$ 65,046
Interfund Transfers	\$ 35,035	ODOT Support	\$ 23,325
Materials and Services	\$ 19,014	TriMet Support	\$ 7,489
		Metro	\$ 7,445
TOTAL	\$ 103,305	TOTAL	\$ 103,305

Full-Time Equivalent Staffing

Regular Full-Time FTE	0.35
TOTAL	0.35

III. 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.

As the MPO, Metro is responsible for preparing the annual Unified Planning Work Program (UPWP), a document that coordinates activities for all federally funded planning efforts in the Metro region. Metro follows recently adopted state protocols for developing the UPWP to ensure adequate opportunity for state and local partners to develop project narratives, for state and federal consultation on the draft UPWP and for adoption of the final plan by JPACT and the Council in a timely manner for submittal to ODOT and the USDOT. Once adopted, the UPWP is a living document, and Metro makes periodic amendments, as needed, under procedures established in the UPWP. Amendments to the UPWP area submitted to USDOT for approval.

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:		Resources:	
Personal Services	\$ 160,175	PL	\$ 281,194
Interfund Transfers	\$ 74,919		
Materials and Services	\$ 46,100		
TOTAL		\$ 281,194	\$ 281,194

Full-Time Equivalent Staffing

Regular Full-Time FTE	1.2
TOTAL	1.2

FY 2017-18 Cost and Funding Sources:

Requirements:

Personal Services	\$	123,518
Interfund Transfers	\$	50,441
Materials and Services	\$	46,100
Contingency	\$	72,318

Resources:

PL	\$	292,376
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	TOTAL	\$	292,376		TOTAL	\$	292,376
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Full-Time Equivalent Staffing

Regular Full-Time FTE		0.8
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	TOTAL	0.8
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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	STPBG – 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	Regional Corridor Planning STPBG	\$ 1,122,610
Interfund Transfers	\$ 212,586	Metro	\$ 89,364
Materials and Services	\$ 1,234,610	Other	\$ 755,798
TOTAL		TOTAL	
	\$ 1,967,772		\$ 1,967,772

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 Refinement Phase of the Southwest Corridor Plan was completed in June of 2016 with steering committee recommendation of a narrowed set of high capacity transit design options and associated roadway and active transportation projects to carry into a Draft Environmental Impact Statement (DEIS). The proposed LRT project entered the federal environmental review process in late 2016 and will continue until mid 2019. The DEIS is expected to be released for public review in late 2017, with adoption of a locally Preferred Alternative in early 2018.

In conjunction with the study of the LRT, Metro is working with project partners on the Southwest Corridor Equitable Development Strategy. The Strategy will support achieving regional and local goals related to inclusive development, affordable housing, workforce development, and access to education and other ladders of opportunity aligned with major regional investments in transit and other transportation improvements.

Entities Responsible for Activity:

Technical and planning staff from partners meets several times every month to examine and evaluate new information in order to brief the project steering committee, which works to make project recommendations on a consensus model. Specific partner roles include:

- Metro: planning lead (coordination, public involvement) through local adoption of preferred alternative, lead local agency on environmental review process
- TriMet: design lead, planning lead after adoption of preferred alternative
- Oregon Department of Transportation: cooperate/collaborate, including reviewing and commenting on draft NEPA materials and involvement in negotiating analysis methods and mitigation strategies
- Partner jurisdictions: same as ODOT

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)
- Implementation of Public Involvement Plan (PIP) for environmental review process, as negotiated with FTA, which will cover approaches to:
 - inform the public of potential impacts
 - involve the public in decision making

- Continued ODOT and project partner staff meetings to review and discuss project planning and designs
- ODOT and other participating agency review and comment on draft analysis methods and draft chapters for DEIS
- ODOT and other participating agency negotiation in mitigation strategy options
- Continued public engagement process
- Release of the federal DEIS
- Documentation of public comments on the DEIS
- 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
- Creation of a Southwest Corridor Equitable Development Strategy

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:		Resources:	
Personal Services	\$ 764,733	Metro	\$ 307,170
Interfund Transfers	\$ 387,958	Other	\$ 3,644,621
Materials and Services	\$ 2,799,100		

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

Regular Full-Time FTE	6.6
TOTAL	6.6

FY 2017-18 Cost and Funding Sources:

Requirements:

Personal Services	\$	908,067
Interfund Transfers	\$	381,788
Materials and Services	\$	1,024,100

Resources:

Metro	\$	286,585
Other	\$	2,027,370

TOTAL	\$	2,313,955	TOTAL	\$	2,313,955
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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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FY 2017-18 ODOT Cost and Funding Sources:

Requirements:

Personal Services	\$	150,000
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Resources:

SPR	\$	150,000
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TOTAL	\$	150,000	TOTAL	\$	150,000
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Full-Time Equivalent Staffing

Regular Full-Time FTE	1.25
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TOTAL	1.25
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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.

Previous Work:

- 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	\$	26,500
Materials and Services	\$	3,350

Resources:

STPBG	\$	85,013
Metro	\$	9,730

TOTAL	\$	94,743		TOTAL	\$	94,743
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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 2017-18:

- 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:

STPBG – 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	\$	95,058
Materials and Services	\$	34,000

Resources:

STPBG – EVA	\$	53,860
Metro	\$	291,265

TOTAL	\$	345,125		TOTAL	\$	345,125
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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
Full-Time Equivalent Staffing					
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 (STPBG)	\$	910,280
2017-2018 Grants	\$	670,080			
2017-2018 Grants estimate	\$				
<i>TOTAL</i>	\$	910,280	<i>TOTAL</i>	\$	910,280
Full-Time Equivalent Staffing					
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 TPAC and 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		
TOTAL	\$ 50,000	TOTAL	\$ 50,000
Full-Time Equivalent Staffing			
Regular Full-Time FTE	0.15		
TOTAL	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) on highways 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.
- Coordinate this effort with Metro and other partners on the upcoming TSMO Strategic Plan, including its updating and implementation.
- Identify and prioritize TSMO investment opportunities
- Early project planning (not to exceed 30% design)

Tangible Products Expected in 2017-18:

- Progress report presentations to TPAC and 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
Full-Time Equivalent Staffing					
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 FaSTPBGas™, 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 FaSTPBGass).
- 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	\$	505,455*	PL	\$	
Interfund Transfers	\$		STPBG	\$	459,973
Materials and Services	\$	1,757*	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
Full-Time Equivalent Staffing					
Regular Full-Time FTE		5.25			
<i>TOTAL</i>		5.25			

*Revisions as requested by US DOT, Metro.

FY 2017-18 Costs and Funding Sources:

Requirements:			Resources:		
Personal Services	\$	508,928	PL	\$	
Interfund Transfers	\$		STPBG	\$	473,772
Materials and Services	\$	13,500**	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
Full-Time Equivalent Staffing					
Regular Full-Time FTE		5.25			
<i>TOTAL</i>		5.25			

*Revisions as requested by US DOT, Metro.

**Estimated M&S for FY17-18. To be updated with actual M&S in next UPWP.

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)

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
- Regional partner agencies Other area transit providers
- Federal Transit Administration (FTA)
- Oregon Department of Transportation (ODOT)
- Community groups and organizations involved in transportation issues
- Organizations serving minority, elderly, disabled, and non-English speaking residents needs
- Organizations and advisory committees serving regional bicycle, pedestrian, and transit needs
- General public

Schedule for Completing Activities:

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

Funding History:

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		
Personal Services FY16-	\$62,25	Federal Grant	89.73	\$76,71
Materials & Services	\$23,250	Local Match	10.27%	\$48,781
	\$85,50			\$85,50
Full-Time Equivalent				
Regular Full-Time FTE	1.8			
	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:

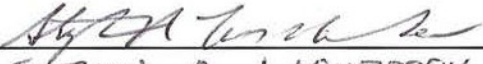
The undersigned agencies in the State of Oregon, in accordance with CFR, Chapter 23, Section 450.314 (MPO Agreements) do hereby mutually agree to consult and coordinate in carrying out transportation planning and programming the Portland Urbanized Area as required by this Subpart.



 Martha Bennett
 Chief Operating Officer
 Metro

4/28/14

 Date



 STEPHAN A. LASHBROOK
 TRANSIT DIRECTOR
 SMART

4/18/14

 Date

METRO -- DRAFT

03/16/2017

FY 2017-18 Unified Planning Work Program Funding Summary

ODOT Key #	PL ¹	FFY 18 Sec 5303 ²	STPBG ²	STPBG ²	TriMet Support	ODOT Support Funds	Corridor & Systems Planning	Corridor & Systems Planning	RTO STPBG/ 5307 ²	TSMO STPBG ² FY 18	Creating Livable Streets STPBG ²	Behavior- Based Freight Model	EVA STPBG ²	Special 2017 5303 ² Allocation	RTO ODOT ²	TSMO Strategic Plan	SHRP2 C20 IAP ²	ICM-DPG- 2013 -- ICM	Other Anticipated Funds ³	Metro/Local Match	Total
			FY 18 In Lieu of Dues	FY 16 Carryover			Corridor & Systems Planning FY 18 STPBG ²	FY 17 STPBG ² Carryover				18013/18014 19290/19291				19294		19902	19529		
<i>METRO</i>																					
<i>Transportation Planning</i>																					
1	353,372	72,859	268,617	37,961	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	331,246	1,064,055
2	119,350	133,845	314,574	-	-	-	-	-	-	-	-	-	-	77,070	-	-	-	-	-	128,394	773,233
3	-	493	25,682	48,569	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	8,555	83,299
4	355,865	369,158	4,071	229,368	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	68,970	1,027,432
5	43,902	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	43,902
6	146,403	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	146,403
7	-	-	26,892	142,096	-	-	-	-	-	-	250,000	-	-	-	-	-	-	-	-	40,551	459,539
8	-	-	-	-	-	-	-	-	65,454	-	-	-	-	-	-	-	-	-	-	7,492	72,946
9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	271,728	-	-	-	31,100	302,828
10	-	-	-	-	-	-	-	-	1,969,215	-	-	-	-	-	225,000	-	-	-	-	104,472	2,298,687
11	-	-	87,216	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	9,982	97,198
<i>Research and Modeling</i>																					
1	158,370	-	-	-	122,638	112,784	-	-	-	-	-	-	-	-	-	-	-	-	205,566	782,229	1,381,587
2	84,295	-	274,371	-	50,445	-	-	-	-	-	-	-	-	-	-	-	-	-	-	41,223	450,334
3	845,527	-	141,765	-	64,463	88,891	-	-	-	-	-	-	-	-	-	-	-	-	-	229,648	1,370,294
4	-	-	-	-	-	-	-	-	-	-	-	350,000	-	-	-	-	350,000	-	-	40,059	740,059
5	-	-	65,046	-	7,489	23,325	-	-	-	-	-	-	-	-	-	-	-	-	-	7,445	103,305
<i>Administrative Services</i>																					
1	292,376	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	292,376
<i>Metro Corridor Plans</i>																					
1	-	-	-	-	-	-	522,610	514,963	-	-	-	-	-	-	-	-	-	-	755,798	118,755	1,912,126
2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2,027,370	286,585	2,313,955
3	-	-	-	85,013	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	9,730	94,743
4	-	-	-	-	-	-	-	-	-	-	-	-	325,000	-	-	-	-	-	-	291,265	616,265
5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	191,680	41,075	6,845	239,600
Metro Subtotal	2,399,460	576,355	1,208,234	543,007	245,035	225,000	522,610	514,963	1,969,215	65,454	250,000	350,000	325,000	77,070	225,000	271,728	350,000	191,680	3,029,809	2,544,546	15,884,166
GRAND TOTAL	2,399,460	576,355	1,208,234	543,007	245,035	225,000	522,610	514,963	1,969,215	65,454	250,000	350,000	325,000	77,070	225,000	271,728	350,000	191,680	3,029,809	2,544,546	15,884,166

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

² Federal funds only, no match included

³ Reflects Local Contributions to projects; sales; Regional Bonded Funding via TriMet

If you picnic at Blue Lake or take your kids to the Oregon Zoo, enjoy symphonies at the Schnitz or auto shows at the convention center, put out your trash or drive your car – we’ve already crossed paths.

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Brian Evans

600 NE Grand Ave. Portland, OR 97232-2736

503-797-1700

Southwest Washington Regional Transportation Council

**Unified Planning Work Program
for
Fiscal Year 2018**

July 1, 2017 to June 30, 2018

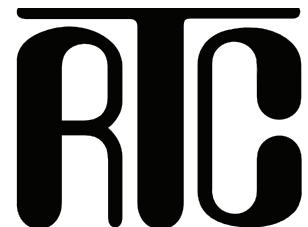
DRAFT

April 5, 2017

**Southwest Washington Regional Transportation Council
1300 Franklin Street
Vancouver WA 98660**

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

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



Southwest Washington Regional Transportation Council

Unified Planning Work Program for Fiscal Year 2018

July 1, 2017 to June 30, 2018

DRAFT

April 5, 2017

This Unified Planning Work Program has been financed in part through grants from the Federal Highway Administration, Federal Transit Administration, and the Washington State Department of Transportation.

The views expressed in this Program do not necessarily represent the views of these agencies.

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1300 Franklin Street
Vancouver WA 98660

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

Title VI Compliance

The Southwest Washington Regional Transportation Council (RTC) assures that no person shall, on the grounds of race, color, national origin, or sex as provided by Title VI of the Civil Rights Act of 1964 and the Civil Rights Restoration Act of 1987 (P.L. 100.259), be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity. RTC further assures that every effort will be made to ensure nondiscrimination in all of its programs and activities, whether or not those programs and activities are federally funded.

Americans with Disabilities Act (ADA) Information:

Materials can be provided in alternative formats by contacting
Southwest Washington Regional Transportation Council (RTC)

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

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



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

FISCAL YEAR 2018 UPWP: INTRODUCTION

UPWP PURPOSE

The Unified Planning Work Program is prepared annually by the Southwest Washington Regional Transportation Council (RTC). The financial year FY 2018 UPWP runs from July 1, 2017 through June 30, 2018. RTC's UPWP is developed in coordination with Washington State Department of Transportation, C-TRAN and local jurisdictions. As part of the continuing transportation planning process, all regional transportation planning activities proposed by the MPO/RTPO, Washington State Department of Transportation and local agencies are documented in the UPWP.

The UPWP focuses on transportation tasks that are priorities for federal and state transportation agencies as well as local jurisdictions. The planning activities relate to multiple modes of transportation and address planning issues significant to the Regional Transportation Plan (RTP) for the Clark County urban region and the Regional Transportation Plans for the rural counties of Skamania and Klickitat. The current federal transportation Act, The Fixing America's Surface Transportation Act (FAST) 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. The "FAST Act" stabilizes federal funding to state and metropolitan regions for transportation planning and project improvements, sets new policy ndirection 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, the 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 builds on the program structure and reforms of the prior federal Transportation Act, MAP-21, which created a streamlined and performance-based surface transportation program.

UPWP OBJECTIVES

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

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

RTC is the Metropolitan Planning Organization (MPO) for the Clark County, Washington portion of the larger Portland/Vancouver urbanized area (Figure 1, map). An MPO is the legally mandated forum for cooperative transportation decision-making in a metropolitan planning area. RTC's Metropolitan Planning Area (MPA) boundary is countywide. RTC was established in 1992 to carry out the regional transportation planning program.

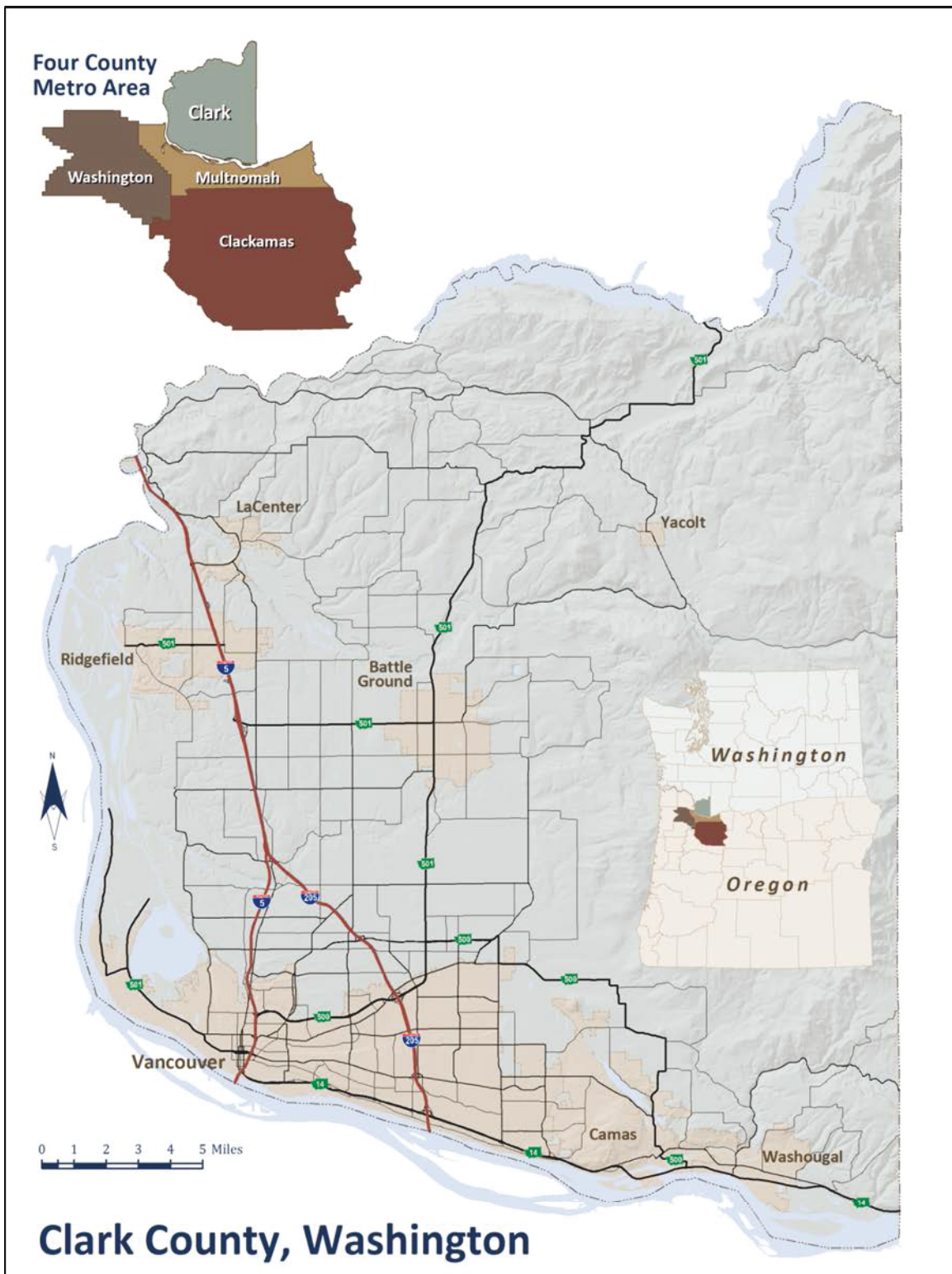


Figure 1: RTC, Metropolitan Planning Organization (MPO)
The Metropolitan Planning Area (MPA)/MPO region includes the whole of Clark County



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

Following passage of the Intermodal Surface Transportation Efficiency Act (ISTEA) in 1991, the region became a federally-designated Transportation Management Area (TMA) having a population of over 200,000. TMA status brings additional transportation planning requirements that the MPO must carry out. UPWP requirements are specified in 23CFR450.308 and 23CRF420.111.

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

PARTICIPANTS, COORDINATION AND FUNDING SOURCES

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

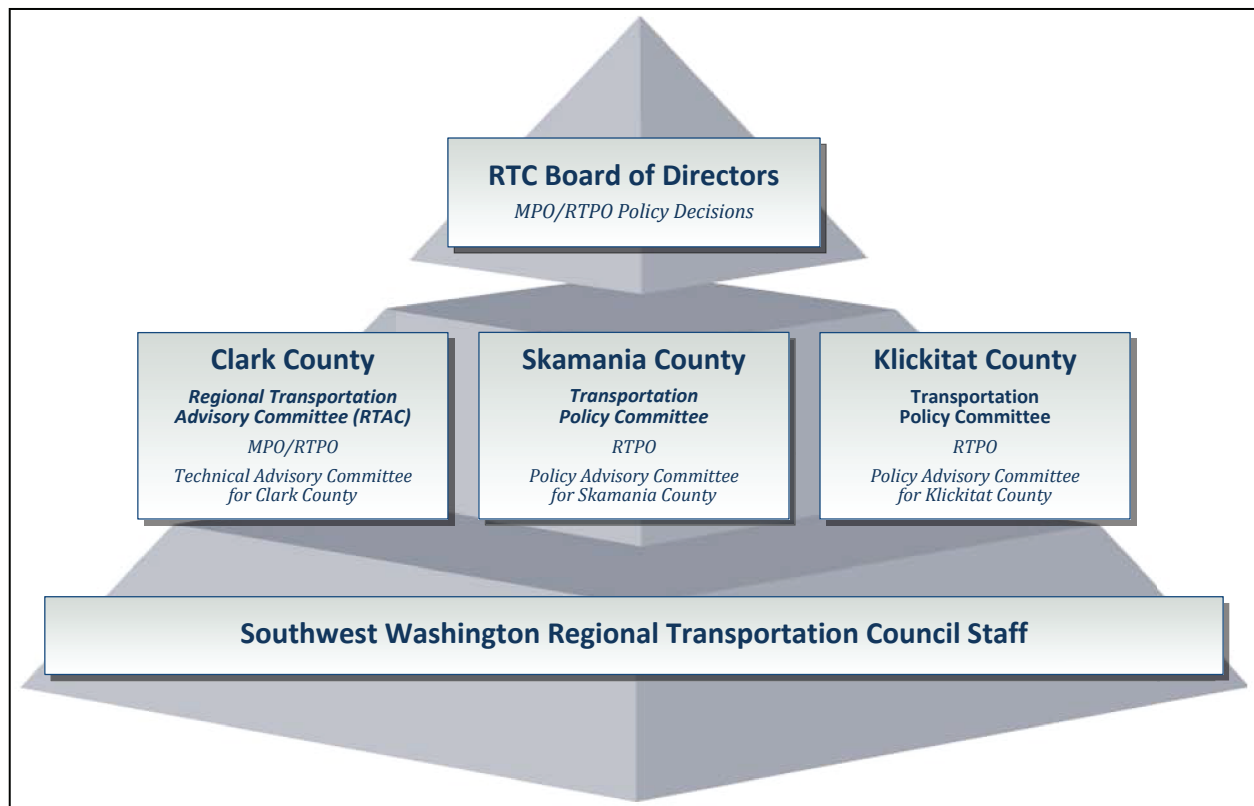


Figure 3: RTC's Agency Structure

A. Clark County

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

RTC annually develops the transportation planning work program and endorses the work program for the entire metropolitan area that includes the Metro Portland region. RTC is also responsible for the development of the Regional Transportation Plan, the metropolitan Transportation Improvement Program, the Congestion Management Process and other regional transportation studies.

C-TRAN regularly adopts a Transit Development Plan (TDP) that provides a comprehensive guide to C-TRAN's shorter-term development. The TDP provides information regarding capital and operating improvements over the next six years. The TDP, required by RCW 35.58.2795, outlines those projects of regional significance for inclusion in the Transportation Improvement Program within the region. C-TRAN adopted a longer-range transportation plan, C-TRAN 2030, in June 2010 to guide the future development of the transit system and adopted a Plan update in December 2016. Following a June 1, 2005 decision, C-TRAN's service boundary is limited to the city of Vancouver and its urban growth boundary, and the city limits only of Battle Ground, Camas, La Center, Ridgefield, Washougal, and the Town of Yacolt. In September 2005, voters approved an additional 0.2 percent sales tax for C-TRAN, avoiding significant service reductions, preserving existing service, and restoring service to outlying cities. C-TRAN operates a fixed route bus system on urban and suburban routes, The Vine Bus Rapid Transit route as well as express commuter bus service to Portland, Oregon. C-TRAN also provides general purpose dial-a-ride, deviated fixed route, and Americans with Disabilities Act (ADA)-compliant paratransit service.

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

Agreements

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

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

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

An MOU between RTC and Metro was first adopted by the RTC Board on April 7, 1998 (RTC Board Resolution 04-98-08). The Metro/RTC MOU is currently reviewed triennially with adoption of the UPWP. The Metro/RTC MOU was last reviewed in 2015 and adopted along with the FY 2016 UPWP in May 2015 (RTC Board Resolution 05-15-08, May 5, 2015).

SOUTHWEST WASHINGTON REGIONAL TRANSPORTATION COUNCIL: MEMBERSHIP 2016

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

SOUTHWEST WASHINGTON REGIONAL TRANSPORTATION COUNCIL: BOARD OF DIRECTORS

RTC Board of Directors 2018

Jurisdiction/Agency	Represented By:
City of Vancouver	Council Member Jack Burkman Council Member Anne McEnerny-Ogle
Clark County	Council Chair Marc Boldt Councilor Eileen J. Quiring Councilor Jeanne E. Stewart (RTC Chair)
Small Cities East: City of Camas City of Washougal	Council Member Paul Greenlee, Washougal
Small Cities North: City of Battleground City of Ridgefield City of La Center Town of Yacolt	Mayor Ron Onslow, Ridgefield (RTC Vice-Chair)
Skamania County: Skamania County City of North Bonneville City of Stevenson Port of Skamania County	Commissioner Tom Lannen, Skamania County
Klickitat County: Klickitat County City of Bingen City of Goldendale City of White Salmon Port of Klickitat	Commissioner James Herman, Port of Klickitat
C-TRAN	Jeff Hamm, Executive Director/CEO
WSDOT	Kris Strickler, Southwest Regional Administrator
Ports: Port of Vancouver Port of Camas-Washougal Port of Ridgefield	Commissioner Jerry Oliver, Port of Vancouver
ODOT	Rian Windsheimer, Region One Manager
Metro	Councilor Shirley Craddick, Metro
14 th District	Senator Curtis King Representative Norm Johnson Representative Gina McCabe
17 th District	Senator Lynda Wilson Representative Paul Harris Representative Vicki Kraft

RTC Board of Directors 2018

Jurisdiction/Agency

Represented By:

18th District

Senator Ann Rivers
 Representative Liz Pike
 Representative Brandon Vick

20th District

Senator John Braun
 Representative Ed Orcutt
 Representative Richard DeBolt

49th District

Senator Annette Cleveland
 Representative Monica Stonier
 Representative Sharon Wylie

SOUTHWEST WASHINGTON REGIONAL TRANSPORTATION COUNCIL

Regional Transportation Advisory Committee Members

Jurisdiction/Agency

Represented By:

Regional Transportation Council

Matt Ransom **[Chair]**

Clark County, Planning

Gary Albrecht

Clark County, Public Works

Susan Wilson

City of Vancouver, Public Works

Chris Malone

City of Vancouver, Community
 Development

Patrick Sweeney

City of Camas

Jim Carothers

City of Washougal

Rob Charles

Port of Camas-Washougal

City of Battle Ground

Mark Herceg

Town of Yacolt

Port of Ridgefield

Cities of Ridgefield

Brenda Howell

City of La Center

C-TRAN

Roger Hanson

WSDOT

Michael Williams

Port of Vancouver

Jim Hagar

ODOT

Tim Wilson

Metro

Tom Kloster

Human Services Council

Colleen Kuhn

B. SKAMANIA COUNTY

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

SKAMANIA COUNTY TRANSPORTATION POLICY COMMITTEE

Jurisdiction/Agency	Representative
Skamania County	Tom Lannen, County Commissioner
City of Stevenson	Ben Shumaker, Planning Manager
City of North Bonneville	Steven Hasson, City Administrator
Port of Skamania County	Pat Albaugh, Port Manager
WSDOT, Southwest Region	Kris Strickler, SW Regional Administrator

C. KLICKITAT COUNTY

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

KLICKITAT COUNTY TRANSPORTATION POLICY COMMITTEE

Jurisdiction/Agency	Representative
Klickitat County	Commissioner Jim Sizemore
City of White Salmon	Mayor David Poucher
City of Bingen	Jan Brending, City Administrator
City of Goldendale	Karl Enyeart, Public Works Director
Port of Klickitat	Marc Thornsbury, Port Executive Director
WSDOT, Southwest Region	Kris Strickler, SW Regional Administrator

D. BI-STATE COORDINATION

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

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

E. RTC STAFF

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

RTC: Staffing	
Position	Duties
Executive Director	Overall MPO/RTPO Planning Activities, Coordination, and Management
Project Manager	Transportation System Management and Operations (TSMO)/Intelligent Transportation System (ITS), I-205 Bus on Shoulder Feasibility Study, Air Quality
Sr. Transportation Planner	Regional Transportation Plan, Unified Planning Work Program, Human Services Transportation Plan, Active Community Environments, Commute Trip Reduction, Freight Planning
Sr. Transportation Planner	Transportation Improvement Program (TIP), Project Programming, RTPO: Klickitat and Skamania Counties, Congestion Management Process, Traffic Counts, Freight Traffic Data
Sr. Transportation Planner	Regional Travel Forecast Model, Data
Sr. Transportation Planner	Geographic Information System (GIS), Mapping, Data Graphics, Webmaster
Sr. Transportation Planner	Regional Travel Forecast Model, Air Quality, Demographics
Staff Assistant	RTC Board of Directors’ Meetings, Bi-State Coordination Committee Meetings, Appointment Scheduling
Office Assistant	General Administration, Reception, Regional Transportation Advisory Committee (RTAC) Meetings, Website
Accountant	Accounts Payable, Grant Billings

Figure 4: RTC Staff

PLANNING EMPHASIS AREAS

The UPWP is reflective of the national focus to encourage and promote the safe and efficient management, operation and development of transportation systems to serve the mobility needs of people and freight within and through urbanized areas as well as foster economic growth and development. The UPWP describes the transportation planning activities and summarizes local, state and federal funding sources required to meet the key transportation policy issues during the

upcoming year. The UPWP implements federal, state and local transportation planning emphasis areas (PEAs). The Federal Highway Administration, the Federal Transit Administration and Washington State Department of Transportation identify transportation planning emphasis areas intended to guide the development of work programs for both metropolitan and statewide transportation planning processes.

In FY 2018, continuation of usual planning activities as documented on the following pages is expected as well as specific areas of emphasis including the transition from MAP-21 to implementation of the federal "FAST Act", regional planning cooperation and planning for access to essential service using ladders of opportunity. Tribal consultation, annual reporting, updating of interlocal agreements, participation in statewide planning efforts, website updating, corridor planning and development of state and local performance measures and performance targets are expected to continue.

FEDERAL

The "FAST Act", Fixing America's Surface Transportation Act, is the current Federal Transportation Act signed into law by President Obama on December 4, 2015. In FY 2018, FHWA and FTA anticipate MPOs to focus on compliance with FAST, meeting the requirements of 23 CFR 450.308 and 23 CFR 420.111; 49 USC § 5303, 49 USC § 5305 and FTA Circular 8100.1C and reflect this in the Unified Planning Work Program for the upcoming Fiscal Year. Specific Planning Emphasis Areas are unchanged from FY 2017 include:

Transition from MAP-21 and FAST Act Implementation:

- Transition from federal MAP-21 to FAST Act implementation while continuing performance based planning and programming first instituted by MAP-21. Performance based planning is the development and implementation of a managed approach to transportation planning and programming that supports the achievement of transportation system performance outcomes. RTC, as MPO for the region will work closely with WSDOT in implementing requirements of the federal Final Rules relating to performance based planning and programming.

Models of Regional Planning Cooperation:

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

Ladders of Opportunity:

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

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

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

MPOs are required to continue coordination and consultation with tribal governments and federal land management agencies 23 CFR 450.316(c). MPO's are also required to self-certify that the metropolitan transportation planning process is being carried out in accordance with the applicable laws. Transportation Management Areas (TMA's), such as RTC, undergo a quadrennial MPO Certification Review by Federal Highway Administration and Federal Transit Administration. RTC's next certification review is due in fall 2017.

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

- Support economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- Increase the safety of the transportation system for motorized and non-motorized users;
- Increase the security of the transportation system for motorized and non-motorized users;
- Increase accessibility and mobility of people and freight;

-
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
 - Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
 - Promote efficient system management and operation;
 - Emphasize the preservation of the existing transportation system;
 - Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
 - Enhance travel and tourism.

STATE

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

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

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

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

Continued Coordination between WSDOT and the MPOs may include:

- Washington Transportation Plan 2040, Phase II
- Highway System Plan
- FAST Act and MAP-21 Target Setting Collaboration on Final Rules
- Transportation Efficiency (Executive Order 14-04)
- Aviation System Plan
- Corridor Sketches
- Statewide Travel Demand Model
- Practical Solutions
- GMA Enhanced Collaboration
- Incorporation of pertinent statewide transportation plans into the region's Regional Transportation Plans as RTPs are updated
- Analysis of FAST Act and MAP-21 final rules to understand potential impacts to planning practices
- Ongoing coordinated human services transportation discussions

STATE AND FEDERAL EMPHASIS AREAS

Both state and federal emphasis areas focus on the following:

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

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

Interlocal Agreement. Interlocal agreements are the legal instruments used to establish or change boundaries or organization of an MPO/RTPO.

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

Corridor Sketches. A corridor sketch is a way for WSDOT to work jointly with partners to capture and document consistent baseline information about a highway corridor that informs future investment decisions.

Performance Measures. WSDOT will continue to collaborate with MPOs to define a framework for setting performance measures at the state level. WSDOT will continue to collaborate to provide comments to the USDOT dockets relating to the remaining Notices of Proposed Rulemakings (NPRMs) relating to federally required transportation system performance measures and targets.

LOCAL

RTC's FY 2018 UPWP will continue its fundamental metropolitan transportation planning program activities such as development of the Clark County Regional Transportation Plan, the region's Transportation Improvement Program and project grant request coordination, update to the transportation system Congestion Management Process, intelligent transportation system management program, data collection and analysis, travel model forecasting, air quality, and project coordination as well as Regional Transportation Planning Organization planning in Klickitat and Skamania counties.

THE REGION'S KEY TRANSPORTATION ISSUES:

RTC's UPWP describes the region's underlying regional transportation planning process that is led by the RTC Board and informed by accurate data/analysis. RTC provides the multi-jurisdictional forum for the region's collaborative transportation decision making process. A key issue in planning for the region's transportation system is to address the changed federal emphasis to establish a performance-managed transportation system and investment decision-making process. RTC's regional planning process will need to assist member agencies to focus on smart investments and innovations in priority corridors to meet the multi-modal demands on the regional transportation systems. RTC's project programming process will need to change accordingly if our region is to continue to maximize opportunities to utilize federal transportation resources. The 2017/18 Work Plan includes activities to continue the reformulation of the program to meet the performance based investment criteria.

Growth in the region has rebounded following the economic recession bringing increased pressures on the transportation system. Local partners are mindful of the interconnectedness of transportation infrastructure investment, jobs and economic development and are aware of the continued need to invest in regional transportation infrastructure and services as well as to maintain the condition of current assets. The regional planning strategy will be to focus on smart investment of capital to provide solutions to the identified needs in the Regional Transportation Plan.

Key transportation issues for the region include:

- **Support Growth and Development:** The region's transportation system needs to support both existing needs and growth in the region. Washington Office of Financial Management estimated Clark County population at 461,010 in 2016 and OFM's mid-range projection forecasts the population will increase by over 101,000 people to 562,207 by 2035.
- **Regional Project Funding:** RTC recognizes the need for timely transportation system investments. In this region, need for transportation improvement exceeds the funding available to meet the needs. Transportation projects are identified in the Congestion Management Process and Regional Transportation Plan and programmed for funding in the Transportation Improvement Program. Recognizing the need to make prudent investments of the limited

transportation dollars, RTC analyzes project applications to fund the most critically needed improvements. RTC periodically undertakes a complete review of the policy and scoring criteria for the regional flexible funding grant programs (STBG/CMAQ) that helps to support transportation system improvement. Working with RTAC, and then the RTC Board, staff develop recommendations for the next call-for-projects. Documentation of the grant programs' policies and procedures are summarized in a TIP Programming Guidebook. RTC is working with WSDOT to ensure Connecting Washington funded projects are implemented in the region.

- **2035 Regional Transportation Plan Implementation:** Following adoption of the 2035 Regional Transportation Plan (RTP) in December 2014 and Human Services Transportation Plan (HSTP) in November 2014, RTC shifted focus towards Plan implementation and work with local jurisdictions on Comprehensive Plan updates. In FY 2018, emphasis will shift to development of 2018 updates to both the RTP and HSTP. The RTP will incorporate issues and identified transportation projects from local Comprehensive Growth Management Plans updated in 2016. The RTC region will continue dialogue with partners regarding Interstate corridor traffic and bridge conditions on the two interstate corridors; I-5 and I-205
- **Major Studies:** The Bus on Shoulder Feasibility Study, to assess the viability of operating bus on shoulders on interstate segments in Clark County, is scheduled for completion toward the end of FY 2017. The technical and policy options regarding peak-hour shoulder running transit bus operations along the region's interstate and state route corridors will be incorporated into the RTP update. The Bingen/White Salmon Circulation Study should be completed in early FY 2018.
- **Regional Freight / Commerce Planning and Data Collection:** The RTC Board adopted the Clark County Freight Mobility Study (December 2010) and since that time, the regional focus on freight-related infrastructure investments and access to Port related industrial lands has intensified. RTC will continue studying and collecting data of the freight and commerce flows within the RTC region. Follow-up study of hot-spots and emphasis areas may be identified within the 3-county region for further action. RTC will continue to collaborate with stakeholders and interests groups working on freight commerce strategies and infrastructure investments to ensure that this region's freight system operates at a high performance level.
- **FAST Implementation:** With enactment of the federal FAST Act (December 2015) with its continued focus on the performance management structure established by its predecessor Act, MAP-21, RTC anticipates continuing to engage regional partners in the establishment of performance measures, targets, data collection, and reporting systems to implement key policy goals of the Federal Transportation Act. The policy goals will relate to: Safety, Pavement and Bridge Performance, Asset Management, System Performance (congestion), Transit Performance, and MPO reform. Specific policy review and target setting will occur steadily over the next 1 to 2-year cycle in order to bring RTC Plans and systems into compliance with FAST.
- **Partnership Building:** Building partnerships and linkages among like or affiliated agencies and groups is an important tool in facilitating collaborative regional planning and investment

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

UNFUNDED PLANNING ACTIVITIES

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

- Additional freight study tasks including additional data collection and compilation, addressing regional freight issues and freight access. Cost estimate: \$25,000.
- Corridor operational studies. Cost estimate: \$100,000 to \$200,000 depending on scope of study.
- Additional research and analysis on Dynamic Traffic Assignment (DTA) to support regional travel forecasting capabilities. Cost estimate: \$25,000.
- Complete an enhanced Regional Transportation Safety Analysis for highway, bicycle and pedestrian modes. Cost estimate: \$50,000.
- Bi-state corridor planning beyond efforts covered under the RTP, VAST, Bus on Shoulder Feasibility Study and Coordination and Management (Bi-State Coordination Committee) work elements. Cost estimate: \$25,000 to \$50,000 depending on scope of study.

1. REGIONAL TRANSPORTATION PLANNING PROGRAM

1A. REGIONAL TRANSPORTATION PLAN

The Regional Transportation Plan (RTP) for Clark County is the region's long-range transportation plan. The Plan's purpose is to promote and guide development of a multimodal transportation system for the efficient movement of people and goods, using environmentally sound principles and fiscal constraint. The Plan for Clark County covers a county-wide-area, the same area encompassed by the Metropolitan Area Boundary. To meet planning requirements, the RTP has a planning horizon of at least 20 years. The most recent update to the Regional Transportation Plan for Clark County was adopted in December 2014 with a horizon year of 2035. The Plan maintains consistency between federal, state and local plans. The 2014 RTP is consistent with local land uses outlined in local Comprehensive Growth Management Plans. The RTP also reflects the Washington Transportation Plan 2030 (WTP, December 2010) in place at time of RTP adoption now supplanted by WTP 2035 (January 2015), as well as the state's Highway System Plan (HSP). The RTP is also compliant with MAP-21, the federal transportation act in place at the time of RTP adoption in 2014. The Plan provides a vision for an efficient future transportation system and direction for sound transportation investments. In FY 2018, RTC will continue to focus on implementing the adopted RTP and on compliance with the new federal transportation act, Fixing America's Surface Transportation Act (FAST). RTC will also focus on developing and implementing a performance-managed transportation program to guide system investments. The next RTP update is due to the RTC Board by December 2018. Metro is also developing an RTP update to be adopted by Metro Council in 2018. RTC's next RTP update will include documentation of the federally-required performance measures and targets and reflect Clark County's updated Comprehensive Plan (2016).

Work Element Activities: Regional Transportation Plan

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

page xii-xiii. The current RTP (2014) provides an overview of how these factors are being addressed.

- Develop an RTP that complies with Washington's state law, the Revised Code of Washington (RCW), and guidance provided in the Washington Administrative Code (WAC).
- Involve the public in RTP development.
- Reflect updated results from the Congestion Management Process. The latest monitoring report on the region's transportation congestion management is the 2015 Congestion Management Report (RTC, July 2016); to be used as a tool to help the region make decisions on transportation project needs to be identified in the RTP.
- Address bi-state travel needs and review major bi-state policy positions and issues.
- Address regional corridors, associated intermodal connections and statewide intercity mobility services.
- Help maintain federal clean air standards consistent with the Clean Air Act Amendments, 1990.
- Reflect regional freight transportation issues.
- Address active transportation, bicycling and pedestrian, modes.
- Describe concurrency management and its influence on development of the regional transportation system as well as concurrency's use as a tool to allow for the most effective use of existing transportation systems.
- Describe transportation system management and operations, Intelligent Transportation System (ITS) applications, as well as Transportation Demand Management (TDM) strategies and Commute Trip Reduction efforts to make a more efficient transportation system.
- Consult with environmental resource agencies and evaluate the environmental impacts and mitigation strategies related to the regional transportation system as required by FAST, the Clean Air Act and State laws.
- Develop an RTP that can be implemented through more detailed corridor planning processes and eventual programming of funds for project construction and implementation.
- Maintain consistency between state, regional and local transportation plans as required by the state's Growth Management Act. This includes certification of the transportation elements of local Growth Management Plans and their review for consistency with the RTP.
- Address planning for the future transit system guided by C-TRAN's 20-Year Plan, currently C-TRAN 2030 (June 2010, updated December 2016).
- Monitor transportation system performance and report on transportation system performance.
- Coordinate the RTP with regional and local land use plans. In Washington State, local jurisdictions address land use planning in Comprehensive Plans required by Washington State's Growth Management laws. The GMA sets up RTPO's as the venues for identifying regional priorities and coordinating transportation planning at all jurisdictional levels with local comprehensive plans. WSDOT encourages RTPOs to work as partners with local governments in the early stages of local comprehensive plan and countywide planning policy development to more effectively identify and resolve consistency issues.

Relationship to Other Work Elements: Regional Transportation Plan

The RTP takes into account the reciprocal connections between land use, growth patterns and multimodal transportation system needs and development. It also identifies the mix of transportation strategies needed to address future transportation system issues. The RTP for Clark County is interrelated with all other RTC transportation planning work elements. In particular, the RTP uses information, data and analysis resulting from the Congestion Management Process to identify transportation needs and solutions. The RTP also serves to identify transportation projects and strategies to be funded by programming in the metropolitan Transportation Improvement Program (TIP).

FY 2018 Tasks: Regional Transportation Plan

FY 2018 will see RTC work on implementing the current RTP (RTC, December 2014) and on implementing federal Transportation Act requirements as clarified through the national Rulemaking process. In FY 2018, RTC will also engage planning partners and the public in work on the RTP update to be complete in the latter part of 2018.

- The FY 2018 RTP work element will continue to focus on compliance with the federal FAST Act and on transitioning to the federally required performance-based approach for surface transportation investments aiming to have a more effective investment process for federal transportation funds. In preparation for the transition to a performance-based approach in planning and programming transportation projects, RTC staff will work with federal, state, and other MPO's to provide input on how the performance measures are set to meet the seven national transportation goals. RTC staff will work with our state, regional and local planning partners, including C-TRAN the local transit service provider, and other MPO's in the state to develop this region's performance targets for the national performance measures. Federal Rulemaking relating to transition to performance-based transportation planning first required by MAP-21 is now complete. RTC will transition to use of the published Federal Rules during FY 2018. The performance targets and performance measures will be integrated into RTC's long-range Regional Transportation Plan at its next update and into the 4-year Transportation Improvement Program. Over the course of several years, the evaluation of the condition and performance of the region's transportation system in comparison with the established targets will become the standard practice for the metropolitan transportation planning process. RTC may use consultant technical assistance to help establish and integrate the performance measures into RTC's updated Plans and Programs.

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

- Federal Functional Classification – reflect any changes in the next update to the RTP.
- System Performance – Report on transportation system monitoring and system performance measures used to analyze transportation system performance and level of service assumptions and used to guide transportation investment decisions, project and strategies identified in the RTP.
- Practical Solutions – RTC will work with WSDOT to identify practical solutions to transportation

issues in an effort to maximize benefits. This approach to identifying transportation solutions, including projects and strategies, will likely impact the list of transportation projects identified in the RTP at the next RTP update.

- Safety – An update to the Safety Assessment for Clark County was completed in spring 2014 and was incorporated into the 2014 RTP update. RTC will continue to work with WSDOT and partner agencies in FY 2018 to compile, categorize, analyze and evaluate crash data and address transportation safety issues in an updated Safety Assessment. In addition, RTC will work with local agencies to continue work on Complete Streets/Safe Streets to ensure streets are designed for all users dependent on the context of the transportation facility.
- Transit – The RTP includes recommendations and guidance provided by the region’s transit development plans, notably C-TRAN’s 20-Year Transit Development Plan, C-TRAN 2030, (C-TRAN, June 2010, now updated) and the Clark County High Capacity Transit System Study (RTC, December 2008). The 2018 RTP update will reflect C-TRAN’s updated 20-Year Transit Development Plan adopted by the C-TRAN Board in December 2016. RTC will coordinate with C-TRAN on identifying the next corridor for Bus Rapid Transit following the opening of the Fourth Plain BRT Corridor (The Vine) in January 2017.
- Efficiencies – It is recognized that the most efficient use of the existing transportation system can be realized through implementation of Transportation Demand Management (TDM) and Transportation System Management strategies. RTC will continue to coordinate with planning partners in developing the Congestion Management Process, Transportation System Management and Operations through RTC’s VAST program (see VAST element) and Commute Trip Reduction plans. The solutions identified in these TDM and TSM Plans will be incorporated into the next RTP update. TDM planning in the region uses a broader definition of demand management and identifies policies, programs and actions including use of commute alternatives, reducing the need to travel as well as spreading the timing of travel to less congested periods, and route-shifting of vehicles to less congested facilities or systems.
- The Regional and Local Commute Trip Reduction Plans were last updated in 2015. RTC works with local partners to implement transportation demand strategies outlined in local and regional Commute Trip Reduction plans. Affected local jurisdictions, as currently determined by the State’s CTR law, are: Vancouver, Camas, Washougal, and unincorporated Clark County. Local and Regional CTR Plans, as well as a Downtown Vancouver Growth and Transportation Efficiency Center (GTEC) Plan, were initially adopted by RTC in October 2007 with minor updates in 2013 and 2015. While the GTEC program is no longer funded at the statewide level, Vancouver continues to implement a Destination Downtown program to manage transportation demand in the core urban area.
- Active Transportation – The RTP reflects work with local jurisdictions and agencies to ensure that bicycling and pedestrian modes are addressed. RTC will continue to work with local partners to plan for pedestrian and bicycle policies and transportation needs to support transportation options, community quality and health. The State Growth Management Act requires that two components relating to active communities be addressed in local growth management plans: (1) a pedestrian and bicycle component, and (2) land use policies that promote greater physical activity. RTC staff will continue to participate in the Clark

Communities Bicycle and Pedestrian Advisory Committee and report on the Committee's activities to the Regional Transportation Advisory Committee.

- Changing Demographics and Lifestyles – the 2014 RTP update addresses changing demographics and lifestyles and how these may affect transportation demand in the region. In FY 2018, RTC will continue to work with local agencies to implement transportation recommendations of the Clark County's Aging Readiness Task Force as documented in the Clark County Aging Readiness Plan.
- Human Services Transportation Planning - The process to develop the region's Human Services Transportation Plan and human services transportation project priorities is led by RTC with the latest HSTP for Clark, Skamania and Klickitat Counties update adopted in 2014 to support funding applications for WSDOT's consolidated public transportation grant program. RTC will continue to coordinate with local stakeholders and human service transportation providers to address the special transportation needs of the elderly, people with disabilities, and low-income populations. The HSTP prioritizes projects across all three counties of the RTC RTPO region. Under federal law, HSTPs must be updated at least every four years with RTC's next HSTP update due in late 2018 (FY 2019). RTC will continue to be involved in the Accessible Transportation Coalition Initiative (ATCI) which brings together stakeholders with interest and representative of communities with special transportation needs. In FY 2017, RTC again led the project prioritization process for special needs projects and worked with local agencies and non-profits to support their project applications for statewide public transportation Consolidated Grants Program grants. The next project prioritization process is likely to take place in FY 2019 in synch with development of the HSTP update.
- Freight Transportation – Elements of the Clark County Freight Mobility Study (RTC, December 2010) were incorporated into the 2011 RTP and continued in the 2014 RTP update ensuring that the significance of freight transportation and its importance to the local economy is documented. RTC has subsequently conducted data collection to provide input to freight transportation planning. RTC will continue to prepare materials relating to freight transportation and work with partners and business interest groups, such Identity Clark County and the FACT Coalition, to focus attention on needed multi-modal freight investments and critical economic corridors within the region. The recommendations from freight alliances, partnerships and updated Freight Study will be integrated into the next RTP update. RTC will also coordinate with WSDOT's Freight Division to inform WSDOT of freight needs in the region.
- Air Quality and Climate Change – Strategies to reduce Vehicle Miles Traveled per capita and to help reduce greenhouse gas emissions were considered by RTC as part of the requirements of RCW 70.235.020, RCW 47.01.440 and Governor's Executive Order 09-05 – Washington's Leadership on Climate Change now superseded by Governor's Executive Order 14-04. RTC will continue to address VMT reduction strategies as part of the regional transportation planning process.
- Corridor Planning – recent corridor planning efforts were incorporated into the 2014 RTP update and new plans will be incorporated into the 2018 RTP update. RTC is currently working with planning partners and consultant on the I-205 Corridor Bus on Shoulder Feasibility Study which is expected to be complete by the end of FY 2017. Recommendations from the I-205

Access and Operations Study informed the 2014 RTP update supporting the RTP goals for efficiency, safety, and performance of the region’s multimodal transportation system. RTC will also continue to coordinate with WSDOT in WSDOT’s efforts to complete Corridor Sketches for segments of State Routes and on a ramp signal study.

- Financial Plan – The financial Plan section of the RTP update includes the costs of system maintenance, preservation, safety improvement and operating costs. RTC will continue to work with local and state transportation interests to bring attention to transportation system funding needs.
- Consistency – RTC will continue work with planning partners to maintain consistency between state, local, and federal transportation plans. Certification of the transportation elements of the cities’ and county’s comprehensive growth management plans is required under Washington State’s Growth Management Act.
- Consultation between RTC and state and federal environmental agencies to address environmental mitigation strategies as part of the RTP process and coordination with tribal governments will continue. (Ongoing)
- The RTP development process involves the Regional Transportation Advisory Committee whose members provide technical review and recommendations for the RTP work element. The RTC Board will be updated, as needed, on the status of component pieces of the RTP work element. At these monthly Board meetings, time is set aside to allow citizens to comment on metropolitan transportation planning issues. (ongoing).
- RTC will continue to involve the public in development of the metropolitan transportation planning process and, in particular, in development of RTP elements. Opportunities for public participation are offered with website information, media releases, communication with neighborhood groups, and stakeholders on the regional transportation planning process. Consultation with interested resource agencies and tribes with interests in the transportation system in the Clark County region will continue. In FY 2018, RTC may use consultant assistance to deploy some form of stakeholder engagement process in developing the next RTP update due in later 2018.

FY 2018 Funding: Regional Transportation Plan Work Element

<u>FY 2018 Revenues:</u>		<u>FY 2018 Expenses:</u>	
	\$		\$
• Federal FHWA	\$137,710	• RTC	\$299,874
• Federal FTA	\$76,610	• Consultant*	\$75,000
• Federal STBG	\$82,250		
• State RTPO	\$30,865		
• Other Local Funds	\$13,795		
• MPO Funds	\$33,644		
	\$374,874		\$374,874

Federal \$ are matched by State and local MPO Funds. Minimum required match: \$46,285

** RTC’s Budget reflects an allocation of \$75,000 in resources for potential technical support from consultants to assist in integrating performance management, measures and target setting and/or assistance in public and stakeholder engagement.*

1B. TRANSPORTATION IMPROVEMENT PROGRAM

The metropolitan Transportation Improvement Program (TIP) is a multi-year program of federally funded and regionally significant transportation projects within the Clark County, Washington region. The TIP includes a priority list of projects to be carried out in the next four years and a financial plan that demonstrates how it can be implemented. The projects programmed in the TIP originate from project recommendations made in the Regional Transportation Plan (RTP) or are developed into projects from a series of program recommendations such as preservation, maintenance, and safety. The TIP is developed by the MPO in a cooperative and coordinated process involving local jurisdictions, C-TRAN and the Washington State Department of Transportation (WSDOT) together with public outreach and participation. RTC's TIP and Public Participation Plan satisfy the public participation requirements for the Program of Projects (POP). Projects listed in the TIP indicate a commitment for funding of these projects and project costs are expressed in Year of Expenditure (YOE) dollars.

Work Element Activities: Transportation Improvement Program

- Develop and adopt the Transportation Improvement Program (TIP) consistent with the requirements of the Federal Transportation Act.
- Review of the TIP development process and project selection criteria used to evaluate, select and prioritize projects proposed for federal transportation funding. Project selection criteria reflect the multiple policy objectives for the regional transportation system (e.g. safety, maintenance and operation of existing system, multimodal options, mobility, economic development and air quality improvement).
- Understand and implement the federal transportation reauthorization act (FAST Act) regarding the Transportation Improvement Program.
- Coordinate the grant application process for federal, state and regionally-competitive funding programs such as federal Surface Transportation Block Grant program (STBG), federal Transportation Alternatives (TAP), state Transportation Improvement Board (TIB) programs, and Safe Routes to School programs, etc.
- Program Congestion Mitigation and Air Quality (CMAQ) funds with consideration given to emissions reduction benefits provided by projects.
- Coordinate with local jurisdictions as they develop their Transportation Improvement and Transit Development Programs.
- Coordinate with transit and human service agencies to address human services transportation needs and develop human services transportation projects.
- Develop a realistic financial plan for the TIP financially constrained by year. The TIP must address costs for projects as well as operations and maintenance of the transportation system.
- Consider air quality impacts.
- Amend the TIP as necessary.
- Monitor TIP project implementation and obligation of project funding.
- Ensure TIP data is input into the State Transportation Improvement Program (STIP) program software and submitted to WSDOT for inclusion in the STIP.

Relationship to Other Work Elements: Transportation Improvement Program

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

FY 2018 Tasks: Transportation Improvement Program

- Development of the RTC’s 2018-2021 Transportation Improvement Program will be coordinated with planning partners, the public given opportunity to comment on TIP process and projects and the adopted TIP will include programming of projects for all four years. *(Fall 2017)*
- TIP amendments as necessary. *(Ongoing)*
- Coordination of regional transportation projects for federal and statewide competitive programs. *(Ongoing)*
- Reports on tracking of TIP project implementation and obligation of funding for TIP programmed projects. More information on development of a project database to help project tracking efforts is found in the Data/Forecast work element. *(Ongoing)*
- Provide input to update the State Transportation Improvement Program (STIP). *(Ongoing)*
- Public participation in TIP development. *(Ongoing)*

FY 2018 Funding: Transportation Improvement Program

<u>FY 2018 Revenues:</u>		<u>FY 2018 Expenses:</u>	
	\$		\$
• Federal FHWA	\$41,020	• RTC	\$111,665
• Federal FTA	\$22,820		
• Federal STBG	\$24,500		
• State RTPO	\$9,194		
• Other Local Funds	\$4,109		
• MPO Funds	\$10,022		
	\$111,665		\$111,665

Federal \$ are matched by State and local MPO Funds. Minimum required match: \$13,787

1C. CONGESTION MANAGEMENT PROCESS

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

Work Element Activities: Congestion Management Process

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

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- Coordinate with WSDOT and local agencies to help enhance use of the CMP in developing capacity or operational solutions to address transportation deficiencies identified as part of the congestion management monitoring process and then incorporate into updates to the RTP and TIP.
 - Provide CMP data and system performance indicators to inform state and local transportation plan updates.
 - The CMP database and system monitoring will be integrated with metropolitan planning efforts related to the Regional Transportation Plan's update, federal FAST Act performance measures, the Transportation Improvement Program, and the VAST/Transportation System Management and Operations process.
 - Coordinate with Metro on development of the Congestion Management Process.

Relationship to Other Work: Congestion Management Process

- Congestion monitoring is a key component of the regional transportation planning process. The Congestion Management Process for the Clark County region supports the long-term transportation goals and objectives defined in the Regional Transportation Plan. It assists in identifying the most effective transportation strategies and projects to address congestion. These identified strategies and projects are described and listed in the RTP and programmed for funding in the TIP. The overall Congestion Management Process includes the region's work on transportation demand management, Commute Trip Reduction efforts, and system management efforts addressed under a separate work element; Vancouver Area Smart Trek (VAST). Data and information compiled for the Congestion Management Process relates to the Regional Transportation Data and Travel Forecast work element.

FY 2018 Tasks: Congestion Management Process

- A Congestion Management Process that includes all six CMP elements as outlined in 23 CFR Part 450 Sec. 320). (*Ongoing*)
- Updated traffic counts, turning movement counts, vehicle classification (truck) counts, travel delay and other key data for numerous locations throughout Clark County. Data updates will come from new counts and the compilation of traffic count information developed by the state and local transportation agencies. New and historic data will be made available on RTC's web site (<http://www.wa.gov/rtc>). Traffic count data is separated into 24 hour and peak one-hour (a.m. and p.m. peak) categories. Scans of traffic counts are stored to help meet other needs and to help future regional travel forecast model enhancement and update. (*Ongoing*)
- Update other CMP corridor data including auto occupancy, roadway lane density, vehicle classification (truck counts), transit ridership, transit capacity, travel time and speed. Data should support the CMP, concurrency and/or other regional transportation planning programs. (*Ongoing*)
- Compare the most recent data with data from prior years (dating back to 1999) to support identifying system needs and transportation solutions as well as monitoring of impacts of implemented improvements.
- An updated Congestion Management Report. The 2016 *Congestion Management Process*

Monitoring Report is anticipated in Summer 2017).

- The “Areas of Concern” list will be updated in the *Congestion Management Report*. RTC works with local jurisdictions to identify transportation solutions for the corridor segments of concern with linkage between the CMP and implementation of the traffic operations program outlined in RTC’s VAST program (see separate VAST work element). *(Spring 2018)*
- Provide information to Federal Highway Administration to help in FHWA’s assessment of the Congestion Management Process. *(As needed)*
- Communicate with Metro on RTC’s Congestion Management Process and keep informed on development of Metro's Congestion Management Process. *(Ongoing)*
- Regional freight and commerce planning and data collection and reporting. *(Ongoing)*

FY 2018 Funding: Congestion Management Process

FY 2018 Revenues:

	\$
• Federal FHWA	\$41,020
• Federal FTA	\$22,820
• Federal STBG	\$24,500
• State RTPO	\$9,194
• Other Local Funds	\$4,109
• MPO Funds	\$10,022
	\$111,665

FY 2018 Expenses:

	\$
• RTC	\$86,665
• Consultant*	\$25,000
	\$111,665

Federal \$ are matched by State and local MPO Funds. Minimum required match: \$13,787

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

1D. VANCOUVER AREA SMART TREK PROGRAM

The Vancouver Area Smart Trek (VAST) program encompasses the ongoing coordination and management of regional Transportation System Management and Operations (TSMO) and Intelligent Transportation System (ITS) activities. RTC began as lead agency for managing the VAST program in 2001 with a focus on ITS projects and infrastructure.

RTC published a VAST TSMO Plan in 2011 and in 2016 worked with VAST agencies to complete an update. The original plan provided a 10-year vision and the 2016 Plan update provides a 5-year view that better reflects both the nature of TSMO strategies as viable near-term solutions to operational deficiencies as well as the rapid evolution of ITS technologies and operations practices.

The TSMO Plan guides the implementation of operational strategies and supporting Intelligent Transportation Systems (ITS) technologies for Clark County and presents a strategic framework for accomplishing transportation system management objectives. It also supports future ITS technology investments and capital improvements necessary to accomplish those objectives.

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

Transportation System Management and Operations

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

While there may be no single solution to transportation deficiencies, Transportation System Management and Operations (TSMO) is one of the tools to manage congestion, and improve the safety, security and efficiency of our transportation system. TSMO is a key regional strategy for managing traffic congestion and for addressing transportation system capacity needs where additional highway expansion and/or capital resources are constrained. Currently, TSMO efforts in the region include the following: 1) the continued implementation of the TSMO Plan as a low capital-cost approach to meeting the region's transportation needs, 2) ensuring ITS and TSMO project consistency with the regional Intelligent Transportation System Architecture, and 3) enhancement and utilization of the Portal data element.

The Clark County TSMO Plan provides a strategic framework to guide transportation system management objectives. The Plan builds upon a proven reputation of success and national leadership in interagency coordination. It informs future ITS technology investments and capital improvements necessary to support the objectives over the next 10 years.

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

The 2016 TSMO Plan has three main sections: 1) emerging operational issues and trends that will impact the future direction of transportation systems management and operations; 2) a description of operational improvements to the transportation system over the last five years and envisioned for the next five and; 3) an implementation plan, which documents the ITS communications and equipment needed to build the improvements and support system management and operations.

Intelligent Transportation Systems

The VAST program addresses the sharing, maintenance, and standards for communications infrastructure and equipment. The ITS element of the VAST Program will continue its focus on ITS, communications and the associated infrastructure and technology. The VAST program encompasses ITS and communications infrastructure as well as ITS technologies for integration of transportation information systems, management systems and control systems for the urbanized area of Clark County.

Work Element Activities: VAST

- Address the use of ITS technology through collaboration between planning and traffic operations staff of partner agencies as part of the consolidated VAST program which incorporates ITS and operational management into the planning process.
- Lead the ongoing management of the VAST Program, including the development of cooperative project funding applications and coordination between partner agencies on operational projects and ITS technology. Continue management of the TSMO Steering Committee, the VAST Steering Committee and Communications Infrastructure Committee. VAST program management includes review and endorsement of ITS and communications infrastructure, as

well as operational projects, development of ITS and operations policy issues, preparation of joint funding applications, and managing consultant technical support for the VAST program.

- Ongoing planning, coordination and management of the VAST program by RTC to ensure the region is meeting federal requirements for ITS deployment through integration and interoperability.
- Ensure that operational and ITS initiatives are integrated and that consistency with the regional ITS architecture is addressed.
- Continue to develop and implement VAST program projects programmed for Congestion Mitigation/Air Quality (CMAQ) funding in the Transportation Improvement Program. These VAST projects may include freeway management, traveler information, transportation signal optimization, and transit signal priority.
- Assist partner agencies on funding applications for individual operational and ITS projects. Continue process of Committee partnerships for joint project funding applications.
- Focus on performance measurement, metrics, and tools to analyze the benefits of operational strategies and outreach to policy makers and other stakeholders.
- Utilize the emerging issues identified in the 2016 TSMO Plan update to guide the planning efforts and deliberation of the VAST agencies on issues including connected and autonomous vehicles, smart cities, and open and integrated data.
- Collaborate with TSMO Steering Committee members to provide technical support for operational measures consistent with guidance resulting from the MAP-21 Federal Transportation Act. Identify the role the Committee should play to provide input to the operations element of the RTP update.
- RTC will coordinate regularly with TSMO partners to develop guidelines and protocols for regional operations. Performance measures will be further developed for assessing operations and identifying effective TSMO strategies. RTC will collaborate with partner agencies for ongoing refinement of the Portal interface to improve its interface and usability. Improvements to the Portal data archive are defined in the data archive scope of work with PSU and include adding data sources for arterials, display of new transit data, freight information, travel time and identification of field device types and their data collection capabilities. RTC will coordinate with partner agencies as they begin to utilize the data archive.
- RTC participation on the Portal Advisory Committee which considers strategies for the ongoing management and maintenance of the Portal data archive.
- Continue development of standards for fiber optic communications, equipment, and infrastructure through the VAST Communications Infrastructure Committee (CIC). Maintain and continue expansion of the multi-agency shared asset management database and mapping system and facilitate the ongoing development of communications sharing and execution of permits between the VAST agency partners.
- Expand areas of communications infrastructure sharing and integration authorized under the executed Regional Communication Interoperability and Fiber Interlocal Agreement.
- Develop rules, procedures and process, and security issues among VAST partners and gain agreement on a common protocol for VAST to receive detailed communications infrastructure information from agency construction projects.

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- Identify additional areas for coordination and improvement of the communications infrastructure, including coordination of construction, management and maintenance of communications infrastructure for VAST member agencies.
 - Provide a forum to host periodic VAST program events to promote regional discussion and education on TSMO and transportation technology issues.

Relationship to Other Work Elements: VAST

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

FY 2018 Tasks: VAST

- Coordinate all VAST activities within Clark County and with Oregon. *(Ongoing)*
- Facilitate the activities of the three VAST related committees. *(Ongoing)*
- Report on the overall effectiveness of the VAST program. *(Ongoing)*
- Maintain the Regional ITS Architecture for the VAST program using the most recent National Architecture and Turbo Architecture. Include documentation of functions, subsystems, and information and data flow connections. *(Ongoing)*
- Implement ITS technologies and operational strategies on the TSMO corridor(s) within the budget available. *(Ongoing)*
- Work to determine need for the development of regional policies for the consideration of operational strategies.
- Coordinate with the VAST partners to discuss 10-year communications network to identify future investment needs.
- Update and expansion of Portal to include all partner agencies. Collaboration with partner agencies will also address ongoing refinement of Portal to improve its interface and usability. *(Ongoing)*
- Manage the ITS element of the work program, including preparation of memoranda of understanding for coordinated ITS implementation, interlocal agreements, and operational and maintenance agreements, fiber sharing permits and other coordination needed between partner agencies to deploy ITS projects. *(Ongoing)*
- Develop policies for operational requirements, acceptable use, security and other policies for the shared ITS network. *(Ongoing)*
- Identify additional needs for shared ITS network including infrastructure, network transport, and data elements. *(Ongoing)*
- Continue expansion of the shared communications assets management database and mapping system. Update, maintain and utilize the database as new fiber projects are completed. *(Ongoing)*

- Work among VAST agency partners to achieve the maintenance and ongoing updates to the asset management database.
- Adopt standards for fiber, equipment, and infrastructure based on priorities set by the Communications Infrastructure Committee. *(Ongoing)*
- Regional ITS goals and policies for the Clark County region and for bi-state ITS issues. *(Ongoing)*
- Manage consultant technical support activities as needed. *(Ongoing)*

FY 2018 Funding: VAST

FY 2018 Revenues:

	\$
• Federal STBG	\$236,000
• MPO Funds (13.5%)	\$36,832
	\$272,832

FY 2018 Expenses:

	\$
• RTC	\$152,832
• Consultants*	\$120,000
	\$272,832

Federal \$ are matched by State and local MPO Funds.

Minimum required match: \$36,832

Consultants* estimated \$120,000 per year for consultant program assistance and Portland State University Portal.

IE. SKAMANIA AND KLICKITAT RTPO

The regional transportation planning work program for Skamania and Klickitat Counties was established in FY 1990 when RTC was designated as the Regional Transportation Planning Organization (RTPO) for Clark, Skamania and Klickitat counties. The Skamania County and Klickitat County Transportation Policy Committees meet regularly to discuss regional transportation issues and concerns. RTC provides transportation planning technical assistance for each County in addition to developing Regional Transportation Plans and monitoring transportation system performance. The Skamania County and Klickitat County Regional Transportation Plans were initially adopted in April 1995 with the most recent update adopted in June 2014 and amended in November 2016. Development and traffic trends are monitored and the regional transportation planning database for the region is kept up to date.

Work Element Activities: Skamania and Klickitat RTPO

- Conduct a regional transportation planning process.
- Ensure that Regional Transportation Plans are reviewed regularly and opportunity for regular update, if needed, is provided.
- Gather growth and development data to reveal trends to report in the Regional Transportation Plan update.
- Develop and update the regional transportation database.
- Review plans of local jurisdictions for consistency with the Regional Transportation Plans and Washington's Transportation Plan (WTP).
- Continue transportation system performance monitoring program.
- Assist Counties in implementing the federal transportation reauthorization act, FAST. This will include continued assistance in development of federal and state-wide grant applications, and development of the Regional TIP.
- Continue assessment of public transportation needs, including specialized human services transportation. Work with regional partners in coordinating with Gorge TransLink, an alliance of transportation providers offering public transportation services throughout the Mid-Columbia River Gorge area as well as to destinations such as Portland and Vancouver. These transportation services are available to everyone regardless of age or income. To help meet the region's special services transportation needs, coordination with the state's Agency Council on Coordinated Transportation (ACCT) will continue.
- Assist partner agencies in conducting regional transportation planning studies. Including the SR-14 Bingen/White Salmon Circulation Study.

Relationship to Other Work Elements: Skamania and Klickitat County RTPO

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

FY 2018 Tasks: Skamania and Klickitat RTPO

- Continued development of a coordinated, technically sound regional transportation planning

process. *(Ongoing)*

- Continued development of a technical transportation planning assistance program. *(Ongoing)*
- Development of the 2018-2021 Regional Transportation Improvement Program. *(Fall 2017)*
- Review and update of Regional Transportation Plans. *(Ongoing)*
- Conduct a Bingen Transportation Study. *(Ongoing)*
- Gather data and update the regional transportation database. *(Ongoing)*
- Regional freight and commerce planning and data collection and reporting. *(Ongoing)*

FY 2018 Funding: Skamania and Klickitat RTPO

FY 2018 Revenues:

	\$
• State RTPO	\$39,660
	<u>\$39,660</u>

FY 2018 Expenses:

	\$
• RTC	\$39,660
	<u>\$39,660</u>

1F. BINGEN/WHITE SALMON CIRCULATION STUDY

The objective of the Bingen/White Salmon Circulation Study is to identify current and future travel trends along SR-14 in the Bingen/White Salmon area and identify transportation needs. The Circulation Study is part of the state-funded Bingen Overpass project. The study corridor encompasses the SR-14 corridor from Mile Post 63.5 (SR-141 Alt.) to Mile Post 68.0 (East Bingen City Limits), including the BNSF main line. Funding for the study comes from Washington State Department of Transportation (WSDOT). RTC will manage the Circulation Study with professional services provided by a consultant firm.

Work Element Activities: Bingen/White Salmon Circulation Study

The SR-14 Bingen/White Salmon Circulation Study will study traffic patterns to better inform the transportation decision process and the Bingen Overpass project. The study also meets the goals of the Regional Transportation Plan (RTP) by studying transportation needs on the regional transportation system.

A summary of the study activities and tasks is provided below:

- Task 1 – Existing Conditions Assessment
- Task 2 – Future Baseline Conditions
- Task 3 – Alternatives Development and Analysis

Relationship to Other Work Elements: Bingen/White Salmon Circulation Study

The Bingen/White Salmon Circulation Study is related to the Skamania and Klickitat RTPO work element as it relates to a regional transportation project in Klickitat County; the Bingen Overpass project.

FY 18 Products: Bingen/White Salmon Circulation Study

- Project management by RTC in partnership with WSDOT and select Klickitat Transportation Policy Committee members.
- Study reports to document the research and analysis conducted as part of the Study.

FY 2017/18 Funding: Bingen/White Salmon Circulation Study

<u>FY 2017/18 Revenues:</u>		<u>FY 2017/18 Expenses:</u>	
	\$		\$
• State - Connecting Washington	\$50,000	• Consultant (up to \$)	\$43,750
		• RTC	\$6,250
	\$50,000		\$50,000

This is the estimated balance of funds remaining at start of FY 2018.

2. DATA MANAGEMENT, TRAVEL FORECASTING, AIR QUALITY AND TECHNICAL SERVICES

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

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

Regional Transportation Data and Travel Forecasting

(a.1.) Regional Transportation Data: Work Element Activities

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

System (GIS) using ArcInfo and coordinate with Clark County's GIS Department to incorporate data into the County ArcGIS system. This includes maintaining GIS layers for the Urban Area Boundary, designated regional transportation system, federal functional classification system of highways and freight data. Clark County's Maps Online and GIS Workbench is used as a resource by RTC to obtain layers of information such as zoning, comprehensive plan, service district boundaries, and geophysical and environmental elements such as stream channels, floodplains, hydric soils, shoreline buffers, watersheds, and groundwater protection areas, slopes and geologic hazards. These layers of information are used by RTC in considering environmental mitigation in the regional transportation planning process.

- Assist local jurisdictions in analyzing data and information from the regional transportation data base in updating and implementing Comprehensive Plans required under the state's Growth Management Act, capital facilities plan development and transportation concurrency.
- Maintain and update RTC's computer equipment and software.
- Update the content of RTC's website regularly as the primary public participation, information and outreach platform allowing public access to the regional transportation planning program.
- Investigate the application of multimodal cost benefit analysis packages and the potential application to the Regional Transportation Plan. Continue to develop data, including vehicle miles traveled (VMT) and vehicle occupancy measures, for use in air quality and Commute Trip Reduction (CTR) planning.

(a.2.) Regional Transportation Data: FY 2018 Tasks

- Update the regional transportation database with data from the U.S. Census, including Census Transportation Planning Products (CTPP) and the American Community Survey (ACS) which derives data from a smaller sample than the census, as well as the National Household Travel Survey (NHTS). (Ongoing)
- Analysis of Clark County transportation information. The main elements include: transportation measures, use of highway by travel length, peak spread, transit related data and information, and work trip analysis. Trip analysis and travel time calculations are used to address environmental justice issues. (Ongoing)
- A project database for completed and planned transportation projects will be developed. This project database will be designed to complement the TIP and RTP work elements. Initially, the database will include information on the STBG and CMAQ funded projects and is planned to include all proposed RTP projects to enable information and data retrieval for these projects. The intention is to eventually make the project information and data easily accessible on RTC's website.
- Compilation and analysis of data relating to minority and low income populations to support transportation plans for the region and for specific corridors and for specific Title VI

requirements. (Ongoing)

- Integration of transportation planning and GIS Arc/Info data. (Ongoing)
- Coordination with Clark County on maintenance and update of the highway network, local street system and federal functional classification system in a GIS coverage. (As needed)
- Update the traffic count database. (Ongoing)
- Continue to work with regional bi-state partners on freight transportation planning including ongoing work to improve truck forecasting ability. Continue to integrate freight traffic data into the regional transportation database. (Ongoing)
- Technical assistance to local jurisdictions for regional transportation data. (Ongoing)
- Purchase updated computer equipment using RTPPO revenues and coordinate with the County's computer division to update computer equipment and software. (As needed)
- Analysis of Commute Trip Reduction (CTR), congestion pricing and Transportation System Management/Intelligent Transportation System (ITS) impacts. (As needed)
- The RTC website is a valuable tool for both disseminating information and receiving feedback from the public, as well as the RTC Board and its member jurisdictions. RTC will continue to maintain the RTC website with current data and information in order to inform and engage the public in the transportation planning process.

(b.1.) Regional Travel Forecasting Model: Work Element Activities

- Coordinate with local jurisdictions, state agencies and Metro to develop the regional travel forecast model. The travel forecast model is used as a tool to help analyze the transportation system in the region; its output used to identify deficiencies in the regional transportation system, to develop performance measures and standards and to assess transportation demand management and transit planning applications.
- Increase the ability of the existing travel forecasting procedures to respond to informational needs placed on the forecasting process to inform state, regional and local transportation planning. The model needs to be able to respond to emerging issues, including concurrency, peak hour spreading, latent demand, design capacity, performance measures, air quality, growth management, and life-style changes relating to transportation needs. Staff will continue to research and assess travel forecast model enhancement and enhanced modeling software and tools to further develop traffic operational modeling capabilities and true dynamic assignment techniques that are increasingly important in evaluating new planning alternatives, such as High Occupancy Vehicle operations and impacts, Intelligent Transportation System impact evaluation, congestion pricing analysis, and concurrency analysis.
- Provide a forum for local model developers and users to meet and discuss model development

and enhancement.

- Participate in the Oregon Modeling Steering Committee (OMSC) and Modeling Program Coordination Subcommittee (MPC) meetings, organized as part of the Oregon Travel Model Improvement Program (OTMIP), to learn about model development in Oregon and the Portland region. RTC's regional travel model is a part of the Portland-Vancouver regional travel forecast model with a finer-grained level of detail for the Clark County transportation network and zone system.
- Participate in developing Washington Statewide Multimodal Travel Demand Models and provide technical insight in coordinating the MPO's Regional Travel Models and the Statewide Model.
- Assist WSDOT and local agencies by supplying regional travel model data for use in local planning studies, environmental analyses, development reviews, Capital Facilities Planning and Transportation Impact Fee program updates. RTC will provide WSDOT with transportation model data and analysis to support project design and implementation.
- Provide technical support for local transportation studies and transit analyses using output from the regional travel forecasting model.

(b.2.) Regional Travel Forecasting Model: FY 2018 Tasks

- Re-calibration and validation of regional travel forecast model. (As needed)
- Review and update of model transportation system networks, including highway and transit. (Ongoing)
- Transportation data output and analyses provided to assist C-TRAN in planning for future transit service. (Ongoing)
- Continue implementation of interlocal agreements relating to use of RTC's regional travel forecast model and implementation of sub-area modeling. (As needed)
- Participate and coordinate with Metro on the specification and development of a new tour-based regional model.
- Continue to coordinate with Metro on use of Metro's regional model and to ensure input model data, including census demographic data and land uses, are current. RTC will work with Metro to refine travel forecast methodology using the EMME4 software and will continue to work with Metro to assess the most useful modeling tools for use in the region. (Ongoing)
- Explore and practice 'Scripting tools' and API (Application Programming Interface) in order to run EMME4 efficiently. Learn and practice scripting in Python Code for EMME4 operation.
- Continue to expand RTC's travel modeling scope through research into development of enhanced operational modeling applications and emerging true dynamic assignment

techniques increasingly important in evaluating new planning alternatives. At the conclusion of the research, staff will make recommendations regarding the development and implementation of new dynamic modeling tools and their application within RTC's regional transportation analysis role.

- Run RTC's Travel Demand Model in Win MTX code for preliminary needs associated with the next RTP update. Both an updated 2035 and 2040 demand models are in the process of being developed. Run the Regional Demand Model to update model horizon year to 2040 for use in the RTP.
- Participate in the development of Metro's Dynamic Traffic Assignment (DTA) tools by providing the Clark County data and information to Metro. DTA modeling will eventually be a regional - level mezzo-scopie modeling practice and provide better results and understanding of intersection analysis, peak spread analysis, incident or event analysis, and other traffic operational analyses.
- Apply DTA-Lite (one of the DTA tools sponsored by FHWA) to selected subareas/corridors segments and evaluate transportation system performance by time-dependent measures. DTA-Lite has already been used in this region in the City of Vancouver's Westside Mobility Strategy project. Develop a formal procedure for the subarea modeling with DTA-Lite and time dependent performance measures.
- Coordinate with Metro in updating the regional travel forecast model code and structure. (As needed)
- Documentation of regional travel forecasting model procedures. (Ongoing)
- Host Transportation Model Users' Group (TMUG) meetings. (As needed)
- Use regional travel forecasting model data to support RTP and TIP development, state HSP development and support for corridor planning studies, Transportation System Management and Operation (TSMO) applications, and C-TRAN's 20-year Transit Development Plan, etc. (Ongoing)

Air Quality Planning

In an effort to improve and/or maintain air quality, the federal government enacted the Clean Air Act Amendments in 1990. Under both the 1997 and 2008 ozone National Ambient Air Quality Standards (the 8-hour federal Ozone standard), the Vancouver/Portland Air Quality Maintenance Area (AQMA) is designated "attainment". As of June 15, 2005, regional emissions analysis for ozone precursors in the Plan (RTP) and Program (TIP) is not required.

The Vancouver AQMA was redesignated to attainment for the CO NAAQS with an approved 10-year maintenance plan in 1996. In January 2007, the Southwest Clean Air Agency (SWCAA) submitted a Limited Maintenance Plan (LMP) for CO to the Environmental Protection Agency (EPA). The EPA approved this LMP the following year. Based on the population growth assumptions contained in

the Vancouver LMP and the LMP's technical analysis of emissions from the on-road transportation sector, it was concluded that the area would continue to maintain CO standards.

As of October 21, 2016, the Vancouver AQMA successfully completed the 20-year "maintenance" period and is no longer required to make a conformity determination.

The latest approved SIP for the Vancouver Air Quality Maintenance Area is the second 10-Year Limited Maintenance Plan for Carbon Monoxide approved by the EPA (73 FR 36439; June 27, 2008). On November 19, 2007, EPA published a Federal Register notice of the adequacy of the CO Limited Maintenance Plan for conformity purposes. Despite successful conclusion of the 20-year maintenance period, the control measures in the approved SIPs remain in place.

(c.1.) Air Quality: Work Element Activities

- Monitor federal guidance on the Clean Air Act and state Clean Air Act legislation and implementation of requirements. This includes addressing any issues concerning the Limited Maintenance Plan for Carbon Monoxide (CO) for the Vancouver Air Quality Maintenance Area and the "attainment" area for ozone based on the Environmental Protection Agency's (EPA's) eight-hour ozone standard.
- Program identified Transportation Control Measures (TCMs) in the metropolitan Transportation Improvement Program (TIP), if necessary.
- Cooperate and coordinate with State Department of Ecology in research and work on air quality in Washington State and provide support for the Governor's Executive Order 09-05 and RCW 80.80, RCW 70.235.020 and RCW 47.01.440 relating to climate change, greenhouse gas and Vehicle Miles Traveled reduction goals. RTC is one of the four affected RTPs in Washington State required to collaborate and engage with Washington State Department of Transportation (WSDOT) to implement Sections 2a and 2b of Governor's Executive Order 09-05 – Washington's Leadership on Climate Change. The requirements in RCW 47.01.440 relates to statewide reductions in vehicle miles traveled (VMT), RCW 70.235.020 and chapter 173-441 WAC relates to limiting and reporting of greenhouse gas (GHG) emissions. Subsequent policy directives in state and federal requirements will also be addressed. (Ongoing)
- Coordinate with Southwest Clean Air Agency (SWCAA) in maintaining the provisions established in the Memorandum of Understanding (MOU) between RTC and Southwest Clean Air Agency (SWCAA), adopted by the RTC Board in January, 1995 [RTC Board Resolutions 01-95-02]. Depending on current air quality laws and air quality status, RTC's responsibilities include, if necessary, transportation emissions estimates, and conformity determination for regional plans and programs and for adoption of TCMs for inclusion in the MTP and MTIP.
- Although it is not mandatory, RTC will continue to coordinate and cooperate with air quality consultation agencies: DOE, EPA, FHWA, FTA, WSDOT, and SWCAA when needed on any new regulatory and technical requirements that may affect the AQMA as well as emerging issues related to air quality and transportation. RTC will consult with the agencies, as requested, in the

review, update, testing, and use of the Motor Vehicle Emissions Simulator emissions (MOVES) model to ensure accuracy and validity of model inputs for the Clark County region and consistency with state and federal guidance.

- Coordinate with Metro, as needed, to ensure collaboration future conformity requirements and consistency of mobile emissions estimation procedures and air quality emissions methodology that uses the travel-forecasting model in the Portland bi-state region.
- Estimate air quality emissions impacts for projects proposed for funding by the Congestion Mitigation and Air Quality program through the TIP and for the annual CMAQ information report required by WSDOT Highways and Local Programs Division for submittal to FHWA.
- Provide technical support requested from local jurisdictions and agencies in the use of the EPA MOVES emissions model and analysis of project-level air quality impacts for CO.

(c.2.) Air Quality Planning: FY 2018 Tasks

- Include air quality conformity status and documentation for updates and/or amendments to the RTP and TIP as required by the Clean Air Act Amendments of 1990.
- Consult with local agencies, WSDOT, DOE, EPA, SWCAA, Metro and Oregon Department of Environmental Quality relating to emerging issues related to air quality and transportation, including new regulatory requirements regarding air quality or conformity.
- Work to support RCW 80.80 relating to climate change and greenhouse gas reduction including Vehicle Miles Traveled (VMT) and VMT per capita in the region. Also address Governor's Executive Order 14-04. (Ongoing)

Transportation Technical Services

(d.1.) Transportation Technical Services Work Element Activities

- Provide technical transportation planning and analysis services for member agencies and provide a common and consistent regional basis for analysis of traffic issues. Consistency is a key element in maintaining, planning for, and building an efficient transportation system with adequate capacity. Technical service activities are intended to support micro traffic simulation models, the input of population, employment and household forecasts, and the translation of land use and growth forecasts into the travel demand model. In FY 2018, RTC staff will continue to provide requested technical services related to the implementation of the cities' and County's Comprehensive Growth Management Plans, transportation elements and transportation capital facilities plans.

(d.2.) Transportation Technical Services: FY 2018 Tasks

- Fulfill local jurisdictions' needs for travel modeling and analysis. (Ongoing)
- Use output from the regional travel forecast model to aid local transportation concurrency analyses. A regular travel model update procedure for base year and six-year travel forecast is

established that can be used in concurrency programs. As part of the process, the travel model is used and applied in the defined transportation concurrency corridors to determine available traffic capacity, development capacity and to identify six-year transportation improvements. (As needed)

- Travel Demand Forecast Model Workshops will be organized and held. Invitees will include staff of local agencies and jurisdictions. These will help to improve understanding of travel demand modeling issues and new advances to promote efficiencies in use of the model in our region. (As needed or requested)
- Use of model results for local development review purposes and air quality hotspot analysis.
- Technical support for the comprehensive growth management planning process in the Clark County region. An updated Clark County Comprehensive Plan was adopted in June 2016. (Ongoing and as needed)

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

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

FY 2018 Funding: Regional Transportation Data and Travel Forecasting

<u>FY 2018 Revenues:</u>		<u>FY 2018 Expenses:</u>	
	\$		\$
• Federal FHWA	\$249,050	• RTC	\$641,964
• Federal FTA	\$138,550	• Interlocal agreement with Metro for model development	30,000
• Federal STBG	\$148,750	• Computer Equipment	\$6,000
• State RTPO	\$55,820	<i>Purchase with RTPO funds</i>	
• Other Local Funds	\$24,948		
• MPO Funds	\$60,846		
	\$677,964		\$677,964
<i>Federal \$ are matched by State and local MPO Funds.</i>		<i>Minimum required match:</i>	<i>\$83,708</i>

3. REGIONAL TRANSPORTATION PROGRAM COORDINATION AND MANAGEMENT

3A. REGIONAL TRANSPORTATION COORDINATION AND MANAGEMENT

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

a.1 Program Coordination and Management: Work Element Activities:

- Coordinate, manage and administer the regional transportation planning program.
- Organize meetings and develop meeting packets, agenda, minutes, and reports/presentations for the RTC Board, Regional Transportation Advisory Committee (RTAC), Bi-state Coordination Committee, Skamania County Transportation Policy Committee and Klickitat County Transportation Policy Committee.
- Report to the Board and promote RTC Board interests on key transportation issues. These may include Federal Transportation Act implementation and reauthorization, livability, performance measures, legislation and planning regulations, and funding programs.
- Participate on statewide transportation committees and advisory boards such as the Statewide MPO/RTPO Coordinating Committee.
- Provide leadership, coordination and represent RTC Board positions on policy and technical issues at Committee meetings within the Portland-Vancouver region. Specifically, the key committees include: C-TRAN Board, Metro's Joint Policy Advisory Committee on Transportation (JPACT), Metro's Transportation Policy Alternatives Committee (TPAC) and the Bi-State Coordination Committee.
- Coordinate with the Washington State legislative delegation and with the Washington State congressional delegation on regional and bi-state transportation issues. Members of the Washington State legislative delegation from this region are currently ex-officio, non-voting, members of the RTC Board of Directors.
- Represent RTC's interests when working with organizations such as: the Greater Vancouver Chamber of Commerce, the Columbia River Economic Development Council, and the Washington State Transit Association.
- Coordinate with WSDOT on development and implementation of statewide transportation plans such as the Washington Transportation Plan (WTP).
- Address the transportation needs of the elderly, low income and people with disabilities as part of the transportation planning program. An update to the Human Services Transportation Plan (HSTP) for the RTC region was adopted in November 2014. RTC will continue to coordinate with the Human Services Council and other stakeholders on issues related to human services transportation needs. Also, RTC will continue to work with Clark County and stakeholders on implementing transportation recommendations of Clark County's Aging Readiness Task Force

(Clark County report, adopted February 2012) and subsequent work of Clark County's Commission on Aging. RTC staff will also work with local planning partners and stakeholders as part of the Accessible Transportation Coalition Initiative (ATCI).

- Coordinate with WSDOT and the state Department of Health as part of the Active Community Environments (ACE) program. RTC will continue to work with local partners and stakeholders on pedestrian and bicycle needs and will continue to represent RTC at monthly meetings of the Clark Communities Bicycle and Pedestrian Advisory Committee. RTC staff will continue to collaborate with statewide ACE stakeholders and participate in meetings of the SW Washington Healthy Living Collaborative. ACE stakeholders include the state Departments of Health, Transportation, and Commerce as well as other Regional Transportation Planning Organizations and local health departments. RTC will work with local partners to review policies and suggest projects to improve non-motorized transportation modes in the region.
- Coordinate regional transportation plans with local transportation plans and projects.
- Coordinate with the Growth Management Act (GMA) planning process. The latest update to the Clark County Comprehensive Growth Management Plan was adopted in June 2016. RTC is required under state law to review and certify the transportation elements of local comprehensive plans to ensure they conform to the requirements of the Growth Management Act and are consistent with the RTP. A Certification Process Guide and accompanying checklist adopted by the RTC Board in March 2016 guides this process.
- Consult with, communicate with, and outreach to tribes with interests in the 3-county region regarding transportation issues.
- Work with environmental resource agencies to ensure a coordinated approach to environmental issues as they relate to transportation and to facilitate early environmental decisions in the planning process. Resource agencies include the State Historic Preservation Office and local jurisdictions' environmental departments.
- When requested, represent the MPO at Environmental Impact Statement (EIS) scoping meetings relating to transportation projects and plans.
- Implement the current federal transportation act, Fixing America's Surface Transportation Act (FAST). Also, monitor new legislative activities as they relate to regional transportation planning requirements and provide comments if requested.
- Participate in training opportunities including transportation webinars and workshops.
- Prepare RTC's annual budget and indirect cost proposal.
- Ensure that the MPO/RTPO computer system is upgraded when necessary to include new hardware and software to allow for the regional transportation planning program to be carried out efficiently. Provide computer training opportunities for MPO/RTPO staff.
- Continue the Bi-State Memorandum of Understanding between Metro and RTC, both acting as Metropolitan Planning Organizations in the Portland metropolitan region but in two separate states; Oregon and Washington and coordinate with Metro on implementation of the Final Rule on MPO Coordination and Planning Area Reform published by FHWA on December 20, 2016.
- Coordinate with Metro's regional growth forecasting activities and in regional travel forecasting model development and enhancement.
- Continue to address bi-state transportation strategies and participate in any bi-state

transportation studies.

- Liaison with Metro and Oregon Department of Environmental Quality on air quality planning issues.
- Conduct all regional transportation planning activities, carried out by RTC and its staff, in compliance with the Hatch Act that restricts the political activity of individuals principally employed by state, county or municipal agencies who work in connection with programs financed in whole or in part by federal loans or grants.

(a.2.) Program Coordination and Management: FY 2018 Tasks

- Meeting minutes and presentation materials. (Ongoing)
- Year 2018 Budget and Indirect Cost Proposal. (Fall 2017)
- Use the updated funding formula for allocation of PL funds among MPOs as agreed upon by WSDOT and statewide MPOs.
- Continued consultation with the Tribes with interest in the region.

(b.1.) Bi-State Coordination Committee: Work Element Activities

- RTC and Metro jointly staffs the Bi-State Coordination Committee which serves as the communication forum to address transportation and land use issues of bi-state significance. In 2004 a new charter was adopted for the Bi-State Coordination Committee. Since that time, the Bi-State Coordination Committee has been charged with addressing transportation issues of bi-state significance as well as transportation-related land use issues of bi-state significance that impact economic development, environmental, and environmental justice issues. The Committee's discussions and recommendations are advisory to RTC, the Joint Policy Advisory Committee on Transportation (JPACT), and Metro on issues of bi-state transportation significance. On issues of bi-state land use and economic significance, the Committee's advisory recommendations are to the appropriate local and regional governments. There continues to be bi-state interest in Portland/Vancouver population and employment forecasts, freight mobility, and priority projects for federal consideration. The two existing interstate highways now serve business, commercial, freight and personal travel needs, including around 60,000 daily commuters from Clark County to Portland. BNSF rail lines also cross the Columbia river between the two states.

(b.2.) Bi-State Coordination Committee: FY 2018 Tasks

- Meeting materials for the Bi-State Coordination Committee produced by RTC in partnership with Metro. (As needed)
- Coordination with and participation in Metro's regional transportation planning process. (Ongoing)

(c.1.) Public Participation: Work Element Activities

- Increase public awareness of and provide information on regional and transportation issues. The federal transportation act requires that public outreach include visualization techniques including web site content, maps and graphics.

-
- Involve and inform all sectors of the public, including the traditionally under-served and under-represented, in development of regional transportation plans, programs and projects. Incorporate public participation at every stage of the planning process and actively recruit public input and consider public comment during the development of the Regional Transportation Plan and metropolitan Transportation Improvement Program.
 - Annually review the Public Participation Plan (PPP), last updated in November 2016, to ensure the effectiveness of RTC's public participation process and update the Plan as necessary. When changes are made to the PPP, RTC will follow the procedures outlined in federal Metropolitan Planning guidelines.
 - Hold public outreach activities that may include meetings relating to the RTP and regional TIP, in coordination with outreach events and activities hosted by local jurisdictions and WSDOT Southwest Region, WSDOT Headquarters and C-TRAN. Also, conduct public participation efforts for special projects and planning studies led by RTC tailored to the specific project or plan.
 - Continue to update the RTC web site (<http://www.rtc.wa.gov>) which allows public access to monthly RTC Board agenda materials as well as information on planning studies being developed by RTC. The website allows public access to RTC's regularly updated traffic count database as well as RTC published reports. Links are also provided to other transportation agencies and local jurisdictions.
 - Participate in the public participation programs for transportation projects of the local jurisdictions of Clark.
 - Communicate with local media.
 - Maintain a mailing list of interested citizens, agencies, and businesses.
 - Ensure that the general public is kept informed of developments in transportation plans for the region.
 - Respond to requests from various groups, agencies and organizations to provide information and give presentations on regional transportation topics. These requests provide an important opportunity to gain public input and discussion on a variety of transportation issues.
 - Support Identity Clark County's efforts to raise awareness and solicit feedback from the public on transportation issues. Identity Clark County is a private, non-profit organization focused on Clark County's community and economic development.

(c.2.) Public Participation: FY 2018 Tasks

- Participate in public outreach activities related to regional transportation planning programs and projects. (Ongoing)
- Document RTC's public participation activities in the annual UPWP report. (Ongoing)
- Media communication through press releases and conversations as well as through regular updates to RTC's website on significant issues and outcomes relating to the regional transportation planning process. Media outlets include local newspapers, radio and television stations. (Ongoing)
- Report on evaluation of the Public Participation Process for effectiveness focusing on methods and tools used.

- Respond to public records requests.

(d.1.) Federal Compliance: Work Element Activities

- Comply with federal laws that require development of a Regional Transportation Plan, Transportation Improvement Program, development of a Unified Planning Work Program and Congestion Management Process. The current federal Transportation Act, Fixing America's Surface Transportation Act (FAST), was enacted in 2015.
- Develop and adopt an annual UPWP that describes transportation planning activities to be carried out in the Washington portion of the Portland Vancouver metropolitan area. The UPWP identifies the key policy decisions for the year and provides the framework for RTC planning, programming, and coordinating activities. A UPWP Annual Report is also published.
- Self-certify that RTC's regional transportation planning program meets the requirements of federal law.
- Participate in the federal MPO certification process held every four years to ensure the metropolitan planning process is being effectively conducted by Metro and RTC, the two MPOs in the Portland-Vancouver region. An MPO planning review and certification was completed in October 2012 and is underway in January 2017. Corrective actions and recommendations resulting from the MPO certification review of RTC were fully addressed following the October 2012 review.
- Ensure that required Memoranda of Understanding or Memorandum of Agreement are in place and are regularly reviewed for currency. Currently, MOAs/MOUs are in place between:
 - RTC, WSDOT and C-TRAN
 - RTC and the air quality agency Southwest Clean Air Agency, and
 - RTC and Metro.
- Gather data, analyze data and assist C-TRAN and local jurisdictions in implementing the federal Americans with Disabilities Act (ADA, 1990). The Act requires that mobility needs of persons with disabilities be comprehensively addressed. C-TRAN published the C-TRAN ADA Paratransit Service Plan in January 1997 and in 1997 achieved full compliance with ADA requirements.
- Report annually on Title VI activities. The Title VI Plan was first adopted by the RTC Board of Directors in November 2002 (Resolution 11-02-21). FTA Circular 4702.1B outlines reporting requirements and procedures for transit agencies and MPOs to comply with Title VI of the Civil Rights Act of 1964. RTC and C-TRAN work cooperatively to provide the necessary Title VI documentation, certification and updates.
- Compliance with related regulations to Title VI, such as the President's Executive Order 12898 (1994) on Environmental Justice and regulations related to Limited English Proficiency (LEP). RTC will work to ensure that Title VI, environmental justice and LEP issues are addressed throughout the transportation planning program and project development phases. Beginning with the transportation planning process, consideration is given to identify and address where programs, policies and activities may have disproportionately high and adverse human health or environmental effects on minority and low-income populations.
- Continue to review Clean Air Act Amendments conformity regulations as they relate to regional

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

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

(d.2.) Federal Compliance: FY 2018 Tasks

- Update MPO self-certification documentation including a certification statement in the regional Transportation Improvement Program (TIP) to self-certify that the regional transportation planning process meets federal laws. (late summer/early fall 2017)
- Address any corrective actions and recommendations resulting from the quadrennial federal certification of RTC as MPO for the Clark County region. (spring 2017 onward)
- Adopt the FY 2019 UPWP, prepare an annual report on the FY 2017 UPWP and, if needed, provide amendments to the FY 2018 UPWP. (FY 2017 Annual Report to be published by September 30, 2017 per UPWP guidance and MPO Agreement GCB 1771. The FY 2019 UPWP will be developed in Winter 2017/18 and UPWP amendments on an as-needed basis).
- Possibly update the accounting process to allow for itemization of sub-tasks within key UPWP work elements (Regional Transportation Plan, Transportation Improvement Program, Data Management, Travel Forecasting, Air Quality and Technical Services and Regional Transportation Program Coordination and Management)
- Conduct data analyses and produce maps as support documentation for Title VI, LEP and Environmental Justice (Executive Order 12898) programs. RTC completes updates to its Title VI report as data and information warrants. RTC also commits to assist member jurisdictions in complying with ADA requirements. (Ongoing)

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

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

FY 2018 Funding: Regional Transportation Program Coordination & Management

FY 2018 Revenues:

	\$
• Federal FHWA	\$117,200
• Federal FTA	\$65,200
• Federal STBG	\$70,000
• State RTPO	\$26,268
• Other Local Funds	\$11,740
• MPO Funds	\$28,634
	<u>\$319,042</u>

FY 2018 Expenses:

	\$
• RTC	\$319,042
	<u>\$319,042</u>

Federal \$ are matched by State and local MPO Funds.

Minimum required match: \$39,392

4. TRANSPORTATION PLANNING ACTIVITIES OF STATE AND LOCAL AGENCIES

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

4A. WASHINGTON STATE DEPARTMENT OF TRANSPORTATION, SOUTHWEST REGION

Washington State Department of Transportation, Headquarters Transportation Planning, published the Washington State Department of Transportation 2015-2017 Strategic Planning & Research Work Program (effective from July 1, 2015 through June 30, 2017). The Southwest Region Planning Office supported the development of this document by providing details of its respective planning elements.

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

WSDOT Strategic Plan – Results WSDOT

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

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

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

Multi Modal Planning: FY 2016 Work Program Highlights

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

Moving Washington Forward: Practical Solutions

- Practical Solutions is a two-part strategy that includes least cost planning and practical design. WSDOT is undertaking Practical Solutions to enable more flexible and sustainable transportation investment decisions. It encourages this by increasing the focus on project purpose and need throughout all phases of project development: planning, program management, environmental analysis, design, construction, and operations.
- WSDOT planning staff will apply practical solutions approaches in their planning work with MPOs and RTPOs.
- For more information: www.wsdot.wa.gov/Projects/PracticalDesign/.

Corridor Sketch Initiative

The Corridor Sketch Initiative is a new way for the Washington State Department of Transportation to work jointly with partners to capture and document consistent baseline information about each transportation corridor around the state in order to inform future investment decisions.

The Corridor Sketch Initiative is one way WSDOT is implementing Least Cost Planning at the corridor level. Statewide implementation of the Corridor Sketch Initiative is consistent with WSDOT's strategic plan, also known as Results WSDOT, and the legislature's transportation system policy goals (see Goals 1 through 6, page 37), and supports WSDOT's Practical Solutions. Practical Solutions maximize benefits.

- Phase I was completed in 2016 and the focus was working with partners on documenting current conditions, function, and performance expectations for each corridor throughout the state. In this phase WSDOT collaborated with partners to identify what is working well and what needs to change for each corridor.
- Phase II will focus on further collaboration with partners to identify and rank cost-effective multimodal investment strategies to achieve the performance expectations identified in phase I.

This new initiative will use Least Cost Planning principles to achieve the performance expectations for each corridor. It will help us achieve:

- Integrated multimodal planning:

Work with local, regional, tribal, state and federal partners to develop an integrated multimodal planning approach for improving the transportation system.

- Performance-based planning: Implement performance-based Least Cost Planning to achieve performance goals.
- Moving Washington Forward: Develop cost-effective, integrated sets of strategies that first consider operational improvements, demand management, and policy change strategies before considering investments in capacity expansion to achieve mobility performance goals.
- Simplified corridor information:
Provide a “one-stop shop” for background information for each corridor around the state that can be used by multiple agencies and organizations.
- Community engagement:
Provide a framework to engage partners and transportation service providers around the needs of communities around the state.
- Corridor development strategy:
Identify, document, and pursue appropriate strategies for every corridor. Include these strategies in WSDOT’s long-range Highway System Plan (HSP).

Growth Management Act (GMA) Enhanced Collaboration

- WSDOT’s vision of providing a sustainable and integrated multimodal transportation system requires us to utilize all available capacity on the system and to leverage our limited resources. This is only possible by refocusing on working together with communities and other partners.
- WSDOT recognizes city and county GMA Comprehensive Plans as the cornerstone of community decision-making, creating the foundations for future subarea plans, regional plans, development regulations, and transportation investment programs. Therefore, we think it is important for WSDOT to participate, listen to and understand these goals and plans, and share WSDOT strategies and policies for implementing a multimodal transportation system.
- WSDOT strives to increase regional planning staff interaction and coordination with cities, counties, and MPOs and RTPOs early in the comprehensive plan process.
- For more information on the Washington State Department of Commerce Comprehensive Plan update schedule, refer to: <http://www.commerce.wa.gov/Documents/GMS-GMA-Update-Schedule-2015-2018.pdf>

Governor’s Executive Order 14-04, Transportation Efficiency

- The Washington State Departments of Transportation, Commerce and Ecology are working with the RTPOs, counties, and cities to develop a new program of financial and technical assistance to help local governments implement measures to improve transportation efficiency, and to update their comprehensive plans.

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- We will rely on the subcommittee we formed of MPOs and RTPOs plus representatives of the Association of Washington Cities (AWC) and the Washington State Association of Counties (WSAC).
 - For more information:
<http://www.wsdot.wa.gov/SustainableTransportation/CleanTranspo.htm>

23CFR §450.314 and Interlocal Agreement

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

Framework for MAP-21/FAST Target Setting

- MAP-21 and the subsequent federal FAST Act require that State DOTs and MPOs work together to address the performance measures set forth in MAP-21 through a collaborative process of setting performance targets.
- WSDOT and MPOs have quarterly meetings and special information sessions to address the need to set performance targets. The meetings began in May 2014 and are expected to occur through June 2017, the approximate date for MPOs to set targets and conclude this process.

Transportation Plans and Corridor Studies

- WSDOT is in the process of working on the update of several transportation plans with a statewide focus, including:
 - 1) The Washington Transportation Plan, Phase II
 - 2) The Highway System Plan
 - 3) The State Public Transportation Plan
 - 4) The Aviation Plan

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

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

Statewide Multimodal Travel Demand Model

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

Corridor Capacity Report

The 2016 Corridor Capacity Report was created to help inform policy makers, planners and engineers as they examine the multimodal capacity opportunities for state highways. This report supports WSDOT's Practical Solutions and performance-based planning initiatives by reporting the multimodal capacity within 86 urban commute corridors. It also appraises WSDOT, the Legislature, stakeholders, educational and research institutions, the media and the public about highway system conditions and how we can work together to reduce congestion.

4B. C-TRAN

C-TRAN has identified the following planning elements for the Unified Planning Work Program (UPWP) FY 2018 (July 2017 through June 2018):

Regional Participation

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

Regional Transportation Planning

C-TRAN will be involved in the following regional planning and engineering studies during FY 2017:

1. Regional Transportation Plan and Transportation Improvement Program: C-TRAN will participate in developing revised and updated regional plans and programs.
2. Human Services Transportation Plan: C-TRAN will coordinate and collaborate with regional partners to plan for and deliver human services transportation.
3. Continue participation in regional Transportation System Management and Operations planning led by RTC.
4. Bus on Shoulder Feasibility Study led by RTC.

5. Inform the multi-modal component of the City of Vancouver's Transportation Impact Fee (TIF) program for future development.

Transit Planning

In 2016, C-TRAN completed its first major update to its 20 Year Transit Development Plan, C-TRAN 2030. Several new projects were identified that will be advanced over the next two years (2017-18):

- Identifying the next Bus Rapid Transit (BRT) corridor.
- Eastside Park-and-Ride study to identify future needs.
- Mobility On Demand (MOD) – using emerging technologies and innovative partnerships to improve efficiency and responsiveness, in lower ridership areas.
- Expand service by up to 24,000 hours annually.

Fourth Plain Bus Rapid Transit Project (BRT): C-TRAN's first BRT line, named The Vine, began service on January 8, 2017. Performance is being monitored and finishing touches are nearing completion.

Short-Range Planning: Following public review and input in early 2017, the published 2017-2022 Transit Development Plan will identify capital and operational changes planned over the six-year period.

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

Park & Ride Planning and Engineering: C-TRAN will continue to work with local jurisdictions, RTC, and WSDOT to plan for future transit facilities. A new study will look at opportunities in the eastern portion of C-TRAN's service area.

Fisher's Landing Park & Ride Development Plan: In fall 2016, C-TRAN completed construction that added 198 parking spaces at the existing facility. C-TRAN will begin looking at opportunities to incorporate transit-oriented development (TOD) that would utilize remaining undeveloped property at the site.

Technology Improvements:

- Traffic Signal Priority (TSP): C-TRAN, is currently working with other government agencies to expand TSP within Clark County where bus service can benefit. The Vine BRT project will install TSP along Fourth Plain Blvd and the impacts will be measured in early 2017. The Highway 99 project has entered planning and design and should be completed before the end of 2017. In partnership with the City of Vancouver, the Mill Plain pilot project has

received an additional grant to expand the program to the remaining intersections on the Mill Plain corridor as well as on 164th Ave to the Fisher's Landing Transit Center.

- Vancouver Area Smart Trek, Phase II and III: C-TRAN will continue planning and implementation of Intelligent Transportation System technology.
- Improved Bus Technology: new fareboxes, and ADA-compliant on-board announcements were added in 2016. An electronic-fare system ("E-fare"), enhanced passenger information, and traveler information delivered electronically will all be improved to enhance the quality of service in 2017.

4C. CLARK COUNTY AND OTHER LOCAL JURISDICTIONS

CLARK COUNTY has identified the following transportation planning activities:

- Updating Traffic Impact Fee (TIF) program administration exclusive to Clark County.
- Updating the Transportation Improvement Program (TIP).
- Implementing the transportation element of the 2016 Comprehensive Plan including the 20-year Capital Facilities Plan.
- Assessing and updating the Concurrency Management System.
- On-going refinement of the road standards, including the following components: cross sections, alternate road design standards, cross-circulation policies, and land-use friendly road standards.
- Working with the Clark Communities Bicycle & Pedestrian Advisory Committee and other stakeholders to implement the Bicycle & Pedestrian Plan.
- Developing neighborhood and sub-area circulation plans for selected unincorporated urban areas in order to reduce direct access to classified arterials and to serve local trips on the local street system.
- Identifying the localized critical links and intersection improvements necessary to remove urban holding in selected areas of the Vancouver UGA.
- Amending the Arterial Atlas as directed by the Clark County Councilors through the docket process.
- Continuing regional coordination with RTC.
- Implementing the transportation and land use recommendations in the Clark County Aging Readiness Plan.
- Researching implementation options for the county to use permeable pavement.
- Developing a Complete Streets policy and ordinance.
- Coordinating transportation planning efforts with various jurisdictions, elected officials and the public.

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

Citywide Planning / Studies

- Street Funding – new revenue and program evaluation.
- 2018-2023 Transportation Improvement Program.
- ADA Program Transition Planning: Sidewalk Management Program.
- Citywide Collision Data Transportation Safety Analysis.
- Coordination with WSDOT on Practical Solutions training.
- Initiate process to update 2004 Transportation System Plan:
 - Update transportation standard plans and details
 - Update Bicycle Plan
 - Develop Freight Plan.
- Transportation Standards Code updates (Title 11)
 - annual docket updates.
- Complete Streets Policy development, adoption, and implementation.

Focus Area Studies/Implementation

- I-5 Corridor River Crossing, City of Vancouver coordination and project involvement.
- Implement Lower Grand Employment Area 100% street and stormwater quality design and street standards.
- Fourth Plain Forward Complete Street project.
- Improvements to Pedestrian and Bicycle Crossings at Arterials.
- Jefferson/Kauffman/13th Alignment Improvements.
- BRT/Great Street sidewalk connection project – (CMAQ grant).
- Implement adopted Evergreen Corridor Strategy.
- Port of Vancouver to I-5 Mill Plain Corridor Improvements- coordination with Port of Vancouver, WSDOT and neighborhoods.
- SE First Street Multi-Modal and LID Improvements Planning and Design.
- 32nd Avenue Extension and Western Freight Corridor Feasibility Study.
- Evaluation of freight corridors.

Capital Improvement Program – Projects and Planning Support

- SE 18th Street Corridor implementation.

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- 2017-18 NTSA Traffic Calming Program – project planning and implementation.
 - Transportation System Management and Operations/ITS planning and coordination.
 - Vancouver Area Smart Trek (VAST) coordination.
 - Transit Signal Priority system development coordination with RTC/VAST, Clark County and C-TRAN.

Transportation Demand Management

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

CITY OF CAMAS has identified the following:

- Transportation Improvement Program (TIP) – Annual Update.
- Citywide Transportation Plan and Capital Improvements Plan.

CITY OF WASHOUGAL has identified the following studies:

- Continue coordination with WSDOT, The Port of Camas/Washougal and RTC on plans for SR-14 improvements east of Union and grade separation over BNSF Mainline.
- Seek grant funding for SR-14 Access Improvement and grade separation over BNSF mainline.
- Seek grant funding for Phase 2 of the Columbia River Waterfront Trail.
- Complete revisions to the City's Transportation Capital Facilities Plan as necessary to remain consistent with recent updates to the City's Comprehensive Plan.
- Seek funding for the 32nd Street/Stiles Road Improvements.
- Transportation Improvement Program (TIP) – Annual Update.
- Complete an ADA Transition Plan.

CITY OF BATTLE GROUND has identified the following planning studies:

- Complete annual revision to the City's Six-Year Transportation Improvement Program.
- Work with WSDOT on planning for access points onto SR-503 within Battle Ground.
- Implement the pathways element that is part of Battle Ground's Parks Plan Update.
- Complete an ADA Transition Plan.

CITY OF RIDGEFIELD has identified the following planning studies:

- Complete annual revision to the City's Six-Year Transportation Improvement Program.
- Complete revisions to the City's Transportation Capital Facilities Plan as necessary to remain consistent with yearly updates to the City's Comprehensive Plan.

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- Complete reviews of the City's Transportation Impact Fee Program as necessary to support revisions to the Transportation Capital Facilities Plan.
 - Continue to work with WSDOT on the improvement of the SR-501 corridor and future access points onto the highway, including the two remaining intersection improvement projects (roundabouts) at the intersections of SR 501 with 51st Avenue and 35th Avenue.
 - Work with the Port of Ridgefield on planning and construction of the extension of Pioneer Street over the BNSF railroad tracks into the Port.
 - Continue work to plan for the extension of Pioneer Street east from 65th Avenue to Union Ridge Parkway.
 - Complete the Gee Creek Plateau sub-area plan to explore development opportunities and infrastructure needs.

CITY OF LA CENTER has identified the following planning studies:

- Complete annual revision to the city's Six-Year Transportation Improvement Plan.
- Finalize the Transportation Element for the 2016 Comprehensive Plan Update, including update to the 20-year Capital Facilities Plan in conjunction with the TIF program.
- Finalize roundabout design and obtain right of way approval from WSDOT at the intersection of 4th Street and Pacific Highway.
- Update the Park and Trails Master Plan.
- Design of City Park shown on the Park Master Plan is proceeding.
- Continue developing Sign Reflectivity Program.

PORT OF VANCOUVER:

- Complete Fourth Plain Frontage Improvements at Port Building 2501.
- Finalize West Vancouver Freight Access (WVFA) project by March 31, 2018.
- Partner with City of Vancouver to develop feasibility study and seek grant funding for extension of 32nd Avenue to 78th Street.
- Advance development of Terminal 1 waterfront blocks for commercial and residential uses.
- Prepare for bidding and construction of Port of Vancouver Multi-Use Trail Segment 2 in 2018.

PORT OF RIDGEFIELD:

- The Port of Ridgefield will work with the City of Ridgefield to complete and implement the City of Ridgefield Downtown Circulation Plan for the Ridgefield downtown area and waterfront.
- Complete planning and initiate construction of the Pioneer Street extension over the BNSF railroad tracks into the port in coordination with the City of Ridgefield.

PORT OF CAMAS-WASHOUGAL:

- I-5 Improvements: Support improvements to I-5 Corridor that facilitate freight mobility.
- Continue coordination with WSDOT and RTC on plans for SR 14 improvements east of Union.
- Assist in seeking grant funding, possibly from FHWA program sources, for the City of Washougal's Phase 2 continuation of the waterfront trail along the Columbia River.
- Seek and support funding for upgrade to the Port's rail spur into the industrial park.

TRANSPORTATION ACRONYMS

Acronym	Description
AA	Alternatives Analysis
AASHTO	American Association of State Highway and Transportation Officials
ACCT	Agency Council on Coordinated Transportation
ACE	Active Community Environments
ACS	American Community Survey
ADA	Americans with Disabilities Act
ADT	Average Daily Traffic
ATM	Active Traffic Management
ADA	Americans with Disabilities Act
ADT	Average Daily Traffic
APC	Automatic Passenger Counter
APP	Arterial Preservation Program (TIB funding program)
APTA	American Public Transportation Association
APTS	Advanced Public Transportation System
AQMA	Air Quality Maintenance Area
ASA	Automated Stop Announcement
ATCI	Accessible Transportation Coalition Initiative
ATIS	Advanced Traveler Information System
ATMS	Advanced Transportation Management System
AVL	Automated Vehicle Location
AVO	Average Vehicle Occupancy
AWDT	Average Weekday Traffic
BACT	Best Available Control Technology
BAT	Business Access and Transit
BEA	Bureau of Economic Analysis
BLS	U.S. Bureau of Labor Statistics (federal)
BMS	Bridge Management Systems
BNSF	Burlington Northern Santa Fe
BOCC	Board of County Councilors
BOS	Bus on Shoulder
BPAC	Clark Communities Bicycle and Pedestrian Advisory Committee

Acronym	Description
BRAC	Bridge Replacement Advisory Committee (Washington State)
BRRP	Bridge Replacement and Rehabilitation Program
BRT	Bus Rapid Transit
CAA	Clean Air Act
CAAA	Clean Air Act Amendments
CAC	Citizens' Advisory Committee
CAD	Computer Aided Dispatch
CAPP	County Arterial Preservation Program (<i>a CRAB program</i>)
CAV	Connected and Autonomous Vehicles
CBD	Central Business District
CCAC	C-TRAN's Citizens Advisory Committee
CCTA	Clark County Transportation Alliance
CCTV	Closed Circuit Television
CDBG	Community Development Block Grant
CE	Categorical Exclusion
CERB	Community Economic Revitalization Board
CETAS	Collaborative Environmental and Transportation Agreement for Streamlining (Oregon)
CEVP	Cost Estimating Validation Process
CFP	Capital Facilities Plan
CFP	Community Framework Plan
CFR	Code of Federal Regulations
CIC	Communications Infrastructure Committee
CIPP	Capital Improvement and Preservation Program
CMAQ	Congestion Mitigation/Air Quality
CMM	Congestion Management Monitoring
CMP	Congestion Management Process
CMS	Congestion Management System
CO	Carbon Monoxide
CRAB	County Road Administration Board
CRC	I-5 Columbia River Crossing Project
CREDC	Columbia River Economic Development Council
CRESA	Clark Regional Emergency Services Agency
CRFC	Critical Rural Freight Corridor

Acronym	Description
CTPP	Census Transportation Planning Products
CTR	Commute Trip Reduction
C-TRAN	Clark County Public Transportation Benefit Area Authority
CUFC	Critical Urban Freight Corridor
CV	Connected Vehicles
CVISN	Commercial Vehicle Information Systems and Networks
CY	Calendar Year
DEIS	Draft Environmental Impact Statement
DEQ	Oregon State Department of Environmental Quality
DLCD	Oregon Department of Land Conservation and Development
DNS	Determination of Non-Significance
DOE	Washington State Department of Ecology
DOH	Washington State Department of Health
DOL	Washington State Department of Licensing
DOT	Department of Transportation
DS	Determination of Significance
DSHS	Washington Department of Social and Health Services
DTA	Dynamic Traffic Assignment
EA	Environmental Assessment
ECO	Employee Commute Options
EIS	Environmental Impact Statement
EJ	Environmental Justice
EMME	EMME is an interactive graphic transportation planning computer software package distributed by INRO Consultants, Montreal, Canada.
EOC	Emergency Operations Center
EPA	Environmental Protection Agency
ETC	Employer Transportation Coordinator
ETC	Electronic Toll Collection
ETRP	Employer Trip Reduction Program
FACT	Southwest Freight and Commerce Task Force
FAF	Freight Analysis Framework
FAST	Fixing America's Surface Transportation Act (2015) – <i>current federal Transportation Act</i>
FEIS	Final Environmental Impact Statement

Acronym	Description
FEMA	Federal Emergency Management Agency
FFY	Federal Fiscal Year
FGTS	Freight and Goods Transportation System
FHWA	Federal Highways Administration
FMS	Freeway Management System
FMSIB	Freight Mobility Strategic Investment Board
FONSI	Finding of No Significant Impact
FRA	Federal Railroad Administration
FTA	Federal Transit Administration
FY	Fiscal Year
FFY	Federal Fiscal Year
GIS	Geographic Information System
GHG	Greenhouse Gas
GMA	Growth Management Act
GPAC	Grants Program Advisory Committee
GTEC	Growth and Transportation Efficiency Center
GTF	Governors' Task Force
HB	House Bill
HBRRP	Highway Bridge Replacement and Rehabilitation Program (federal)
HC	Hydrocarbons
HCM	Highway Capacity Manual
HCT	High Capacity Transportation
HLC	Southwest Washington Healthy Living Collaborative
HOV	High Occupancy Vehicle
HPMS	Highway Performance Monitoring System
HSC	Human Services Council
HSIP	Highway Safety Improvement Program (federal)
HSP	Highway System Plan
HSS	Highways of Statewide Significance
HSTP	Human Services Transportation Plan
HUA	Highway Urban Area
HUD	Department of Housing and Urban Development
HSP	Highway System Plan

Acronym	Description
ICM	Integrated Corridor Management
IM	Incident Management
I/M	Inspection/Maintenance
IMS	Intermodal Management System
ISTEA	Intermodal Surface Transportation Efficiency Act (1991)
ITS	Intelligent Transportation System
IV/HS	Intelligent Vehicle/Highway System
JARC	Job Access and Reverse Commute
JOPS	Joint Operations Policy Statement (between WSP, WSDOT and Washington Fire Chief)
JPACT	Joint Policy Advisory Committee on Transportation (Metro)
LAS	Labor Area Summary
LCDC	Oregon Land Conservation and Development Commission
LCP	Least Cost Planning
LEP	Limited English Proficiency
LMC	Lane Miles of Congestion
LMP	Limited Maintenance Plan (<i>relating to air quality</i>)
LOS	Level of Service
LPA	Locally Preferred Alternative
LRT	Light Rail Transit
M&O	Management and Operations
MAB	Metropolitan Area Boundary
MAP-21	Moving Ahead for Progress in the 21st Century (2012)
MCEDD	Mid-Columbia Economic Development District
MDNS	Mitigated Determination of Non-significance
MOA	Memorandum of Agreement
MOU	Memorandum of Understanding
MOVES	Motor Vehicle Emissions Simulator
MP	Maintenance Plan (air quality)
MPA	Metropolitan Planning Area
MPO	Metropolitan Planning Organization
MTIP	Metropolitan Transportation Improvement Program (see TIP)
MTP	Metropolitan Transportation Plan (see RTP)
MUTCD	Manual on Uniform Traffic Control Devices

Acronym	Description
MVET	Motor Vehicle Excise Tax
NAAQS	National Ambient Air Quality Standards
NEPA	National Environmental Policy Act
NHFN	National Highway Freight Network
NHFP	National Highway Freight Program
NHPP	National Highway Performance Program (federal funding program)
NHS	National Highway System
NHTS	National Household Travel Survey
NMFN	National Multimodal Freight Network
NOX	Nitrogen Oxides
NPMRDS	National Performance Management Research Data Set
NPRM	Notice of Proposed Rule Making
NTOC	National Transportation Operations Coalition
NTS	Neighborhood Traffic Safety
O/D	Origin/Destination
ODOT	Oregon Department of Transportation
OFM	Washington Office of Financial Management
OMSC	Oregon Modeling Steering Committee
OTP	Oregon Transportation Plan
P&M	Preservation and Maintenance
P&R	Park and Ride
PBP	Performance Based Planning
PBPP	Performance Based Planning and Programming
PCE	Passenger Car Equivalents
PE	Preliminary Engineering
PE/DEIS	Preliminary Engineering/Draft Environmental Impact Statement
PEA	Planning Emphasis Area
PFN	Primary Freight Network
PHF	Peak Hour Factor
PHFS	Primary Highway Freight System
PIA	Portland International Airport
PM10	Particulate Matter
PM2.5	Particulate Matter (fine)

Acronym	Description
PMS	Pavement Management System
PMT	Project Management Team
POD	Pedestrian Oriented Development
PORTAL	Portland Transportation Archive Listing
PPP	Public Participation Process or Public Participation Plan
Pre-AA	Preliminary Alternatives Analysis
PSMP	Pedestrian, Safety & Mobility Program
PTBA	Public Transportation Benefit Area
PTMS	Public Transportation Management System
PVMATS	Portland-Vancouver Metropolitan Area Transportation Study
PWTF	Public Works Trust Fund
RACMs	Reasonable Available Control Measures
RACT	Reasonable Available Control Technology
RAP	Rural Arterial Program (<i>a CRAB program</i>)
RCW	Revised Code of Washington
RDP	Route Development Plan
REET	Real Estate Excise Tax
RID	Road Improvement District
RJT	Route Jurisdiction Transfer
ROD	Record of Decision
ROW or RW	Right of Way
RTAC	Regional Transportation Advisory Committee
RTC	Southwest Washington Regional Transportation Council
RTFM	Regional Travel Forecasting Model
RTP	Regional Transportation Plan
RCTO	Regional Concept for Transportation Operations
RTPO	Regional Transportation Planning Organization
RUGGO	Regional Urban Growth Goals and Objectives
RWIS	Road Weather Information Systems
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (2005)
SAGES	Statewide Advisory Group for Environmental Stewardship
SCAP	Small City Arterial Program (TIB funding program)
SCPP	Small City Preservation Program (TIB funding program)

Acronym	Description
SC-SP	Small City Sidewalk Program (TIB funding program)
SEIS	Supplemental Environmental Impact Statement
SEPA	State Environmental Policy Act
SGR	State of Good Repair
SIC	Standard Industrial Classification
SIP	State Implementation Plan
SMS	Safety Management System
SMTTP	Statewide Multimodal Transportation Plan
SOV	Single Occupant Vehicle
SP	Sidewalk Program (urban TIB funding program)
SPUI	Single Point Urban Interchange
SR-	State Route
SRTS	Safe Routes to School
STIP	State Transportation Improvement Program
STBG	Surface Transportation Block Grant
SWCAA	Southwest Clean Air Agency
TAM	Transit Asset Management
TAMP	Transportation Asset Management Plan
TAP (or TA)	Transportation Alternatives Program (federal)
TAZ	Transportation Analysis Zone
TC	Transit Center
TCM's	Transportation Control Measures
TDM	Transportation Demand Management
TDP	Transit Development Plan or Transit Development Program
TEA-21	Transportation Equity Act for the 21 st Century (1998)
TIA	Transportation Improvement Account
TIB	Transportation Improvement Board
TIFIA	Transportation Infrastructure Finance and Innovation Act
TIMACS	Transportation Information, Management, and Control System
TIP	Transportation Improvement Program
TMA	Transportation Management Area
TMC	Traffic Management Center
TMIP	Transportation Model Improvement Program

Acronym	Description
TMS	Transportation Management Systems
TMUG	Transportation Model Users' Group
TMZ	Transportation Management Zone
TOD	Transit Oriented Development
TPA	Transportation Partnership Account <i>(2005 Washington state revenue package)</i>
TPAC	Transportation Policy Alternatives Committee (Metro)
TPM	Transportation Performance Management
TPMS	Transportation Performance Measurement System
TPR	Transportation Planning Rule (Oregon)
Transims	Transportation Simulations
TSMO	Transportation System Management and Operations
Tri-Met	Tri-county Metropolitan Transportation District
TRO	Traffic Relief Options
TSM	Transportation System Management
TSMO	Transportation System Management and Operations
TSP	Transportation System Plan
TSP	Transit Signal Priority
UAB	Urban Area Boundary
UAP	Urban Arterial Program (TIB funding program)
UGA	Urban Growth Area
UGB	Urban Growth Boundary
ULB	Useful Life Benchmark
UPWP	Unified Planning Work Program
USDOT	United States Department of Transportation
USP or SP	Urban Sidewalk Program (TIB funding program)
UZA	Urbanized Area
V/C	Volume to Capacity
VAST	Vancouver Area Smart Trek
VHD	Vehicle Hours of Delay
VISSIM	Traffic/Transit Simulation Software <i>(product of PTV AG, Karlsruhe, Germany)</i>
VMS	Variable Message Signs
VMT	Vehicle Miles Traveled
VOC	Volatile Organic Compounds

Acronym	Description
VOT	Value of Time
WAC	Washington Administrative Code
WSDOT	Washington State Department of Transportation
WSP	Washington State Patrol
WTP	Washington Transportation Plan
WVFA	West Vancouver Freight Access

FY 2018 SUMMARY OF EXPENDITURES AND REVENUES: RTC

Note: Numbers may not add due to rounding

SOUTHWEST WASHINGTON REGIONAL TRANSPORTATION COUNCIL									
FY 2018 UNIFIED PLANNING WORK PROGRAM - SUMMARY OF REVENUES/EXPENDITURES BY FUNDING SOURCE									
Work Element	N O T E S	1.	1., 3.	1.		2.			
		FY 2018 Federal FHWA PL	FY 2018 Federal FTA	Federal STP	State RTPO	State Connect- ing WA	Other Local Funds	RTC Local Funds	RTC TOTAL
I REGIONAL TRANSPORTATION PLANNING PROGRAM									
A	Regional Transportation Plan	137,710	76,610	82,250	30,865		13,795	33,644	374,874
B	Transportation Improvement Program	41,020	22,820	24,500	9,194		4,109	10,022	111,665
C	Congestion Management Process	41,020	22,820	24,500	9,194		4,109	10,022	111,665
D	Vancouver Area Smart Trek Program			236,000				36,832	272,832
E	Skamania and Klickitat RTPO				39,660				39,660
F	Bingen/White Salmon Circulation Study					50,000			50,000
	Sub-Total	219,750	122,250	367,250	88,913	50,000	22,013	90,520	960,695
II DATA MANAGEMENT, TRAVEL FORECASTING, AIR QUALITY AND TECHNICAL SERVICES									
A	Reg. Transp. Data, Forecast, AQ & Tech. Services	249,050	138,550	148,750	55,820		24,948	60,846	677,963
	Sub-Total	249,050	138,550	148,750	55,820	0	24,948	60,846	677,963
III TRANSPORTATION PROGRAM COORDINATION AND MANAGEMENT									
A	Reg. Transp. Program Coord. & Management	117,200	65,200	70,000	26,268	0	11,740	28,634	319,042
TOTALS		586,000	326,000	586,000	171,000	50,000	58,700	180,000	1,957,700

1/25/217

NOTES:

1. Minimum local match for federal PL, FTA and STP funds is provided from State RTPO, MPO and local funds. Local match for FHWA, FTA and STP funds is assumed at 13.5%.
2. Balance of funds estimated at start of FY 2018.
3. 75% of SFY 2017 and 100% of SFY 2018 FTA funds.

2017 Metro Self-Certification

1. Metropolitan Planning Organization Designation

Metro is the metropolitan planning organization (MPO) designated by Congress and the State of Oregon for the Oregon portion of the Portland/Vancouver urbanized area, covering 25 cities and three counties. It is Metro's responsibility to meet the requirements of federal planning rules as defined in Title 23 of U.S. Code Part 450 Subpart C and Title 49 of U.S. Code Part 613 Subpart A, the Oregon Transportation Planning Rule, which implements Statewide Planning Goal 12, and the Metro Charter for this MPO area. In combination, these requirements call for development of a multi-modal transportation system plan that is integrated with and supports the region's land use plans, and meets federal and state planning requirements.

Metro is governed by an elected regional council, in accordance with a voter-approved charter. The Metro Council is comprised of representatives from six districts and a Council President elected region-wide. The Chief Operating Officer is appointed by the Metro Council and leads the day-to-day operations of Metro. Metro uses a decision-making structure that provides state, regional and local governments the opportunity to participate in the transportation and land use decisions of the organization. Two key committees are the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Policy Advisory Committee (MPAC). These committees are comprised of elected and appointed officials and receive technical advice from the Transportation Policy Alternatives Committee (TPAC) and the Metro Technical Advisory Committee (MTAC).

2. Geographic Scope

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

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

The current boundary was updated and approved by the Governor of Oregon in July 2015 following the release of the new urbanized area definitions by the Census Bureau. The planning area boundary includes the urbanized area, areas within the Metro jurisdictional boundary, urban reserve areas representing areas that may urbanize within the next 20 years, and the areas around 5 key transportation facility interchanges adjacent to and that serve the urban area.

3. Agreements

- A Memorandum of Understanding between Metro and the Southwest Washington Regional Transportation Council (RTC) delineates areas of responsibility and coordination. Executed in April 2012, the Agreement will be updated in June 2018.
- In accordance with 23 CFR 450.314, an intergovernmental agreement (IGA) between TriMet, Oregon Department of Transportation (ODOT), and Metro was executed in July 2008, to be updated in June 2018.
- Yearly agreements are executed between Metro and ODOT defining the terms and use of FHWA planning funds.
- Bi-State Coordination Committee Charter – Metro and eleven state and local agencies adopted resolutions approving a Bi-State Coordination Committee Charter in 2004. Some were adopted in late 2003 and the balance in 2004, which triggered the transition from the Bi-State Transportation Committee to the Bi-State Coordination Committee
- A Memorandum of Understanding between Metro and the Department of Environmental Quality (DEQ) describing each agency’s responsibilities and roles for air quality planning. Executed in September 2013, it will be updated in September 2016.
- A Memorandum of Understanding between Metro and South Metro Area Regional Transit (SMART) outlines roles and responsibilities for transportation planning between Metro and SMART as required by federal transportation planning guidelines. Executed in July 2014, to be updated in July 2017.

4. Responsibilities, Cooperation and Coordination

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

Joint Policy Advisory Committee on Transportation

JPACT is chaired by a Metro Councilor and includes two additional Metro Councilors, seven locally elected officials representing cities and counties, and appointed officials from the Oregon Department of Transportation (ODOT), TriMet, the Port of Portland, and the Department of Environmental Quality (DEQ). The State of Washington is also represented with three seats that are traditionally filled by two locally elected officials and an appointed official from the Washington Department of Transportation (WSDOT). All transportation-related actions (including Federal MPO actions) are recommended by JPACT to the Metro Council. The Metro Council can approve the recommendations or refer them back to JPACT with a specific concern for reconsideration.

Final approval of each action requires the concurrence of both JPACT and the Metro Council. JPACT is primarily involved in periodic updates to the Regional Transportation Plan (RTP), Metropolitan

Transportation Improvement Program (MTIP), and review of ongoing studies and financial issues affecting transportation planning in the region.

Bi-State Coordination Committee

Based on a recommendation from the I-5 Transportation & Trade Partnership Strategic Plan, the Bi-State Transportation Committee became the Bi-State Coordination Committee in early 2004. The Bi-State Coordination Committee was chartered through resolutions approved by Metro, Multnomah County, the cities of Portland and Gresham, TriMet, ODOT, the Port of Portland, Southwest Washington Regional Transportation Council (RTC), Clark County, C-Tran, Washington State Department of Transportation (WSDOT) and the Port of Vancouver. The Committee is charged with reviewing and coordinating all issues of bi-state significance for transportation and land use.

Metro Policy Advisory Committee

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

The Regional Framework Plan was first adopted in December 1997 and addresses the following topics:

- Transportation
- Land Use (including the Metro Urban Growth Boundary (UGB))
- Open Space and Parks
- Water Supply and Watershed Management
- Natural Hazards
- Coordination with Clark County, Washington
- Management and Implementation

In accordance with these requirements, the Regional Transportation Plan is developed to meet Federal transportation planning guidelines such as FAST Act and MAP-21, the Oregon Transportation Planning Rule, and Metro Charter requirements, with input from both MPAC and JPACT. This ensures proper integration of transportation, land use, and environmental concerns.

5. Metropolitan Transportation Planning Products

a. Unified Planning Work Program

The Unified Planning Work Program (UPWP) is developed annually by Metro as the MPO for the Portland metropolitan area. It is a federally-required document that serves as a tool for coordinating federally-funded transportation planning activities to be conducted over the course of each fiscal year, beginning on July 1st. Included in the UPWP are detailed descriptions of the transportation planning tasks, listings of various activities, and a summary of the amount and source of state and federal funds to be used for planning activities. The UPWP is developed by Metro with input from local governments, TriMet, ODOT, Port of Portland, 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.

b. Regional Transportation Plan

The Plan must be prepared and updated every 4 years and cover a minimum 20-year planning horizon with air quality conformity and fiscal constraint.

Scope of the planning process

The metropolitan planning process shall provide for consideration of projects and strategies that will:

- a. support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- b. increase the safety of the transportation system for motorized and non-motorized users;
- c. increase the security of the transportation system for motorized and non-motorized users;
- d. increase the accessibility and mobility of people and for freight;
- e. protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns;
- f. enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- g. promote efficient system management and operation; and
- h. emphasize the preservation of the existing transportation system.

Metropolitan planning organizations (MPOs) must establish and use a performance-based approach to transportation decision making and development of transportation plans to support the national goal areas:

- **Safety** - To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- **Infrastructure Condition** - To maintain the highway infrastructure asset system in a state of good repair
- **Congestion Reduction** - To achieve a significant reduction in congestion on the National Highway System
- **System Reliability** - To improve the efficiency of the surface transportation system
- **Freight Movement and Economic Vitality** - To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
- **Environmental Sustainability** - To enhance the performance of the transportation system while protecting and enhancing the natural environment.
- **Reduced Project Delivery Delays** - To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices

Elements of the RTP

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 description of the performance measures and performance targets used in assessing the performance of the transportation system and how their development was coordinated with state and public transportation providers
- A system performance report and subsequent updates evaluating the condition and performance of the transportation system with respect to the performance targets
- A discussion of types of potential environmental mitigation activities and potential areas to carry out these activities, including activities that may have the greatest potential to restore and maintain the environmental functions affected by the plan.
- A financial plan that demonstrates how the adopted transportation plan can be implemented; indicates resources from public and private sources that are reasonably expected to be made available to carry out the plan; and recommends any additional financing strategies for needed projects and programs.
- Operational and management strategies to improve the performance of existing transportation facilities to manage vehicular congestion and maximize the safety and mobility of people and goods.
- Capital investment and other strategies to preserve the existing and projected future metropolitan transportation infrastructure and provide for multimodal capacity increases based on regional priorities and needs.
- Proposed transportation and transit enhancement activities

c. Metropolitan Transportation Improvement Program

The Metropolitan Transportation Improvement Program (MTIP) is a critical tool for implementing monitoring progress of the Regional Transportation Plan (RTP) and 2040 Growth Concept. The MTIP programs and monitors funding for all regionally significant projects in the metropolitan area. Additionally, the program administers the allocation of urban Surface Transportation Program (STP), Congestion Mitigation Air Quality (CMAQ) and Transportation Alternatives Program (TAP) funding through the regional flexible fund process. Projects are allocated funding based upon technical and policy considerations that weigh the ability of individual projects to implement federal, state, regional and local goals. Funding for projects in the program are constrained by expected revenue as defined in the Financial Plan.

The MTIP is also subject to federal and state air quality requirements, and a determination is made during each allocation to ensure that the updated MTIP conforms to air quality regulations. These activities require special coordination with staff from U.S. Department of Transportation, U.S. Environmental Protection Agency, Oregon Department of Environmental Quality, Oregon Department of Transportation (ODOT), TriMet, South Metro Area Regional Transit (SMART), and other regional, county and city agencies.

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

The short-range metropolitan TIP includes the following required elements:

- 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.
- Programming of funds in year of expenditure dollars.
- Documentation of how the TIP meets other federal requirements such as addressing the federal planning factors.
- The MTIP also includes publication of the annual list of obligated projects. The most recent publication was provided in December 2015. All prior year obligation reports are available on the Metro website.

D. Congestion Management Process

The 2007 SAFETEA-LU federal transportation legislation updated requirement for a Congestion Management Process (CMP) for metropolitan planning organizations (MPOs) in Transportation Management Areas (TMAs – urban areas with a population exceeding 200,000), placing a greater emphasis on management and operations and enhancing the linkage between the CMP and the long-range regional transportation plan (RTP) through an objectives driven, performance-based approach. MAP-21 retained the CMP requirement while enhancing requirements for congestion and reliability monitoring and reporting. The most recent federal transportation legislation, FAST Act, retained the CMP requirement set forth in MAP-21.

A CMP is a systematic approach for managing congestion that provides information on transportation system performance. It recommends a range of strategies to minimize congestion and enhance the mobility of people and goods. These multimodal strategies include, but are not limited to, operational improvements, travel demand management, policy approaches, and additions to capacity. The region's CMP will continue to advance the goals of the 2014 RTP and strengthen the connection between the RTP and the Metropolitan Transportation Improvement Program (MTIP).

The goal of the CMP is to provide for the safe and effective management and operation of new and existing transportation facilities through the use of demand reduction and operational management strategies.

E. Air Quality Conformity

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

The state and federal component of the Air Quality Program is the Air Quality Conformity Determination (AQCD) which is a technical analysis to determine the air quality impacts of the RTP and MTIP. An AQCD 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 requires special coordination with staff from Oregon Department of Environmental Quality (DEQ) and other regional, county, city and state agencies. The AQCD is guided by the transportation conformity rules set forth in the Clean Air Act and additional local requirements 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). When Metro seeks approval of an AQCD the review and approval process are done in consultation with DEQ and EPA, but joint approval is issued by the Federal Highway Administration and Federal Transit Administration.

6. Planning Factors

Moving Ahead for Progress in the 21st Century (MAP-21), passed by U.S. Congress and signed into law by the President in 2012, defines specific planning factors and national goal areas to be considered when developing transportation plans and programs in a metropolitan area. MAP-21 creates a streamlined and performance-based surface transportation investment program and builds on many of the highway, transit, bike, and pedestrian programs and policies established in 1991. The most recent federal transportation funding act, *the Fixing America's Surface Transportation (FAST) Act* continues all of the metropolitan planning requirements that were in effect under MAP-21.

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

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency;
2. Increase the safety of the transportation system for motorized and non-motorized users;
3. Increase the security of the transportation system for motorized and non-motorized users;
4. Increase the accessibility and mobility of people and for freight;
5. Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns;
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient system management and operation; and
8. Emphasize the preservation of the existing transportation system.
9. Improving transportation system resiliency and reliability;
10. Reducing (or mitigating) the storm water impacts of surface transportation; and
11. Enhancing travel and tourism.

Table 1: MAP-21 Planning Factors

Factor	System Planning (RTP)	Funding Strategy (MTIP)	High Capacity Transit (HCT)
1. Support Economic Vitality	<ul style="list-style-type: none"> • RTP policies linked to land use strategies that promote economic development. • Industrial areas and intermodal facilities identified in policies as “primary” areas of focus for planned improvements. • Comprehensive, multimodal freight improvements that link intermodal facilities to industry are detailed for 20-year plan period. • Highway LOS policy tailored to protect key freight corridors. • RTP recognizes need for freight linkages to destinations beyond the region by all modes. 	<ul style="list-style-type: none"> • All projects subject to consistency with RTP policies on economic development and promotion of “primary” land use element of 2040 development such as centers, industrial areas and intermodal facilities. • Special category for freight improvements calls out the unique importance for these projects. • All freight projects subject to funding criteria that promote industrial jobs and businesses in the “traded sector.” 	<ul style="list-style-type: none"> • HCT plans designed to support continued development of regional centers and central city by increasing transit accessibility to these locations. • HCT improvements in major commute corridors lessen need for major capacity improvements in these locations, allowing for freight improvements in other corridors.
2. Increase Safety	<ul style="list-style-type: none"> • The RTP policies call out safety as a primary focus for improvements to the system. • Safety is identified as one of three implementation priorities for all modal systems (along with preservation of the system and implementation of the region’s 2040-growth management strategy). 	<ul style="list-style-type: none"> • All projects ranked according to specific safety criteria. • Road modernization and reconstruction projects are scored according to relative accident incidence. • All projects must be consistent with regional street design guidelines that provide safe designs for all modes of travel. 	<ul style="list-style-type: none"> • Station area planning for proposed HCT improvements is primarily driven by pedestrian access and safety considerations.
3. Increase Security	<ul style="list-style-type: none"> • The 2014 RTP calls for implementing investments to increase system monitoring for operations, management, and security of the regional mobility corridor system. 	<ul style="list-style-type: none"> • Transportation security will be factored into the next MTIP update, following completion of the new RTP. 	<ul style="list-style-type: none"> • System security has been a routine element of the HCT program, and does not represent a substantial change to current practice.

Table 1: MAP-21 Planning Factors

Factor	System Planning (RTP)	Funding Strategy (MTIP)	High Capacity Transit (HCT)
4. Increase Accessibility	<ul style="list-style-type: none"> • The RTP policies are organized on the principle of providing accessibility to centers and employment areas with a balanced, multi-modal transportation system. • The policies also identify the need for freight mobility in key freight corridors and to provide freight access to industrial areas and intermodal facilities. 	<ul style="list-style-type: none"> • Measurable increases in accessibility to priority land use elements of the 2040-growth concept is a criterion for all projects. • The MTIP program places a heavy emphasis on non-auto modes in an effort to improve multi-modal accessibility in the region. 	<ul style="list-style-type: none"> • The planned HCT improvements in the region will provide increased accessibility to the most congested corridors and centers. • Planned HCT improvements provide mobility options to persons traditionally underserved by the transportation system.
5. Protect Environment and Quality of Life	<ul style="list-style-type: none"> • The RTP is constructed as a transportation strategy for implementing the region's 2040-growth concept. The growth concept is a long-term vision for retaining the region's livability through managed growth. • The RTP system has been "sized" to minimize the impact on the built and natural environment. • The region has developed an environmental street design guidebook to facilitate environmentally sound transportation improvements in sensitive areas, and to coordinate transportation project development with regional strategies to protect endangered species. • The RTP conforms to the Clean Air Act. 	<ul style="list-style-type: none"> • The MTIP conforms to the Clean Air Act. • The MTIP focuses on allocating funds for clean air (CMAQ), livability (Transportation Enhancement) and multi- and alternative modes (STIP). • Bridge projects in lieu of culverts have been funded through the MTIP to enhance endangered salmon and steelhead passage. • Complete Streets projects funded to employ new practices for mitigating the effects of storm water runoff. 	<ul style="list-style-type: none"> • Light rail improvements provide emission-free transportation alternatives to the automobile in some of the region's most congested corridors and centers. • HCT transportation alternatives enhance quality of life for residents by providing an alternative to auto travel in congested corridors and centers.

Table 1: MAP-21 Planning Factors

Factor	System Planning (RTP)	Funding Strategy (MTIP)	High Capacity Transit (HCT)
5. Protect Environment and Quality of Life (cont)	<ul style="list-style-type: none"> • Many new transit, bicycle, pedestrian and TDM projects have been added to the plan in recent updates to provide a more balanced multi-modal system that maintains livability. • RTP transit, bicycle, pedestrian and TDM projects planned for the next 20 years will complement the compact urban form envisioned in the 2040 growth concept by promoting an energy-efficient transportation system. • Metro coordinates its system level planning with resource agencies to identify and resolve key issues. 		
6. System Integration/ Connectivity	<ul style="list-style-type: none"> • The RTP includes a functional classification system for all modes that establishes an integrated modal hierarchy. • The RTP policies and Functional Plan* include a street design element that integrates transportation modes in relation to land use for regional facilities. • The RTP policies and Functional Plan include connectivity provisions that will increase local and major street connectivity. • The RTP freight policies and projects address the intermodal connectivity needs at major freight terminals in the region. • The intermodal management system identifies key intermodal links in the region. 	<ul style="list-style-type: none"> • Projects funded through the MTIP must be consistent with regional street design guidelines. • Freight improvements are evaluated according to potential conflicts with other modes. 	<ul style="list-style-type: none"> • Planned HCT improvements are closely integrated with other modes, including pedestrian and bicycle access plans for station areas and park-and-ride and passenger drop-off facilities at major stations.

Table 1: MAP-21 Planning Factors

Factor	System Planning (RTP)	Funding Strategy (MTIP)	High Capacity Transit (HCT)
7. Efficient Management & Operations	<ul style="list-style-type: none"> • The RTP policy chapter includes specific system management policies aimed at promoting efficient system management and operation. • Proposed RTP projects include many system management improvements along regional corridors. • The RTP financial analysis includes a comprehensive summary of current and anticipated operations and maintenance costs. 	<ul style="list-style-type: none"> • Projects are scored according to relative cost effectiveness (measured as a factor of total project cost compared to measurable project benefits). • TDM projects are solicited in a special category to promote improvements or programs that reduce SOV pressure on congested corridors. • TSM/ITS projects are funded through the MTIP. 	<ul style="list-style-type: none"> • Proposed HCT improvements include redesigned feeder bus systems that take advantage of new HCT capacity and reduce the number of redundant transit lines.
8. System Preservation	<ul style="list-style-type: none"> • Proposed RTP projects include major roadway preservation projects. • The RTP financial analysis includes a comprehensive summary of current and anticipated operations and maintenance costs. 	<ul style="list-style-type: none"> • Reconstruction projects that provide long-term maintenance are identified as a funding priority. 	<ul style="list-style-type: none"> • The 2014 RTP financial plan includes the 30-year costs of HCT maintenance and operation for planned HCT systems.

* *Functional Plan = Urban Growth Management Functional Plan, an adopted regulation that requires local governments in Metro's jurisdiction to complete certain planning tasks.*

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

1. Safety
2. Infrastructure condition
3. Congestion reduction
4. System reliability
5. Freight movement and economic vitality
6. Environmental sustainability
7. Reduce project delivery delays

7. Public Involvement

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

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

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

In 2012, Metro created a new public engagement review process, designed to ensure that Metro's public involvement is effective, reaches diverse audiences and harnesses emerging best practices. Other components of the public engagement review process which will contribute to more inclusive engagement and accountability include an annual public survey, meetings of public involvement staff from around the region to address best practices, an annual community summit to gather input on priorities and engagement techniques, and an annual report.

Title VI – In April 2010, Metro completed and submitted its Title VI Plan to ODOT. This plan is now being implemented through updates to Metro's RTP and MTIP, and through corridor planning activities in the region. It includes both a non-discrimination policy and complaint procedure. On Aug.31, 2015, Metro submitted a Title VI Compliance Report to ODOT, covering a 12 month period from July 1, 2014, through June 30, 2015. The next annual report will be due Aug. 30, 2016, covering July 1, 2015 to June 30, 2016. On Sept. 30, 2015, Metro submitted its updated Limited English Proficiency Plan as part of an updated Title VI Program to FTA.

Environmental Justice – The intent of environmental justice (EJ) practices is to ensure the needs of minority and disadvantaged populations are considered and the relative benefits/impacts of individual projects on local communities are thoroughly assessed and vetted. Metro continues to expand and explore environmental justice efforts that provide early access to and consideration of planning and project development activities. Metro's EJ program is organized to communicate and seek input on project proposals and to carry those efforts into the analysis, community review and decision-making processes.

Title VI and Environmental Justice in action – The information from and practices for engaging underserved communities were applied to the 2014 Regional Transportation Plan (RTP) update and the 2015-18 Metropolitan Transportation Improvement Program (MTIP), particularly in the civil rights assessment, which sought to better assess the benefits and burdens of regional, programmatic investments for these communities. Using the information from the RFFA process and engaging advocates helped define and determine thresholds for analysis of effects on communities of color, with limited English proficiency and with low-income as well as communities of older and younger adults. Feedback on this analytical process has led to an equity workgroup to further refine how Metro will assess the benefits and burdens of these regional programs on these communities for the 2018 RTP update and the next MTIP.

Diversity, Equity and Inclusion – In 2010, Metro established an agency diversity action team. The team is responsible for identifying opportunities to collaboratively develop and implement sustainable diversity initiatives across and throughout the agency. Metro’s diversity efforts are most evident in three areas: Contracts and Purchasing, Community Outreach, and Recruitment and Retention. Metro initiated the Equity Strategy Program, with the objective of creating an organizing framework to help Metro consistently incorporate equity into policy and decision-making. In 2014 as a result of the work of the diversity action team, Metro’s communication department explicitly identified a community engagement division, with a focus on better engaging historically underrepresented communities. These efforts aim to go beyond current regulations and guidance for engaging and considering the needs of and effects on communities of color, with limited English proficiency and with low incomes, but work in coordination with Metro’s Title VI and Environmental Justice civil rights program. The *Strategic Plan to Advance Racial Equity, Diversity, and Inclusion* was adopted in June 2016.

8. Disadvantaged Business Enterprise

The Metro Disadvantaged Business Enterprise (DBE) seeks to achieve the following:

- Ensure nondiscrimination in the award and administration of assisted contracts;
- Create a level playing field on which DBEs can compete fairly for assisted contracts;
- Ensure that the DBE Program is narrowly tailored in accordance with applicable law;
- Ensure that only firms that fully meet 49 CFR 26 eligibility standards are permitted to participate as DBE's;
- Help remove barriers to the participation of DBEs in assisted contracts; and
- Assist the development of firms that can compete successfully in the market place outside the DBE program.

Policy Statement

Metro is committed to the participation of Disadvantaged Business Enterprise (DBEs) in Metro contracting opportunities in accordance with 49 Code of Federal Regulations (CFR) Part 26, Effective March 4, 1999.

It is the policy of Metro to practice nondiscrimination on the basis of race, color, sex, and/or national origin in the award and administration of Metro assisted contracts. The intention of Metro is to create a level playing field on which DBEs can compete fairly for contracts and subcontracts relating to Metro planning and professional service activities.

The Metro Council is responsible for establishing the DBE policy for Metro. The Executive Officer is responsible to ensure adherence to this policy. The Assistant Director of Administrative Services and the DBE Outreach Coordinator are responsible for the development, implementation and monitoring of the DBE program for contracts in accordance with the Metro nondiscrimination policy. It is the expectation of the Executive Officer that all Metro personnel shall adhere to the spirit, as well as the provisions and procedures, of the DBE program.

This policy will be circulated to all Metro personnel and to members of the community that perform or are interested in performing work on Metro contracts. The complete DBE Program for contracts goals and the overall annual DBE goals analysis are available for review at the:

Metro
Contracts Division
600 NE Grand Avenue
Portland, Oregon 97232

9. Americans with Disabilities Act

Metro is committed to ensuring its programs, services, facilities and events are inclusive and accessible to people with disabilities. Over the last two decades Metro has completed reviews of its facilities and periodically reviews its policies and practices for compliance with a variety of laws, including the Americans with Disabilities Act (ADA). Metro also systematically reviews new policies and practices for conformance to the requirements of federal and state civil rights and employment laws and requires design professionals, construction contractors and in-house maintenance staff to follow accessible design and construction standards, including the ADA Standards for Accessible Design and the Oregon Structural Specialty Code, during all new construction and renovations.

Metro provides services for people with disabilities –services include: devices and systems assistive listening devices, signage, American Sign Language or audio described interpretation, open captioning, Braille, etc.

In the coming reporting year, Metro will continue to review policies and procedures to ensure they address varying individual needs of persons with disabilities. Metro will seek to enhance staff's understanding of issues pertaining to serving persons with disabilities and create a clearing house to share best practices to broaden inclusion of persons with disabilities during public engagement opportunities.

http://trimet.org/pdfs/publications/Coordinated_Human_Services_Transportation_Plan.pdf

The Coordinated Plan will be incorporated into the 2018 Regional Transportation Plan update.

10. Lobbying

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

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO.17-4786, FOR THE PURPOSE OF ADOPTING THE FISCAL YEAR 2017-18 UNIFIED PLANNING WORK PROGRAM AND CERTIFYING THAT THE PORTLAND METROPOLITAN AREA IS IN COMPLIANCE WITH THE FEDERAL TRANSPORTATION PLANNING REQUIREMENTS

Date: April 10, 2017

Prepared by: John Mermin
(503) 797-1747

BACKGROUND

The Unified Planning Work Program (UPWP) is developed annually by Metro as the Metropolitan Planning Organization (MPO) for the Portland Metropolitan Area. It is a federally-required document that serves as a guide for transportation planning activities to be conducted over the course of each fiscal year, beginning July 1.

The UPWP is developed by Metro with input from local governments, TriMet, ODOT, the Port of Portland, FHWA, and FTA. Included in the UPWP are detailed descriptions of the transportation planning tasks, listings of various activities, and a summary of the amount and source of state and federal funds to be used for planning activities.

As an MPO, 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, as a prerequisite to receiving federal funds. The annual self-certification is processed in tandem with the Unified Planning Work Program (UPWP) and documents that Metro has met those requirements. Required self-certification areas include:

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

Each of these areas is discussed in Exhibit B to Resolution No.17-4786

Additionally, every four years, Metro undergoes a quadrennial certification review (with the Federal Transit Administration [FTA] and Federal Highway Administration [FHWA]) to ensure compliance with federal transportation planning requirements. The most recent quadrennial certification review occurred in February 2017. Metro will receive feedback from USODOT staff later in 2017 and will reflect this (and the status of any corrective actions) in next year's UPWP for FY2018-19.

ANALYSIS/INFORMATION

1. **Known Opposition** – No known opposition
2. **Legal Antecedents** – this resolution certifies that the Portland metropolitan area is in compliance with Federal transportation planning requirements, as defined in Title 23 of the Code of Federal Regulations, Parts 450 and 500, and title 49, of the Code of Federal Regulations, Part 613.
3. **Anticipated Effects** – Approval means that grants can be submitted and contracts executed so work can commence on July 1, 2017 in accordance with established Metro priorities.
4. **Budget Impacts** – Approval of this resolution is a companion to the UPWP. It is a prerequisite to receipt of Federal planning funds and is, therefore, critical to the Metro budget. The UPWP matches projects and studies reflected in the proposed Metro budget submitted by the Metro Chief Operating Officer to the Metro Council. The UPWP is subject to revision in the final adopted Metro budget.

RECOMMENDED ACTION

Approve Resolution No.17-4786 certifying that the Portland metropolitan area is in compliance with federal transportation planning requirements.