

# Metro | Agenda

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

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- |         |     |  |   |
|---------|-----|--|---|
| 7:30 AM | 1.  | <b>CALL TO ORDER, DECLARATION OF A QUORUM &amp; INTRODUCTIONS</b>  | <b>Craig Dirksen, Chair</b>                               |
| 7:32 AM | 2.  | <b>CITIZEN COMMUNICATIONS ON JPACT ITEMS</b>   |   |
| 7:35 AM | 3.  | <b>UPDATES FROM THE CHAIR &amp; COMMITTEE MEMBERS</b>  | <b>Craig Dirksen, Chair</b>                               |
|         |     | <ul style="list-style-type: none"><li>• Reminder: JPACT Washington D.C. trip briefing on April 14<sup>th</sup> (Metro, Room 401)</li><li>• TIGER VII</li><li>• Bi-State Coordinating Committee Report</li><li>• Update on Regional Systems workshops</li></ul> | Jack Burkman, City of Vancouver<br>Ted Leybold, Metro     |
| 7:40 AM | 4.  | * <b>Consideration of the JPACT Minutes for March 19, 2015</b>   |   |
|         | 5.  | <b><u>ACTION ITEMS</u></b>   |   |
| 7:45 AM | 5.1 | * <b>Resolution No. 15-4617</b> , For the Purpose of Reallocating Unspent Transit Project Development Funds on Current Regional Priority Projects – <b><u>ACTION REQUESTED: Recommendation to Metro Council</u></b>  | <b>Alan Lehto, TriMet</b><br><b>Elissa Gertler, Metro</b> |
|         | 6.  | <b><u>INFORMATION / DISCUSSION ITEMS</u></b>   |   |
| 8:10 AM | 6.1 | * Draft 2015-16 Federal Unified Planning Work Program (UPWP) Report and Annual Self-Certification – <b><u>INFORMATION/DISCUSSION</u></b>   | <b>Tom Kloster, Metro</b><br><b>Chris Myers, Metro</b>    |
| 8:25 AM | 6.2 | * Metropolitan Transportation Improvement Program (MTIP) and Regional Flexible Fund Allocation (RFFA) Policy Update Work Program – <b><u>INFORMATION/DISCUSSION</u></b>  | <b>Ted Leybold, Metro</b><br><b>Dan Kaempff, Metro</b>    |
| 8:35 AM | 6.3 | 2016 TriMet Budget and MTIP Coordination - <b><u>INFORMATION</u></b>   | <b>Eric Hesse, TriMet</b>                                 |
| 8:50 AM | 6.4 | * Update on Climate Smart Strategy Submittal to Land Conservation and Development Commission – <b><u>INFORMATION</u></b>   | <b>John Williams, Metro</b><br><b>Kim Ellis, Metro</b>    |
| 9:00 AM | 7.  | <b>ADJOURN</b>   | <b>Craig Dirksen, Chair</b>                               |

\* Material available electronically # Material available at the meeting

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ការគោរពសិទ្ធិពលរដ្ឋរបស់ ។ សំរាប់ព័ត៌មានអំពីកម្មវិធីសិទ្ធិពលរដ្ឋរបស់ Metro ឬដើម្បីទទួលបានក្បួនលក្ខណ៍រើសអើងសូមចូលទស្សនាការប្រកាស [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights)។  
បើលោកអ្នកត្រូវការការបកប្រែភាសានៅពេលអង្គប្រជុំសាធារណៈ សូមទូរស័ព្ទមកលេខ 503-797-1890 (ម៉ោង 8 ព្រឹកដល់ម៉ោង 5 ល្ងាច ថ្ងៃធ្វើការ) ប្រាំពីរថ្ងៃ ថ្ងៃធ្វើការ មុនថ្ងៃប្រជុំដើម្បីអាចឲ្យគេសម្រួលតាមសំណើរបស់លោកអ្នក ។

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## 2015 JPACT Work Program

As of 03/31/15

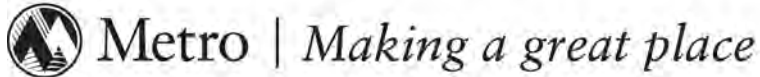
Items in italics are tentative; **bold** denotes required items

<p><b><u>April 9, 2015</u></b></p> <ul style="list-style-type: none"><li>• <b>Reallocation of Transit Project Development Funds – <u>Recommendation to Metro Council</u></b> (Alan Lehto/Elissa Gertler; 25 min)</li><li>• Draft 2015-16 Unified Planning Work Program (UPWP) Report – <u>Information/Discussion</u> (Chris Myers; 20 min)</li><li>• Metropolitan Transportation Improvement Program (MTIP) &amp; Regional Flexible Fund Allocation (RFFA) policy update work program – <u>Information/Discussion</u> (Ted Leybold, Dan Kaempff; 15 min)</li><li>• Update on Climate Smart Strategy submittal to LCDC - <u>Information</u> (Kim Ellis, John Williams; 15 min)</li><li>• 2016 TriMet budget &amp; MTIP coordination (Eric Hesse, TriMet; 10-15 min)</li></ul> <p><b>FYI:</b> <b>JPACT Washington DC trip briefing, April 14 (5pm, Metro, Room 401)</b> <b>JPACT Trip, April 28-30</b></p>	<p><b><u>May 14, 2015</u></b></p> <ul style="list-style-type: none"><li>• <b>JPACT Trip Debrief / Report out</b> (Chair comments)</li><li>• <b>Approval of 2015-16 UPWP Report – <u>Recommendation to Metro Council</u></b> (Chris Myers; 15 min)</li></ul>
<p><b><u>June 11, 2015</u></b></p> <ul style="list-style-type: none"><li>• <i>Regional Readiness Report Introduction – <u>Information</u> (Elissa Gertler; 5-10 min)</i></li><li>• <i>2018 Regional Transportation Plan Update Kick-off – <u>Information/Discussion</u> (Elissa Gertler, Kim Ellis; 40 min)</i></li><li>• <i>HOLD: TriMet Update on Service Enhancement Plan – <u>Information/Discussion</u> (15-20 min)</i></li><li>• <i>Regional Transit Plan – <u>Information/Discussion</u> (Elissa Gertler, Jamie Snook; 20 min)</i></li></ul>	<p><b><u>July 9, 2015</u></b></p> <ul style="list-style-type: none"><li>• <i>Metropolitan Transportation Improvement Program (MTIP) &amp; Regional Flexible Fund Allocation (RFFA) policy update: public comment draft – <u>Information/Discussion</u> (Dan Kaempff)</i></li><li>• <i>Regional Transportation Plan (RTP) &amp; Metropolitan Transportation Improvement Program (MTIP) Transportation Equity Analysis work program – <u>Information/Discussion</u> (Ted Leybold, Grace Cho; 15 min)</i></li><li>• <i>Powell-Division Transit &amp; Development Project – <u>Information</u> (Brian Monberg; 30 min)</i></li></ul>

<p><b><u>August 13, 2015</u></b> – potential cancellation</p>	<p><b><u>September 10, 2015</u></b></p> <ul style="list-style-type: none"> <li>• 2018 Regional Transportation Plan Update – Review draft work program – <u>Discussion</u> (Kim Ellis, Peggy Morell; 40 min)</li> <li>• Regional Transit Plan – Review draft Regional Transit Vision – <u>Information/Discussion</u> (Jamie Snook; 40 min)</li> </ul>
<p><b><u>October 8, 2015</u></b></p> <ul style="list-style-type: none"> <li>• Endorse 2018 Regional Transportation Plan Update Work Plan – <u>Action</u> (Kim Ellis; 25 min)</li> <li>• Metropolitan Transportation Improvement Program (MTIP) &amp; Regional Flexible Fund Allocation (RFFA) policy update: public comments – <u>Information</u> – (Cliff Higgins; 15 min)</li> </ul>	<p><b><u>November 12, 2015</u></b></p> <ul style="list-style-type: none"> <li>• Metropolitan Transportation Improvement Program (MTIP) &amp; Regional Flexible Fund Allocation (RFFA) policy update: briefing/discussion on final draft – <u>Discussion</u> (Dan Kaempff)</li> </ul>
<p><b><u>December 10, 2015</u></b></p> <ul style="list-style-type: none"> <li>• Metropolitan Transportation Improvement Program (MTIP) &amp; Regional Flexible Fund Allocation (RFFA) policy update – <u>Action</u> (Dan Kaempff)</li> </ul>	

**Parking Lot:**

- Southwest Corridor Plan
- Cost of Congestion Study
- Land use & transportation connections
- Prioritization of projects/programs
- Westside Freight Study/ITS improvements & funding
- All Roads Safety Program (ODOT)
- Air Quality program status update
- ODOT Volunteer Road Mileage program
- Washington Co. Transportation Study briefing



JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION  
March 19, 2015  
Metro Regional Center, Council Chamber

MEMBERS PRESENT

Jack Burkman  
Shirley Craddick, Vice Chair  
Denny Doyle  
Tim Knapp  
Neil McFarlane  
Diane McKeel  
Steve Novick  
Roy Rogers  
Paul Savas  
Jeanne Stewart  
Rian Windsheimer

AFFILIATION

City of Vancouver  
Metro Council  
City of Beaverton, representing Cities of Washington County  
City of Wilsonville, representing Cities of Clackamas County  
TriMet  
Multnomah County  
City of Portland  
Washington County  
Clackamas County  
Clark County  
Oregon Department of Transportation

MEMBERS EXCUSED

Shane Bemis  
Nina DeConcini  
Craig Dirksen, Chair  
Kathryn Harrington  
Don Wagner  
Bill Wyatt

AFFILIATION

City of Gresham, representing Cities of Multnomah County  
Oregon Department of Environmental Quality  
Metro Council  
Metro Council  
Washington State Department of Transportation  
Port of Portland

ALTERNATES PRESENT

Sam Chase  
David Collier  
Doug Daoust  
Bart Gernhart

AFFILIATION

Metro Council  
Oregon Department of Environmental Quality  
City of Troutdale, representing Cities of Multnomah County  
Washington State Department of Transportation

STAFF: Elissa Gertler, Alison Kean, Andy Cotugno, Dan Kaempff, Caleb Winter, Grace Cho, Chris Meyers, Beth Cohen, Alexandra Eldridge, Joel Cvetko

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

Vice Chair Shirley Craddick declared a quorum and called the meeting to order at 7:32 a.m.

**2. CITIZEN COMMUNICATIONS ON JPACT ITEMS**

R. A. Fontes, Lake Oswego: Mr. Fontes thanked JPACT for considering the reallocation of transit project development funds from the suspended Lake Oswego to Portland Transit Project to support current regional high-capacity transit (HCT) priority projects. Mr. Fontes also spoke to the effects of

autonomous (self-driving) vehicles on transportation programs. He mentioned Google's investments in ride-sharing and car automation companies, and suggested that transit agencies like TriMet would be replaced by shared automated vehicles that could be summoned via smart phone applications.

### **3. UPDATES FROM THE CHAIR & COMMITTEE MEMBERS**

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

- Mr. Andy Cotugno, Metro Policy Advisor, summarized the February 23 JPACT Finance Subcommittee meeting. The Subcommittee discussed development of a definition of a transportation system of regional significance, as a precursor to both identifying regional priority projects and pursuing regional funding for transportation.
  - Clackamas County Commissioner Paul Savas characterized his perception of the Subcommittee as focusing on development of a state transportation financing package, and inquired about when the group transitioned to discussing regional initiatives.
  - Mr. Cotugno responded that the conversation at the February subcommittee meeting shifted to discussing regional funding for transportation, as JPACT had already decided to back the Oregon Transportation Forum's (OTF) state transportation package, resulting in an endorsement resolution adopted by JPACT and the Metro Council.
- Vice Chair Craddick provided an update on the JPACT Washington D.C. trip, which is scheduled for April 28-30. There will be a preparation meeting on April 14 at Metro. TriMet is organizing the trip and developing an itinerary.
- Mr. Rian Windsheimer provided an update on the Oregon Department of Transportation's (ODOT) State of the System Report.
- Beaverton Mayor Denny Doyle spoke about the February 20 forum in Beaverton with Ben Plowden of Transport for London, who discussed his work in developing London's robust cycling transportation network.
- Mr. Neil McFarlane of TriMet provided an update on TriMet's proposed fiscal year 2016 budget. TriMet will experience a 15% increase in MAX service hours with the opening of the Orange Line, and the complete restoration of frequent bus and MAX service. The budget proposes realigning TriMet's Honored Citizen fare to its historical rate of one-half the adult fare. The TriMet Board of Directors is scheduled to adopt the proposed budget at its May 27 meeting.
- Ms. Kelly Brooks of ODOT provided an update on the formation of an ODOT Region 1 Area Commission on Transportation (ACT). The Oregon Transportation Commission (OTC) provided a provisional charter to create the ACT at its February 19 meeting. Region 1 county coordinating committees, along with a caucus of rural transit providers, are working to submit nominations for ACT representatives. All nominations are due by April 17, and the first Region 1 ACT meeting is scheduled for May.
- Vice Chair Craddick provided an update on the March 16 Powell-Division Transit Development Project Steering Committee meeting, at which members identified the Tilikum Crossing as a vital connector bridge for the Bus Rapid Transit (BRT) line, narrowed to three options for a BRT connector street between Division to Powell (with 82<sup>nd</sup> Ave. as the preferred route), and narrowed to three routes the connection for the BRT line to Mt. Hood Community College. The next steering committee meeting will be on June 1.

#### **4. CONSIDERATION OF THE JPACT MINUTES FOR FEBRUARY 12, 2015**

MOTION: Mr. McFarlane moved and Washington County Commissioner Roy Rogers seconded to approve the JPACT minutes from February 12, 2015.

ACTION: With all in favor, the motion passed.

#### **5. ACTION ITEMS**

##### **5.1 JPACT Recommendation of Metropolitan Transportation Improvement Program (MTIP) Amendments to Metro Council (Resolutions 15-4609 & 15-4610)**

Ms. Grace Cho, Metro Transportation Planner, requested JPACT recommend approval to the Metro Council for two proposed amendments to the 2015-18 MTIP. The MTIP is periodically amended to reflect the current status of projects' expenditure schedules. In early 2015, ODOT staff submitted two amendment requests, to add a project and significantly change the scope of an existing project in the 2015-2018 MTIP. Staff assessed both amendment requests, and concluded they are in compliance with all applicable federal rules. The Transportation Policy Alternatives Committee (TPAC) recommended JPACT approve these MTIP amendments at their February 27 meeting.

- Resolution No. 15-4609, For the Purpose of Amending the 2015-18 Metropolitan Transportation Improvement Program (MTIP) to Revise the Scope of the US26 ATMS/ITS Project to Include the Scope of the Federal Tiger Grant Award

Action would recommend to Metro Council to approve.

MOTION: Wilsonville Mayor Tim Knapp moved and Mr. Windsheimer seconded that JPACT recommend to the Metro Council the adoption of Resolution No. 15-4609.

ACTION: With all in favor, the motion passed.

- Resolution No. 15-4610, For the Purpose of Amending the 2015-18 Metropolitan Transportation Improvement Program (MTIP) to Add the Boring Road Bridge Overcrossing Project

Action would recommend to Metro Council to approve.

MOTION: Mr. Windsheimer moved and Commissioner Rogers seconded that JPACT recommend to the Metro Council the adoption of Resolution No. 15-4610.

ACTION: With all in favor, the motion passed.

##### **5.2 Resolution No. 15-4616, For the Purpose of Adopting a Regional Position on Federal Transportation Policy**

Mr. Cotugno presented an updated position paper in brochure format on federal transportation policy and funding, which was circulated as a rough draft at the previous two JPACT meetings. The position paper is included as Exhibit A to Resolution No. 15-4616. The paper's primary message calls on Congress to increase road user fees to end the need for a general fund subsidy, thereby ensuring some level of long-term certainty in federal transportation funding. It further

recommends adopting a short-term bill if an increase in the federal program is not adopted. The position paper also identifies the region's preferred policy direction with an increased program, and highlights projects in development that may need Congressional intervention with the U.S. Department of Transportation (USDOT). The goal of the position paper is to allow the region to speak as one voice when advocating for federal transportation dollars. The brochure is intended as a "leave behind" for the region's delegation on the JPACT Washington D.C. trip.

Member comments included:

- Mayor Knapp provided presentation-oriented refinements. He also suggested that language about the equitable distribution of benefits be clarified, and that a segment on the region's Climate Smart Strategy speak more holistically to the climate impacts of other issues aside from transportation, especially land use.
- Commissioner Savas stated that he had not discussed the position paper with the Clackamas County Board of Commissioners, but that he intended to get the Board up-to-date on this matter before the JPACT Washington D.C. trip.
- Troutdale Mayor Doug Daoust inquired about the definition and scope of "Projects of National and Regional Significance." Mr. Cotugno explained that it had been established as a competitive grant program for larger projects, but had never been funded.
- Portland City Commissioner Steve Novick suggested changing the picture at the top of the position paper from the Fremont Bridge to the Tilikum Crossing.
- Vancouver City Councilor Jack Burkman stated that the position paper is in alignment with the intent of the Vancouver City Council.
- Clark County Councilor Jeanne Stewart expressed her appreciation for the position paper's mention of increased application of the Transportation Infrastructure Finance and Innovation Act (TIFIA) program, and spoke to the importance of continuing to expand the emphasis on regional movement of freight. Councilor Stewart also spoke to focusing on safety for all transportation modes, supported the call to restore the Highway Bridge Replacement and Rehabilitation Program, and appreciated the designation of the I-5/Rose Quarter project as a possible Project of National and Regional Significance. However, Councilor Stewart stated that she would not be supporting the position paper.
- Metro Councilor Sam Chase suggested that JPACT move forward with approving Res. No. 15-4616 for recommendation to the Metro Council, with the caveat that staff would incorporate the recommendations suggested by Mayor Knapp and other JPACT members.

Action would recommend to Metro Council to approve, with direction to staff to perform minor modifications and polishing, in alignment with member discussion at the March 19 JPACT meeting.

MOTION: Mayor Knapp moved that JPACT recommend to the Metro Council the adoption of Resolution No. 15-4616, with direction to staff to perform minor modifications and polishing, in alignment with member discussion at the March 19 JPACT meeting.

ACTION: With 11 in favor, two abstentions (Commissioner Savas and Mr. Windsheimer), and one opposed (Councilor Stewart), the motion passed.

## **6. INFORMATION / DISCUSSION ITEMS**

### **6.1 Reallocation of Transit Project Development Funds**

Mr. Alan Lehto, Director of Policy and Planning at TriMet, and Ms. Elissa Gertler, Director of Planning and Development at Metro, provided information on the proposed reallocation of \$5.861



million in unspent transit project development funds from the 2012-13 Regional Flexible Funds Allocation (RFFA) process, to further implement HCT project development.

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

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

Following TPAC's recommendation at their March 27 meeting, JPACT will be asked to make a recommendation to the Metro Council on the proposed reallocation at the April 9 meeting.

Member comments included:

- Commissioner Savas offered his support for Lake Oswego's request to move funds away from the suspended LOPT project to improve the Willamette Shoreline, but expressed his concern that a sizeable portion of the funds would be moved out of Clackamas County.
- Mr. Windsheimer suggested that, if the Southwest Corridor project is unable to utilize the transit project development funds by a certain point, it might be beneficial to allow for reallocation of the funds for targeted capital improvements to increase transit access and safety in the corridor in the shorter term.
- Mayor Knapp spoke to the need for a dialogue about transit development concepts not addressing transportation around the perimeter of the metropolitan area.
- Ms. Gertler spoke about the upcoming Regional Transit System Plan as part of the Regional Transportation Plan (RTP) update, which will serve as an opportunity to discuss transportation system improvements outside of typical HCT corridors.
- Mr. Lehto spoke about the role of TriMet Service Enhancement Plans, which consider future demand for all transportation connections.
- Mr. Bart Gernhart of WSDOT mentioned that he would be abstaining from a vote on this issue, as it appeared to be more local than regional.
- Mr. McFarlane spoke about the bond covenants that come with bonded funds, which limit reallocation possibilities, and about the role of Service Enhancement Plans in improving transit options outside of the "hub-and-spoke" model. He also mentioned that the projects being considered are critical to transit users, and urged member support for the reallocation.
- Commissioner Novick expressed concern about suggestions that proposed reallocated funds might move away from the Southwest Corridor project

- Mayor Doyle stated that the proposed reallocation sends a signal that the region supports the Southwest Corridor project moving forward.
- Commissioner Rogers stated that Washington County will be supporting this reallocation.
- Multnomah County Commissioner Diane McKeel spoke to the importance of enhanced transit service in the Powell-Division area, and expressed her support for the Powell-Division Transit Development Project.

## 6.2 Regional Program Investments to Manage the Transportation System

Mr. Dan Kaempff, Metro Principal Transportation Planner, and Mr. Caleb Winter, Metro Senior Transportation Planner, provided a briefing on recent program investments made in Regional Travel Options (RTO) and Transportation System Management and Operations (TSMO). These two programs, outlined in Goal 4 of the RTP, help the transportation system perform at a higher level, by delivering multimodal traveler information, offering promotions that help individuals increase their utilization of transit and active transportation, and providing ongoing investments to optimize transportation system operations and performance.

Mr. Kaempff's segment focused on the RTO program, which is guided by a 5-year strategic plan adopted by JPACT and the Metro Council in 2012. Key points of the presentation included:

- RTO program elements, including:
  - Funding and supporting the work of partners across the region.
  - Developing and coordinating a strategic marketing effort.
  - Measuring and evaluating program effectiveness.
  - Aligning program policy with regional goals and objectives.
- 2015-17 RTO grants, which aim to assist the public with understanding their travel choices. With \$2.1 million available to award, 18 of the 32 applicants received funding, leaving \$2.47 million in unfunded requests.
- Highlighting Safe Routes to School, a significant grant recipient funded during the most recent grant cycle. Applications during this cycle broadened the reach and scope of the RTO program, allowing it to meet a broader set of objectives and outcomes.
- Illustration of the positive effects of the RideWise Connection program, one example of an RTO grant partner.
- 2015-16 next steps for the RTO program.
- The RTO Strategic Plan update, to be developed between July 2015 and July 2016, will establish program direction for 2017-22.
- Observed plateau of RTO outcomes with available resources.

Mr. Winter's segment focused on the TSMO program, which invests in smart technology and operations to manage the transportation system. Key elements of the presentation included:

- The variety of agencies that make up the TSMO regional partnership, which meet as the TransPort TPAC subcommittee, to implement the region's ten year, 2010-20 TSMO Plan.
- 2016-18 TSMO funding allocation: With \$4.64 million available to award, 9 of the 19 projects received funding, leaving \$4.31 million in unfunded requests.
- For the 2016-18 TSMO cycle, TransPort regional and corridor priorities were each allocated \$2.3 million.
- An example of a past TSMO investment project, which implemented adaptive traffic management on key arterials through the Beaverton Regional Center.

- Future TSMO program work, including launching 2016-18 projects, coordinating the 2015 TransPort work plan, updating the TSMO strategic plan, participating in the Oregon Solutions Traffic Incident Management (TIM) team, and beginning the implementation of the Federal Highway Administration (FHWA) I-84 integrated corridor management grant.

Mr. Kaempff closed by highlighting the alignment of RTO and TSMO program work with Climate Smart Policy Areas.

Member comments included:

- Mr. Windsheimer spoke about the success of TSMO program investments, even in the currently constrained fiscal environment.
- Commissioner Savas spoke to his appreciation of the TSMO program as a cost-effective investment in the transportation system, and about patterns in awarding funding through the RTO and other programs that show limited investment in Clackamas County. He also stated that the structuring of criteria for such programs can constrain regional equity in funding distribution.
- Mr. Kaempff mentioned that ensuring regional equity in RTO funding will be discussed as part of the RTO strategic plan update.
- Mayor Knapp expressed concern about the costs associated with managing projects through multiple layers of government supervision, and suggested that staff research and recommend more efficient models for funding administration.

## 7. **ADJOURN**

Vice Chair Craddick adjourned the meeting at 8:59 a.m.

Respectfully submitted,

A handwritten signature in black ink, appearing to read 'Joel Cvetko', written in a cursive style.

Joel Cvetko, Council Policy Assistant

**ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF MARCH 19, 2015**

<b>ITEM</b>	<b>DOCUMENT TYPE</b>	<b>DOCUMENT DATE</b>	<b>DOCUMENT DESCRIPTION</b>	<b>DOCUMENT No.</b>
<b>2.0</b>	Testimony	3/19/15	R. A. Fontes Citizen Testimony on Autonomous Vehicles	031915j-01
<b>3.0</b>	Letter	2/11/15	Letter from Members of Congress to Congressional Leadership on Federal Transportation Funding	031915j-02
<b>3.0</b>	Minutes	2/23/15	Minutes from the February 23 JPACT Finance Subcommittee Meeting	031915j-03
<b>3.0</b>	Handout	11/26/14	2014 ODOT State of the System Report	031915j-04
<b>3.0</b>	Handout	3/19/15	2014 TriMet Annual Report	031915j-05
<b>6.1</b>	Testimony	3/6/15	Charles Ormsby E-mailed Testimony on Agenda Item 6.1	031915j-06

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF REALLOCATING ) RESOLUTION NO. 15-4617  
UNSPENT TRANSIT PROJECT DEVELOPMENT )  
FUNDS ON CURRENT REGIONAL PRIORITY ) Introduced by Councilor Craig Dirksen  
PROJECTS )

WHEREAS, the Metro Council has made a commitment to Making a Great Place through its work with local leaders and residents throughout the region to create prosperous and sustainable communities for present and future generations; and

WHEREAS, the 2040 Growth Concept, the adopted long-range blueprint for the future, reflects that commitment and guides the region's land use and transportation development; and

WHEREAS, the Metro region is committed to developing a high capacity transit (HCT) system that supports the 2040 Growth Concept; and

WHEREAS, in 2008, the Metro Council adopted Resolution No. 08-3942 to provide a multi-year commitment of Metropolitan Transportation Improvement Program (MTIP) funds to support TriMet issued revenue bonds that raised funds for the Beaverton-Wilsonville Commuter Rail Project and the Portland-Milwaukie Light Rail Project; and

WHEREAS, in 2010, the Metro Council adopted Resolution No. 10-4185, providing a supplemental commitment of \$66 million of regional flexible funds to support TriMet's revenue bonds, which resulted in an additional \$27.4 million of funding for design and construction of the Portland-Milwaukie Light Rail Project (bringing the total contribution of bond proceeds to \$99 million), \$6 million in bond proceeds for preliminary engineering and environmental impact studies for the Lake Oswego-Portland Transit Project, and \$6 million in bond proceeds for alternatives analysis, preliminary engineering, and environmental impact studies for the Southwest Corridor; and

WHEREAS, a draft environmental impact statement for the Lake Oswego-Portland Transit Project was completed in 2010, a Locally Preferred Alternative was adopted in 2011, and after additional refinement and consideration by local partners, the project was effectively terminated with \$5,861,000 of bond funds remaining unspent; and

WHEREAS, on February 25, 2010, the Metro Council adopted Resolution No. 10-4119, identifying the Southwest Corridor as one of the next regional priorities for corridor refinement, and on October 31, 2013, the Metro Council adopted Resolution No. 13-4468, endorsing the Southwest Corridor Shared Investment Strategy; and

WHEREAS, in May 2012, the Metro Council adopted Resolution No. 12-4345, designating the Powell-Division Corridor as the next regional priority for corridor refinement following the Southwest Corridor; and

WHEREAS, in September 2014, the Powell-Division Steering Committee determined that Bus Rapid Transit would best meet the needs of the Powell-Division Corridor, and in June 2015, the Powell Division Steering Committee is anticipated to recommend an Action Plan that would, in part, propose that Metro and project partners begin study of high capacity transit for the Powell-Division Corridor in project development under the National Environmental Policy Act (NEPA); and

WHEREAS, that certain *Revised and Restated Intergovernmental Agreement to Provide Regional Flexible Funds for the Milwaukie LRT, Commuter Rail, Portland-Lake Oswego Transit, and Southwest Corridor Projects* between TriMet and Metro, dated February 10, 2011, regarding Metro's commitment of MTIP and regional flexible funds to support TriMet's bond sale, allows any unallocated and unspent bond proceeds to be reallocated to other regional projects, as recommended by the Chair of the Joint Policy Advisory Committee on Transportation (JPACT) and the TriMet General Manager, upon approval by JPACT and the Metro Council; and

WHEREAS, on \_\_\_\_\_, 2015, as proposed by the JPACT Chair and TriMet's General Manager, JPACT approved reallocating unspent Lake Oswego-Portland Transit Project funds to support improvements along the Willamette Shoreline right of way, the Powell-Division Transit Development Project, and the Southwest Corridor Transit Project; now therefore

BE IT RESOLVED that the Metro Council approves, consistent with the approval by JPACT, reallocation of unspent funds originally dedicated to the Lake Oswego-Portland Transit Project as follows: (a) \$861,000 for capital improvements along the Willamette Shoreline, (b) \$1.5 million to support the Powell-Division Transit Development Project through project development and NEPA, and (c) \$3.5 million to match partner funds for the Southwest Corridor Transit Project to allow completion of project development and to fund a portion of the environmental impact statement.

ADOPTED by the Metro Council this \_\_\_ day of April, 2015.

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Tom Hughes, Council President

Approved as to Form:

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Alison R. Kean, Metro Attorney

## **STAFF REPORT**

### **IN CONSIDERATION OF RESOLUTION NO. 15-4617, FOR THE PURPOSE OF REALLOCATING UNSPENT TRANSIT PROJECT DEVELOPMENT FUNDS ON CURRENT REGIONAL PRIORITY PROJECTS**

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Date: April XX, 2015

Prepared by: Malu Wilkinson, x1680

#### **BACKGROUND**

It is critical that the region continue to develop approaches to fund our planning processes locally in the face of unreliable federal funding. The region remains committed to developing a high capacity transit (HCT) system that supports the 2040 Growth Concept and the priorities defined in the 2010 HCT System Plan. In the Metro region, we have a solid track record of investing in HCT with a portion of the federal flexible funds we receive for transportation. However, to be successful, HCT projects must pass multiple hurdles and enjoy sustained local and regional support. The region is currently in the position of having set aside funds for a project (the Lake Oswego to Portland Transit Project, or LOPT) suspended at the request of one of the affected communities. In the intervening five years, other regional priority projects have progressed to the point of needing additional regional funding to leverage locally committed funds and move forward.

In September 2010, the Joint Policy Advisory Committee on Transportation (JPACT) approved a multi-year commitment of regional flexible funds to provide a significant portion of the local match required for the construction of the Portland Milwaukie Light Rail project, and which allowed the next two HCT projects to move forward: the LOPT Project and the Southwest Corridor Project. In June 2011, TriMet sold bonds based on this multi-year commitment, allowing for the region's partners to move toward implementing a long-term region-wide vision of increased HCT to support the 2040 Growth Concept. A portion of the bonds were sold as tax exempt, which limits expenditure of bond proceeds to capital expenses, such as the design, environmental analysis, and engineering that occurs once a transit project is in "Project Development" with the Federal Transit Administration (FTA). While a draft environmental impact statement (DEIS) for the LOPT Project was completed in 2010 and project partners adopted a Locally Preferred Alternative in 2011, the project was suspended at the request of Lake Oswego in 2011 with \$5.861 million remaining unspent from TriMet's bond proceeds dedicated to the LOPT Project.

This staff report describes the agreed upon approach to reallocate the \$5.861 million in unspent transit project development funds to further promote implementation of HCT project development.

### **TriMet and Metro proposal for reallocation**

TriMet and Metro entered into a Revised and Restated Intergovernmental Agreement to Provide Regional Flexible Funds for the Milwaukie LRT, Commuter Rail, Portland-Lake Oswego Transit, and Southwest Corridor Projects between TriMet and Metro, dated February 10, 2011, which memorialized Metro's commitment of metropolitan transportation improvement program (MTIP) and regional flexible funds to support TriMet's bond sale. This agreement allows any unallocated and unspent bond proceeds to be reallocated to other regional projects, as recommended by the JPACT Chair and the TriMet General Manager, upon approval by JPACT and the Metro Council.

Consistent with the policy in the 2012-2013 regional flexible funds allocation (RFFA) process, TriMet and Metro propose to reallocate the transit project development funds that had been targeted for the terminated Lake Oswego to Portland Transit Project to regional HCT priority projects that are moving forward. These funds will supplement locally committed dollars. The project partners for each of the three project areas described below will agree on how to spend the funds, consistent with the RFFA policy direction and the legal limits on these types of bond proceeds. The proposal includes three elements:

#### **1. Capital improvements along the Willamette Shoreline.**

- Dedicate approximately \$861,000 to early implementation projects along the Willamette Shoreline to address safety and stormwater concerns.
- Examples include: capital improvements along the Willamette Shoreline right of way to maintain vintage trolley operations between Portland and Lake Oswego.

#### **2. Powell Division Transit and Development Project.**

- Dedicate \$1.5 million to complement project partner funds and complete the finances to move the Powell Division bus rapid transit (BRT) project through FTA Project Development.
- The BRT project is anticipated to enter into Project Development as soon as July 2015, at which point all dollars spent will count as match for the overall project cost. Funding would leverage additional dollars through FTA's Small Starts program.
- TriMet, Metro, ODOT, Portland and Gresham are each committed to contribute to the Project Development phase, and will work together with the region to agree upon a funding strategy for construction of the BRT project.
- Transit project development funds would be spent on: engineering design, environmental approvals under the National Environmental Policy Act (NEPA), and finalizing a finance plan and would represent about 20 percent of the total FTA Project Development cost. This 2-year phase is intended to result in completed environmental approvals, approximately 60 percent design completion, and a project ready for final design and construction.

#### **3. Southwest Corridor.**

- Dedicate \$3.5 million to match project partner funds to move the Southwest Corridor Transit Project through the FTA Project Development process.
- Project partners (Metro, TriMet, ODOT, cities of Portland, Tigard, Tualatin, Sherwood, Durham and Washington County) have already committed funds to create a Preferred



Package that includes a specific HCT project (mode, terminus, and alignments), a prioritized set of roadway, bicycle and pedestrian improvements, and a development strategy, as well as completing a DEIS for the transit project (approximately \$10 million total costs).

- This reallocation of transit project development funds will allow the HCT component of the Southwest Corridor Plan to move forward into Project Development following completion of the DEIS by providing a portion of the funding to complete the final environmental impact statement (FEIS).

### Timeline for Expenditure of Transit Project Development Funds



### Background on recent high capacity transit projects

The status of recent HCT projects is as follows:

#### *Portland Milwaukie Light Rail Project:*

- Construction is mostly complete and the project is scheduled for opening in September 2015.

#### *Lake Oswego to Portland Transit Project:*

- A DEIS was completed in 2010, and a locally preferred alternative was adopted in 2011. Subsequently, the project was suspended and effectively terminated. At the time of termination, project partners had spent a small portion of the MTIP bond proceeds allocated towards the project.
- Approximately \$5.861 million of bond proceeds remains.

#### *Southwest Corridor:*

- The Southwest Corridor Plan project partners are continuing implementation of a Shared Investment Strategy, of which an element is to determine the appropriate HCT investment for the corridor.

- The bond proceeds are currently being used to fund a portion of that work, with the remainder of the work funded by nine project partners (Metro, TriMet, ODOT, cities of Portland, Tigard, Tualatin, Sherwood, Durham and Washington County).
- The corridor from downtown Portland to Tualatin with connections to Sherwood, Lake Oswego, and Beaverton is significantly lacking in transportation options.
- Work in this corridor began with each city creating a land use vision to guide transportation investment decisions, a strategy aimed at aligning regional investments with local community visions to make the most of limited public resources.
- Project partners will build on a solid foundation of locally developed land use visions to create a preferred package of transportation solutions (including roads, sidewalks, crossings, and a Preferred Alternative for HCT) to meet the varied needs of residents and businesses in the corridor by spring 2016. Local funds will be insufficient for the next phase of Project Development and the FEIS.

***Powell Division Transit and Development Project:***

- This project began in 2013 and has been funded so far with limited regional dollars and successful local grant applications, as well as local partner investments in staff time.
- Partners have narrowed the HCT option to Bus Rapid Transit (BRT) and are poised to submit an application to the FTA to enter into Project Development.
- Scope and budgets are being developed, and it is anticipated that project partners (TriMet, Metro, ODOT, Portland and Gresham) will contribute a significant portion of the funds necessary.
- The effort needs additional funding to close the funding gap and meet FTA financial requirements to enter Project Development.

**Regional and local funds support moving forward on transit project development**

The Southwest Corridor partner jurisdictions have supported HCT in the corridor through their local budget commitments and commitments set forth in intergovernmental agreements to fund further study of HCT alignment options and to create a preferred package of transit and transportation investments for the corridor. The partner jurisdictions aim to agree upon a development strategy by May 2016 and to subsequently study a Preferred HCT Alternative in a DEIS under NEPA. This show of financial support for investments that support the locally driven Southwest Corridor Land Use Vision demonstrates collaboration at a local and regional scale and the alignment of local and regional investments in the corridor.

The Powell-Division partner jurisdictions are working on a collaborative funding approach to move the BRT project forward into FTA Project Development under NEPA in summer 2015.

The Willamette Shoreline Consortium manages limited funds to protect the safety and long-term viability of the corridor for the trolley and other potential uses.

**JPACT support**

**XXXX**

**Next steps**

If the Metro Council approves this resolution, it directs staff to work with TriMet to implement intergovernmental agreements to distribute the funds as defined in the resolution.

## **ANALYSIS/INFORMATION**

### **Known Opposition**

At this time there is not any known formal opposition to the reallocation of transit project development funds as defined in the resolution.

### **Legal Antecedents**

The proposal for reallocation of the transit project development funds was developed in accordance with the following legislation:

- Metro Council Resolution No. 08-3942 to provide a multi-year commitment of MTIP funds to support TriMet issued revenue bonds that raised funds for the Beaverton-Wilsonville Commuter Rail Project and the Portland-Milwaukie Light Rail Project
- Metro Council Resolution No. 10-4185, providing a supplemental commitment of \$66 million of regional flexible funds to support the issuance of TriMet's revenue bonds
- Metro Council Resolution No. 10-4119, identifying the Southwest Corridor as one of the next regional priorities for corridor refinement
- Metro Council Resolution No. 13-4468, endorsing the Southwest Corridor Shared Investment Strategy
- Metro Council Resolution No. 12-4345, designating the Powell-Division Corridor as the next regional priority for corridor refinement following the Southwest Corridor

### **Anticipated Effects**

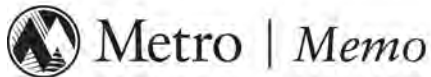
Upon Metro Council action and the completion of intergovernmental agreements for the funding for each of the projects described in the resolution, the project partners will move forward with implementing the region's priority transit projects.

### **Budget Impacts**

Adoption of this resolution reallocates TriMet's bond proceeds in accordance with the process set forth in the *Revised and Restated Intergovernmental Agreement to Provide Regional Flexible Funds for the Milwaukie LRT, Commuter Rail, Portland-Lake Oswego Transit, and Southwest Corridor Projects* between TriMet and Metro, dated February 10, 2011, and has no impact on Metro's budget and previously approved commitment of MTIP and regional flexible funds to support the bond sale.

**RECOMMENDED ACTION**

Staff recommends that the Metro Council adopt the resolution to reallocate transit project development funds as proposed by JPACT Chair Dirksen and TriMet General Manager MacFarlane.



Date: Monday, March 30, 2015  
To: Joint Policy Advisory Committee on Transportation (JPACT)  
From: Chris Myers, Regional Planner  
Subject: Unified Planning Work Program (UPWP) 2015-16 Update

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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 on July 1<sup>st</sup>. Included in the UPWP are detailed descriptions of the transportation planning tasks, listings of various activities, and a summary of the amount and source of state and federal funds to be used for planning activities. The UPWP is developed by Metro with input from local governments, TriMet, ODOT, FHWA, and FTA.

At the April 9, 2015 JPACT, Metro staff will present the attached draft UPWP document for information and feedback gathering purposes. Updates to the document include additional information requested by FTA and FHWA, for Metro, ODOT and other agencies. The draft 2015-16 UPWP can be found at the following link: [Draft 2015-16 UPWP](#). Printed copies will be provided at the April 9 JPACT meeting.



# 2014 Compliance Report

March 2015

## About Metro

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

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

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

**[www.oregonmetro.gov/connect](http://www.oregonmetro.gov/connect)**

### **Metro Council President**

Tom Hughes

### **Metro Councilors**

Shirley Craddick, District 1

Carlotta Collette, District 2

Craig Dirksen, District 3

Kathryn Harrington, District 4

Sam Chase, District 5

Bob Stacey, District 6

### **Auditor**

Brian Evans

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## Executive Summary

Metro's Urban Growth Management Functional Plan provides tools and guidance for local jurisdictions to implement regional policies and achieve the goals set out in the region's 2040 Growth Concept. The 2014 Compliance Report summarizes the status of compliance for each city and county in the region with the Metro Code requirements included in the Urban Growth Management Functional Plan and the Regional Transportation Functional Plan. Every city and county in the region is required if necessary to change their comprehensive plans or land use regulations to come into compliance with Metro Code requirements within two years of acknowledgement by the Oregon Land Conservation and Development Commission and to remain in compliance. The information in this report confirms the strong partnerships at work in this region to implement regional and local plans.

In 2014, there were no requests for extensions of existing compliance dates for the Urban Growth Management Functional Plan.

Eleven jurisdictions had a deadline of December 31, 2014 to meet the requirements of the Regional Transportation Functional Plan. As described below and in Appendix D, two of these jurisdictions have requested extensions until 2015. Two have requested an extension to 2016. Two have requested an extension to 2017. All six of these jurisdictions were found to meet one of the two criteria: 1) the city or county is making progress towards compliance; or 2) there is good cause for failure to meet the deadline for compliance. Therefore, all of these extensions have been granted by the Chief Operating Officer.

Five jurisdictions completed Transportation System Plan and development code updates in 2013 and are now in compliance with the RFTP: Forest Grove, Lake Oswego, Sherwood, Troutdale and Washington County.

## Metro Code Chapter 3.07 Urban Growth Management Functional Plan and Metro Code Chapter 3.08 Regional Transportation Functional Plan – March 2015

### Introduction

Metro Code 3.07.870 requires the Chief Operating Officer to submit the status of compliance by cities and counties with the requirements of the Metro Code Chapter 3.07 (Urban Growth Management Functional Plan) annually to the Metro Council. In an effort to better integrate land use and transportation requirements, this compliance report includes information on local government compliance with the Regional Transportation Functional Plan (Metro Code Chapter 3.08) as well as the Urban Growth Management Functional Plan (UGMFP).

### Overview

Per the Metro Code, the Chief Operating Officer (COO) may grant an extension request if a local government meets one of two criteria: 1) the city or county is making progress towards compliance; or 2) there is good cause for failure to meet the deadline for compliance.

By statute, cities and counties have two years following the date of acknowledgement of Metro's Regional Transportation Plan (RTP) dated November 24, 2011 to bring their Transportation System Plans (TSPs) into compliance with any new or changed regional requirements. However, Metro exercised its authority under the state's Transportation Planning Rule to extend city and county deadlines beyond the two-year statutory deadline. Metro consulted with each city and county to determine a reasonable timeline for this work and adopted a schedule that is available on Metro's website at [www.oregonmetro.gov/tsp](http://www.oregonmetro.gov/tsp). The deadlines are phased to take advantage of funding opportunities and the availability of local and Metro staff resources.

Appendix A summarizes the compliance status for all local governments with the requirements of the Urban Growth Management Functional Plan (UGMFP) by the end of 2014.

Appendix B shows the status of Title 11 new urban area planning for areas added to the Urban Growth Boundary (UGB) since 1998.

Appendix C summarizes the compliance dates for each UGMFP title.

Appendix D summarizes the compliance dates for the Regional Transportation Functional Plan (RTFP) in effect as of December 31, 2014.

Appendix E is the Annual Report on Amendments to the Employment and Industrial Areas Map dated January 1, 2015.

### Urban Growth Management Functional Plan Compliance Status

**Washington County:** A February 2013 Intergovernmental Agreement between Washington County and the City of Beaverton identified the city to lead long-range planning

efforts in the Cooper Mountain area. The South Cooper Mountain Concept Plan area includes two subareas inside the UGB – North Cooper Mountain and South Cooper Mountain Annexation Area – and an urban reserve between those two areas located outside the Urban Growth Boundary. The City of Beaverton completed this work in 2014 and the Beaverton City Council adopted the Concept Plan in January 2015. Washington County has land use authority for the North Cooper Mountain area and the Washington County Board of Commissioners acknowledged the South Cooper Mountain Concept Plan on January 20, 2015. Washington County staff will carry forward the land use, natural resource and transportation proposals generated by the city in preparation for amending the county’s comprehensive plan documents which will be addressed during the 2015 land use ordinance season occurring annually between March 1 and October 31.

### Regional Transportation Functional Plan Compliance Status

Eleven jurisdictions had the deadline of December 31, 2014 to meet the requirements of the Regional Transportation Functional Plan. As described below and in Appendix D, two of these jurisdictions have requested extensions until 2015. Two have requested an extension to 2016. Two have requested an extension to 2017. All six of these jurisdictions were found to meet one of the two criteria: 1) the city or county is making progress towards compliance; or 2) there is good cause for failure to meet the deadline for compliance. Therefore, all of these extensions were granted by the Chief Operating Officer.

Five jurisdictions completed Transportation System Plan and development code updates and are now in compliance with the RTFP: Forest Grove, Lake Oswego, Sherwood, Troutdale and Washington County.

#### Jurisdictions with 2014 deadlines that requested extensions until 2015

Happy Valley: The City of Happy Valley has obtained an Oregon Transportation Growth Management (TGM) grant to complete its TSP update. The City has selected a consultant, prepared a work plan and held its first TSP Technical Advisory Committee (TAC) meeting.

West Linn: The City of West Linn has obtained a TGM grant to complete its TSP update. The City has selected a consultant and has held its first TAC meeting. The TSP is currently in the existing conditions and potential solutions phase.

#### Jurisdictions with 2014 deadlines that requested extensions until 2016

Portland: The City of Portland Bureau of Transportation Policy team has made substantial progress on its TSP update and has substantial work still to be completed. Below is a summary of what has been completed or is underway and what remains to be completed.

#### Completed/Underway

- Project team in place.
- Transportation Expert Group (agency and public advisory group) in place.
- Senior management, Bureau Commissioner and Planning & Sustainability Commission briefed on key issues and schedule.
- Project and program candidate list updated and posted to interactive web map.
- Outcome-based project and program evaluation criteria developed, vetted and tested.

- Draft transportation policies released for public comment in comprehensive plan.
- Updated revenue projections.
- Public Involvement Plan drafted.
- Public Involvement started with key stakeholder groups.
- Phase 1 modeling completed (2010 RTP plus proposed land use changes) and modeling technical advisory committee in place.
- Project and program scoring based on evaluation criteria has begun.

#### To Be Completed

- Implement remaining elements of Public Involvement Plan.
- Finish project and program scoring based on evaluation criteria (includes public support and/or opposition).
- Finalize revenue projections, establish financially constrained budget, and match to projects and programs.
- Conduct Phase 2 and Phase 3 system and corridor performance modeling.
- Proposed financially constrained project/program list for public comment and Planning & Sustainability Commission recommendation to the City Council.
- Propose project/program study list.
- Finalize comprehensive plan transportation policies.
- Propose Transportation System Plan policies.
- City Council hearings and adoption.

Wood Village: All comprehensive plan policies and local implementing ordinances were revised and updated in the TSP update in May of 2012 and adopted following all appropriate land use hearings in June 2012. Work completed at the time did not include required performance measures, integration of a street plan, or the creation of a capital investment strategy due to the pending completion of the East Metro Connections Plan. With that work completed, the City pursued a TGM grant to complete its TSP. The City has been awarded the funding and anticipates completing the work in early 2016.

#### Jurisdictions with 2014 deadlines that requested extensions until 2017

Damascus: The City of Damascus' charter requires any ordinance or plan that will be submitted to LCDC, DLCD or Metro, to be submitted to the voters. A comprehensive plan has yet to pass a vote of the people, therefore the City of Damascus does not have an adopted comprehensive plan or TSP with which to demonstrate compliance with the RTFP. On November 4, 2014 the voters rejected the city's latest proposed comprehensive plan. Another comprehensive plan is scheduled for the March 2015 ballot. Per the city charter, a double majority is needed for the plan to pass in March. In the event this plan also fails, the City is requesting an extension until December 31, 2017 to allow time for the city and the people of Damascus to develop and pass a new comprehensive plan

Multnomah County: Multnomah County's TSP includes planning for urban unincorporated pockets, which will be completed in partnership with the City of Portland. The county requested more time until the city has completed its own TSP and focus staff resources on the urban unincorporated pockets. The county's urban roads are also addressed in TSP updates for the cities of Fairview, Troutdale and Wood Village, and the City of Gresham for the Pleasant Valley and Springwater Corridor Plan Areas. The county coordinates with the cities on their TSPs as part of compliance with the RTP. The cities of Gresham and Troutdale

have recently completed their TSP updates and are in compliance with the RFTP. The county will continue working with the cities of Wood Village and Fairview, both of which have received TGM grants, to complete their TSP work. The county will also amend its Comprehensive Framework Plan Transportation Elements as part of RTP compliance as part of the two-year County Comprehensive Plan Update process that the county kicked off in November 2014.

## APPENDIX A

### Summary of Compliance Status as of December 31, 2014 (Functional Plan effective 1/18/12)

<b>City/ County</b>	<b>Title 1 Housing Capacity</b>	<b>Title 3 Water Quality &amp; Flood Management</b>	<b>Title 4 Industrial and other Employment Land</b>	<b>Title 6<sup>1</sup> Centers, Corridors, Station Communities &amp; Main Streets</b>	<b>Title 7 Housing Choice</b>	<b>Title 11 Planning for New Urban Areas</b> <small>(see Appendix B for detailed information)</small>	<b>Title 13 Nature in Neighborhoods</b>
Beaverton	In compliance	In compliance	In compliance	See footnote	In compliance	In compliance	In compliance
Cornelius	In compliance	In compliance	In compliance	See footnote	In compliance	In compliance	In compliance
Damascus	Not in compliance	Not in compliance	Not in compliance	See footnote	Not in compliance	Not in compliance	Not in compliance
Durham	In compliance	In compliance	In compliance	See footnote	In compliance	Not applicable	In compliance
Fairview	In compliance	In compliance	In compliance	See footnote	In compliance	Not applicable	In compliance
Forest Grove	In compliance	In compliance	In compliance	See footnote	In compliance	In compliance	In compliance
Gladstone	In compliance	In compliance	In compliance	See footnote	In compliance	Not applicable	In compliance
Gresham	In compliance	In compliance	In compliance	See footnote	In compliance	In compliance	In compliance
Happy Valley	In compliance	In compliance	In compliance	See footnote	In compliance	In compliance	In compliance
Hillsboro	In compliance	In compliance	In compliance	See footnote	In compliance	In compliance	In compliance
Johnson City	In compliance	In compliance	In compliance	See footnote	In compliance	Not applicable	In compliance
King City	In compliance	In compliance	In compliance	See footnote	In compliance	In compliance	In compliance
Lake Oswego	In compliance	In compliance	Pending final city action	See footnote	In compliance	Not applicable	Currently amending code to be in compliance
Maywood Park	In compliance	In compliance	In compliance	See footnote	In compliance	Not applicable	In compliance
Milwaukie	In compliance	In compliance	In compliance	See footnote	In compliance	Not applicable	In compliance
Oregon City	In compliance	In compliance	In compliance	See footnote	In compliance	In compliance	In compliance

<sup>1</sup> Once acknowledged by LCDC, Title 6 will be an incentive approach and only those local governments wanting a regional investment (currently defined as a new high-capacity as a new high-capacity transit line) will need to comply.

<b>City/ County</b>	<b>Title 1 Housing Capacity</b>	<b>Title 3 Water Quality &amp; Flood Management</b>	<b>Title 4 Industrial and other Employment Land</b>	<b>Title 6<sup>1</sup> Centers, Corridors, Station Communities &amp; Main Streets</b>	<b>Title 7 Housing Choice</b>	<b>Title 11 Planning for New Urban Areas</b> <small>(see Appendix B for detailed information)</small>	<b>Title 13 Nature in Neighborhoods</b>
Portland	In compliance	In compliance	In compliance	See footnote	In compliance	In compliance	In compliance
Rivergrove	In compliance	In compliance	In compliance	See footnote	In compliance	Not applicable	In compliance
Sherwood	In compliance	In compliance	In compliance	See footnote	In compliance	Area 61 extended to 12/31/21*	In compliance
Tigard	In compliance	In compliance	In compliance	See footnote	In compliance	In compliance.	In compliance
Troutdale	In compliance	In compliance	In compliance	See footnote	In compliance	Not applicable	In compliance
Tualatin	In compliance	In compliance	In compliance	See footnote	In compliance	Basalt Creek extended to 9/30/2016	In compliance
West Linn	In compliance	In compliance	In compliance	See footnote	In compliance	Not applicable	In compliance
Wilsonville	In compliance	In compliance	In compliance	See footnote	In compliance	East Wilsonville Extended to 12/31/2015; Basalt Creek extended to 9/30/2016	In compliance
Wood Village	In compliance	In compliance	In compliance	See footnote	In compliance	Not applicable	In compliance
Clackamas County	In compliance	In compliance	In compliance	See footnote	In compliance	Not applicable	In compliance
Multnomah County	In compliance	In compliance	In compliance	See footnote	In compliance	In compliance	In compliance
Washington County	In compliance	In compliance	In compliance	See footnote	In compliance	Cooper Mountain not in compliance	In compliance

\*The City of Tualatin requested that the City of Sherwood take over concept planning for Area 61 Title 11 planning in 2012.

<sup>1</sup> Once acknowledged by LCDC, Title 6 will be an incentive approach and only those local governments wanting a regional investment (currently defined as a new high-capacity as a new high-capacity transit line) will need to comply.

**APPENDIX B**  
**TITLE 11 NEW AREA PLANNING COMPLIANCE**  
**(As of December 31, 2014)**

<b>Project</b>	<b>Lead Government(s)</b>	<b>Compliance</b>	<b>Status</b>
<b>1998 UGB Expansion</b>			
Rock Creek Concept Plan	Happy Valley	Yes	Concept plan and implementation measures completed; development on-going.
Pleasant Valley Concept Plan	Gresham and Portland	Yes	Concept plan and implementation measures completed; city annexed 524 acres and development to begin in eastern section.
<b>1999 UGB Expansion</b>			
Witch Hazel Community Plan	Hillsboro	Yes	Concept plan and implementation measures completed; development on-going.
<b>2000 UGB Expansion</b>			
Villebois Village	Wilsonville	Yes	Concept plan and implementation measures completed; development on-going.
<b>2002 UGB Expansion</b>			
Springwater Community Plan	Gresham	Yes	Concept plan and implementation measures completed for this mostly industrial area; waiting annexation & development.
Damascus/Boring Concept Plan	Happy Valley	Yes	HV portion: Concept plan and implementation measures completed; waiting annexation and development.
	Damascus	No	Damascus portion: City out of compliance with DLCD order; City out of compliance with Functional Plan extension and CET extension.
	Gresham	Yes	Gresham portion, called Kelley Creek Headwaters Plan, was adopted by city in 2009.
Park Place Master Plan	Oregon City	Yes	Concept plan and implementation measures completed; waiting annexation & development
Beavercreek Road	Oregon City	Yes	Concept plan completed and accepted by Metro.
South End Road	Oregon City	Yes	Concept plan and implementation measures completed.
East Wilsonville (Frog Pond area)	Wilsonville	Extension to 12/31/15	CPDG grant awarded in 2013. Planning for area currently underway with completion projected for Spring 2015.
NW Tualatin Concept Plan (Cipole Rd & 99W)	Tualatin	yes	Concept plan and implementation measures completed for this small industrial area.
SW Tualatin Concept Plan	Tualatin	yes	Concept plan and implementation measures completed for this industrial area.
Brookman Concept Plan	Sherwood	yes	Concept Plan and implementation measures completed; waiting development
Study Area 59	Sherwood	yes	Concept plan and implementation measures completed; school constructed.
Study Area 61 (Cipole Rd)	Sherwood	Extension to 12/31/2021	Extension agreement – planning shall be completed when Urban Reserve 5A is completed, or by 12/31/2021, whichever is sooner.
99W Area (near Tualatin-Sherwood Rd)	Sherwood	Yes	Concept plan and implementation measures completed.
King City	King City	Yes	Concept plan and implementation measures completed; annexed to city with portion developed as park and rest in floodplain.



<b>Project</b>	<b>Lead Government(s)</b>	<b>Compliance</b>	<b>Status</b>
Cooper Mountain area	Washington County	No	Planning completed January 2015. Work program pending.
Study Area 64 (14 acres north of Scholls Ferry Rd)	Beaverton	Yes	Concept plan and implementation measures completed; annexed to City.
Study Area 69 & 71	Hillsboro	Yes	Areas are included in South Hillsboro Area Plan. City has adopted these areas into its comprehensive plan; upon annexation, they will be zoned to comply with comp plan.
Study Area 77	Cornelius	Yes	Concept plan and implementation measures completed; annexed to City.
Forest Grove Swap	Forest Grove	Yes	Concept plan and implementation measures completed; annexed to City.
Shute Road Concept Plan	Hillsboro	Yes	Concept plan and implementation measures completed; annexed to City and portion developed with Genentech.
North Bethany Subarea Plan	Washington County	Yes	Concept plan and implementation measures completed; annexations underway with development occurring.
Bonny Slope West Concept Plan (Area 93)	Multnomah County	Extension to 6/2/21 or 2 yrs after agreement w/other govt, whichever earlier	Undertaking planning for area with completion expected in Fall 2015.
<b>2004/2005 UGB Expansion</b>			
Damascus area	Damascus	See under 2002 above	Included with Damascus comprehensive plan (see notes above).
Tonquin Employment Area	Sherwood	Yes	Concept plan and implementation measures completed.
Basalt Creek/West RR Area Concept Plan	Tualatin and Wilsonville	Extension to 9/30/16	Planning underway. Completion expected Winter 2015
<b>Project</b>	<b>Lead Government(s)</b>	<b>Compliance</b>	<b>Status</b>
N. Holladay Concept Plan	Cornelius	Yes	Concept plan completed; implementation to be finalized after annexation to City.
Evergreen Concept Plan	Hillsboro	Yes	Concept plan and implementation measures completed.
Helvetia Concept Plan	Hillsboro	Yes	Concept plan and implementation measures completed.
<b>2011 UGB Expansion</b>			
North Hillsboro	Hillsboro	Yes	Concept planning completed. Awaits annexation to city.
South Hillsboro	Hillsboro	Yes	Concept planning completed. Awaits annexation to city.
South Cooper Mountain	Beaverton	Yes	Concept planning completed January 2015.
Roy Rogers West (River Terrace)	Tigard	Yes	See West Bull Mountain.

**APPENDIX C**  
**COMPLIANCE DATES FOR THE**  
**URBAN GROWTH MANAGEMENT FUNCTIONAL PLAN**

<b>Functional Plan Requirement</b>	<b>When Local Decisions Must Comply</b>		
	<b>Plan/Code Amendment</b> 3.07.810(C) <sup>1</sup>	<b>Land Use Decision</b> 3.07.810(D) <sup>2</sup>	<b>Adoption</b> 3.07.810(B) <sup>3</sup>
<b>Title 1:</b> Adopt minimum dwelling unit density (3.07.120.B)	12/21/2013	12/21/2013	12/21/2014
<b>Title 1:</b> Allow accessory dwelling unit in SFD zones (3.07.120.G) <i>(provision included in previous version of Metro Code as 3.07.140.C)</i>	12/8/2000		12/8/2002
<b>Title 3:</b> Adopt model ordinance or equivalent and map or equivalent (3.07.330.A)	12/8/2000		12/8/2002
<b>Title 3:</b> Floodplain management performance standards (3.07.340.A)	12/8/2000	12/8/2001	12/8/2002
<b>Title 3:</b> Water quality performance standards (3.07.340.B)	12/8/2000	12/8/2001	12/8/2002
<b>Title 3:</b> Erosion control performance standards (3.07.340.C)	12/8/2000	12/8/2001	12/8/2002

<sup>1</sup> After one year following acknowledgment of a UGMFP requirement, cities and counties that amend their plans and land use regulations shall make such amendments in compliance with the new functional plan requirement.

<sup>2</sup> A city or county that has not yet amended its plan to comply with a UGMFP requirement must, following one year after acknowledgement of the requirement (the date noted), apply the requirement directly to land use decisions

<sup>3</sup> Cities and counties must amend their plans to comply with a new UGMFP requirement within two years after acknowledgement of the requirement (the date noted)

<b>Functional Plan Requirement</b>	<b>When Local Decisions Must Comply</b>		
	<b>Plan/Code Amendment</b> 3.07.810(C) <sup>1</sup>	<b>Land Use Decision</b> 3.07.810(D) <sup>2</sup>	<b>Adoption</b> 3.07.810(B) <sup>3</sup>
<b>Title 4:</b> Limit uses in Regionally Significant Industrial Areas  (3.07.420)	7/22/2005	7/22/2006	7/22/2007
<b>Title 4:</b> Prohibit schools, places of assembly larger than 20,000 square feet, or parks intended to serve people other than those working or residing in the area in Regional Significant Industrial Areas  (3.07.420D)	12/21/2013	12/21/2013	12/21/2014
<b>Title 4:</b> Limit uses in Industrial Areas  (3.07.430)	7/22/2005	7/22/2006	7/22/2007
<b>Title 4:</b> Limit uses in Employment Areas  (3.07.440)	7/22/2005	7/22/2006	7/22/2007
<b>Title 6:</b> (Title 6 applies only to those local governments seeking a regional investment or seeking eligibility for lower mobility standards and trip generation rates)	12/21/12	12/21/13	12/21/14
<b>Title 7:</b> Adopt strategies and measures to increase housing opportunities  (3.07.730)			6/30/2004
<b>Title 8:</b> Compliance Procedures (45-day notice to Metro for amendments to a comprehensive plan or land use regulation)  (3.07.820)	2/14/2003		
<b>Title 11:</b> Develop a concept plan for urban reserve prior to its addition to the UGB  (3.07.1110)	N/A	N/A	N/A

<b>Functional Plan Requirement</b>	<b>When Local Decisions Must Comply</b>		
	<b>Plan/Code Amendment</b> 3.07.810(C) <sup>1</sup>	<b>Land Use Decision</b> 3.07.810(D) <sup>2</sup>	<b>Adoption</b> 3.07.810(B) <sup>3</sup>
<b>Title 11:</b> Prepare a comprehensive plan and zoning provisions for territory added to the UGB  (3.07.1120)	12/8/2000	12/8/2001	2 years after the effective date of the ordinance adding land to the UGB unless the ordinance provides a later date
<b>Title 11:</b> Interim protection for areas added to the UGB  (3.07.1130) <i>(provision included in previous version of Metro Code as 3.07.1110)</i>	12/8/2000	12/8/2001	12/8/2002
<b>Title 12:</b> Provide access to parks by walking, bicycling, and transit  (3.07.1240.B)			7/7/2005
<b>Title 13:</b> Adopt local maps of Habitat Conservation Areas consistent with Metro-identified HCAs  (3.07.1330.B)	12/28/2005	1/5/2008	1/5/2009
<b>Title 13:</b> Develop a two-step review process (Clear & Objective and Discretionary) for development proposals in protected HCAs  (3.07.1330.C & D)	12/28/2005	1/5/2008	1/5/2009
<b>Title 13:</b> Adopt provisions to remove barriers to, and encourage the use of, habitat-friendly development practices  (3.07.1330.E)	12/28/2005	1/5/2008	1/5/2009



## APPENDIX D

### Summary of Compliance Status for 2014

#### (Regional Transportation Functional Plan in effect as of 12/31/12)

<b>Jurisdiction</b>	<b>Title 1 Transportation System Design</b>	<b>Title 2 Development and Update of Transportation System Plans</b>	<b>Title 3 Transportation Project Development</b>	<b>Title 4 Regional Parking Management</b>	<b>Title 5 Amendment of Comprehensive Plans</b>
Beaverton	In compliance	In compliance	In compliance	In compliance	In compliance
Cornelius	12/31/16	12/31/16	12/31/16	12/31/16	12/31/16
Damascus	12/31/17	12/31/17	12/31/17	12/31/17	12/31/17
Durham	Exempt	Exempt	Exempt	Exempt	Exempt
Fairview	12/31/15	12/31/15	12/31/15	12/31/15	12/31/15
Forest Grove	In compliance	In compliance	In compliance	In compliance	In compliance
Gladstone	12/31/15	12/31/15	12/31/15	12/31/15	12/31/15
Gresham	In compliance	In compliance	In compliance	In compliance	In compliance
Happy Valley	12/31/14	12/31/14	12/31/14	12/31/14	12/31/14
Hillsboro	12/31/15	12/31/15	12/31/15	12/31/15	12/31/15
Johnson City	Exempt	Exempt	Exempt	Exempt	Exempt
King City	Exempt	Exempt	Exempt	Exempt	Exempt
Lake Oswego	In compliance	In compliance	In compliance	In compliance	In compliance
Maywood Park	Recommending exemption	Recommending exemption	Recommending exemption	Recommending exemption	Recommending exemption
Milwaukie	In compliance	In compliance	In compliance	In compliance	In compliance
Oregon City	In compliance	In compliance	In compliance	In compliance	In compliance
Portland	12/31/16	12/31/16	12/31/16	12/31/16	12/31/16
Rivergrove	Exempt	Exempt	Exempt	Exempt	Exempt
Sherwood	In compliance	In compliance	In compliance	In compliance	In compliance
Tigard	In compliance	In compliance	In compliance	In compliance	In compliance
Troutdale	In compliance	In compliance	In compliance	Exception	In compliance
Tualatin	In compliance	In compliance	In compliance	In compliance	In compliance
West Linn	12/31/15	12/31/15	12/31/15	12/31/15	12/31/15
Wilsonville	In compliance	In compliance	In compliance	In compliance	In compliance
Wood Village	12/31/16	12/31/16	12/31/16	12/31/16	12/31/16
Clackamas County	In compliance	In compliance	In compliance	In compliance	In compliance
Multnomah County	12/31/17	12/31/17	12/31/17	12/31/17	12/31/17
Washington County	In compliance	In compliance	In compliance	In compliance	In compliance

*Date shown in table is the deadline for compliance with the Regional Transportation Functional Plan (RTFP). Note – a city or county that has not yet amended its plan to comply with the RTFP must, following one year after RTFP acknowledgement, apply the RTFP directly to land use decisions.*





## Metro | Memo

Date: January 1, 2015  
To: Metro Council, MPAC  
From: Martha Bennett, Chief Operating Officer  
Subject: 2014 annual report on amendments to the Employment and Industrial Areas Map

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### Background

Title 4 (Industrial and Other Employment Areas) of the Urban Growth Management Functional Plan seeks to improve the region's economy by protecting a supply of sites for employment by limiting the types and scale of non-industrial uses in Regionally Significant Industrial Areas, Industrial Areas, and Employment Areas. Those areas are depicted on the Employment and Industrial Areas Map.

Title 4 sets forth several avenues for amending the map, either through a Metro Council ordinance or through an executive order, depending on the circumstances. Title 4 requires that, by January 31 of each year, Metro's Chief Operating Officer submit a written report to the Council and MPAC on the cumulative effects on employment land in the region of amendments to the Employment and Industrial Areas Map during the preceding year. This memo constitutes the report for 2014.

### Title 4 map amendments in 2014

During 2014, the Oregon Legislature added land to the Metro urban growth boundary (UGB) under HB 4078. The Metro Council subsequently designated 830 of those acres as Title 4 lands. Those additions and their Title 4 designations are as follows:

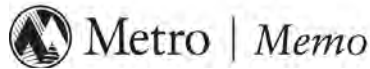
Area added to UGB	Acres	Title 4 designation
Urban Reserve 7B Forest Grove	240	Employment
Urban Reserve 7E Forest Grove	38	Industrial
Urban Reserve 8A Hillsboro	552	Industrial
<b>TOTAL</b>	<b>830</b>	

### Chief Operating Officer recommendations for 2014

Staff does not, at this time, recommend changes to Title 4 policies.







Date: March 30, 2015  
To: JPACT and Interested Parties  
From: Ted Leybold, Resource Development Manager  
Dan Kaempff, Principal Transportation Planner  
Grace Cho, Transportation Planner  
Subject: 2018-2021 MTIP and 2019-2021 RFFA Policy Update – Work Program, Timeline and Process

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### **Purpose**

To provide JPACT members an overview of the goals, the key topic areas for discussion, timeline, and background information for developing the 2018-2021 Metropolitan Transportation Improvement Program (MTIP) and the 2019-2021 Regional Flexible Fund Allocation (RFFA) policy direction.

### **Introduction**

The MTIP is a federally required schedule of transportation investments administered by Metro, ODOT, TriMet and SMART, and monitors implementation of federal policies for the Portland metropolitan region during a four-year cycle. The current effective MTIP addresses the transportation investment programmed for fiscal years 2015 through 2018.

Setting the policy direction is the first step in developing the 2018-2021 MTIP and the 2019-2021 RFFA. The policy direction defines the expectations of JPACT and Metro Council in coordinating the four different funding allocations approved in the MTIP, and defines the policy objectives for the prioritization of federal transportation discretionary funding for the RFFA. The preliminary estimated funding forecast for the 2019-2021 RFFA is \$125 million. Using existing funding categories, \$48 million is dedicated to continuing of the High Capacity Transit bond payments, \$31 million is required to maintain regional programs at their existing levels (Step 1), and \$46 million is available for projects (Step 2).

### **Objectives of establishing policy direction**

The objectives of establishing the MTIP and RFFA policy direction are:

1. Defining JPACT and Metro Council's role in coordinating with the ODOT and Transit (TriMet and SMART) administered prioritization processes for the MTIP adoption; and
2. Defining objectives, criteria, and other policy direction of the RFFA

### **Summary of process and anticipated timeline**

The major policy update discussions begin in March 2015 and lead up to a formal public comment period scheduled for late summer 2015 (July/August). The main topics for discussion include:

1. The role JPACT and Metro Council wish to establish for coordination with and input into:
  - a. ODOT's Enhance and Fix-it prioritization process;
  - b. TriMet's prioritization process in the CAMIP; and

- c. SMART’s transit segment of the City of Wilsonville’s budget prioritization process
2. Based on feedback on the previous allocation process, updated regional plans and new data development, how existing MTIP and RFFA policy should be updated
3. The criteria used to evaluate candidate transportation investments for regional flexible funds

Input gathered from these discussions will help shape the policy direction for the 2018-2021 MTIP and 2019-2021 RFFA. Metro staff anticipates gathering feedback on the policy direction and criteria to shape a final proposal for JPACT and Council action in fall 2015. The timeline below illustrates the key milestones in the upcoming year.

*Anticipated timeline*

<b>Activity</b>	<b>General Date/Timeframe</b>
Completion and Acknowledgement of Draft Financial Forecast	March 2015
Release MTIP/ RFFA Draft Work Program	March 2015
Begin Policy Update Discussions	March - June 2015
Meet with Sub-Regional Coordinating Committees	May 2015
Begin TPAC and interested stakeholder workshops	April - June 2015
Public Comment Period (45 days) on MTIP/ RFFA Policy Update	July/August 2015
Revision Period for MTIP/RFFA Policy Update	August/September 2015
Council Work Session, TPAC and JPACT Presentations of Final MTIP/RFFA Policy Update	October/November 2015
2018-2022 MTIP/2019-2021 RFFA Policy Adoption by JPACT and Council	November/December 2015
2019-2021 RFFA Solicitation Process Begins	January 2016

Staff anticipates the 2018-2022 MTIP and the 2019-2021 RFFA policy update will result in robust discussions and have scheduled time during late summer and early fall 2015 as a refinement period to the policy update and the process.

**Stakeholder engagement and public involvement**

Metro planning and communications staff are refining an engagement approach for gathering input from elected officials, technical staff from jurisdictions, and interested stakeholders, including community-based organizations and advocacy organizations. At this time, identified engagement activities are proposed to include:

- Stakeholder engagement through Metro’s engagement committees and sub-regional coordinating committees;
- Regularly scheduled workshops for members of TPAC and interested stakeholders not represented on the engagement committees, including community-based organizations and advocacy groups, to participate and provide feedback in the policy direction for the MTIP and RFFA;
- A 45-day public comment period;
- Depending on the need, gathering feedback through an Opt In survey

**Next steps**

The regularly scheduled workshops for interested TPAC members and stakeholders will begin in late April. Metro staff will present the work program, process, and timeline to the sub-regional coordinating committees in May.

# CLIMATE SMART STRATEGY



## CLIMATE SMART STRATEGY

The Climate Smart Strategy responds to a state mandate to reduce per capita greenhouse gas emissions from cars and small trucks by 2035. After working together with community, business and elected leaders across the region for four years, the Metro Council adopted the strategy in December 2014 with broad support. Adoption of the strategy affirms the region's shared commitment to provide more transportation choices, keep our air clean, build healthy and equitable communities and grow our economy – all while reducing greenhouse gas emissions.

### CLIMATE SMART STRATEGY POLICY AREAS

1. Implement adopted local and regional land use plans
2. Make transit convenient, frequent, accessible and affordable
3. Make biking and walking safe and convenient
4. Make streets and highways safe, reliable and connected
5. Use technology to actively manage the transportation system
6. Provide information and incentives to expand the use of travel options
7. Make efficient use of vehicle parking and land dedicated to parking
8. Support Oregon's transition to cleaner fuels and more fuel-efficient vehicles
9. Secure adequate funding for transportation investments
10. Demonstrate leadership on reducing greenhouse gas emissions

#### WHERE CAN I FIND MORE INFORMATION?

The Climate Smart Strategy and related publications and reports can be found at [oregonmetro.gov/climatestrategy](http://oregonmetro.gov/climatestrategy)

For email updates, send a message to [rtp@oregonmetro.gov](mailto:rtp@oregonmetro.gov)

The Climate Smart Strategy is built around these ten policy areas to help the region reduce greenhouse gas emissions from cars and small trucks while making our transportation system safer, healthier and more reliable. The strategy also includes supporting actions that can be taken by the state, Metro, cities, counties and others in the next five years to begin implementation and performance targets for monitoring our progress.

## WHAT ARE THE PUBLIC HEALTH AND ECONOMIC BENEFITS?

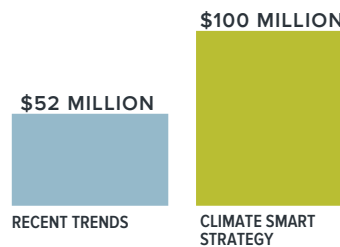
By 2035, the Climate Smart Strategy can help people live healthier lives and save businesses and households money through benefits like:

- Reduced air pollution and increased physical activity can help **reduce illness and save lives**.
- Reducing the number of miles driven results in **fewer traffic fatalities and severe injuries**.
- Less air pollution and run-off of vehicle fluids means **fewer environmental costs**. This helps save money that can be spent on other priorities.
- Spending less time in traffic and reduced delay on the system **saves businesses money, supports job creation**, and promotes the efficient movement of goods and a strong economy.
- **Households save money** by driving more fuel-efficient vehicles fewer miles and biking, walking and using transit more.
- Reducing the share of household expenditures for vehicle travel **helps household budgets** and allows people to spend money on other priorities; this is particularly important for households of modest means.



### Our economy benefits from improved public health

ANNUAL HEALTHCARE COST SAVINGS FROM REDUCED ILLNESS BY 2035 (MILLIONS, 2010\$)

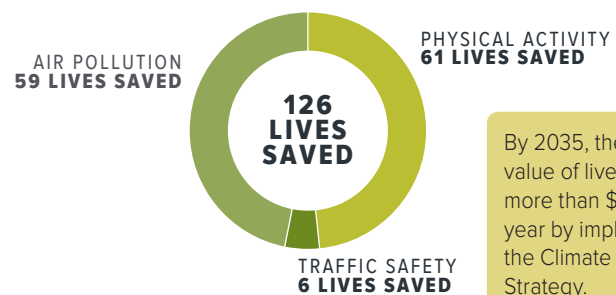


In 2010, our region spent \$5-6 billion on healthcare costs related to illness alone. By 2035, the region can save \$100 million per year by implementing the Climate Smart Strategy.



### More physical activity and less air pollution

LIVES SAVED EACH YEAR BY 2035

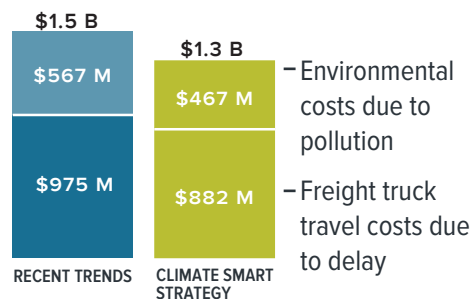


By 2035, the societal value of lives saved is more than \$1 billion per year by implementing the Climate Smart Strategy.



### Our economy benefits from reduced emissions and delay

ANNUAL ENVIRONMENTAL AND FREIGHT TRUCK TRAVEL COSTS BY 2035 (MILLIONS, 2005\$)

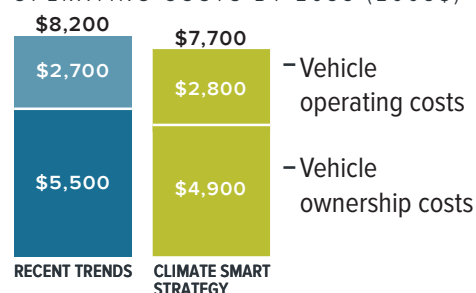


Cumulative savings calculated on an annual basis. The region can expect to save \$2.5 billion by 2035, compared to recent trends, by implementing the Climate Smart Strategy.



### Household budgets benefit from reduced driving costs

AVERAGE ANNUAL HOUSEHOLD VEHICLE OWNERSHIP & OPERATING COSTS BY 2035 (2005\$)



By 2035, households in the region can expect to save more than \$400 million per year, compared to recent trends, by implementing the Climate Smart Strategy.



## WHAT IS THE RETURN ON INVESTMENT?

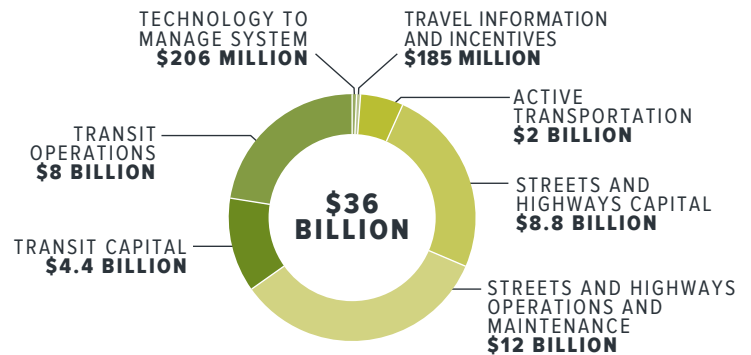
**Local and regional plans and visions are supported.** The Climate Smart Strategy reflects local and regional investment priorities adopted in the 2014 Regional Transportation Plan (RTP) to maintain our existing transportation system and address other transportation needs in the region. At \$36 billion over 25 years, the overall cost of the strategy is less than the full 2014 RTP (\$41 billion), but about \$5 billion more than the financially constrained 2014 RTP (\$31 billion).\*

**More transportation options are available.** As shown in the chart to the right, investment levels assumed in the Climate Smart Strategy are similar to those in the adopted financially constrained 2014 RTP, with the exception of increased investment in transit capital and operations region-wide. Analysis shows the high potential of these investments to reduce greenhouse gas emissions while improving access to jobs and services and supporting other community goals.

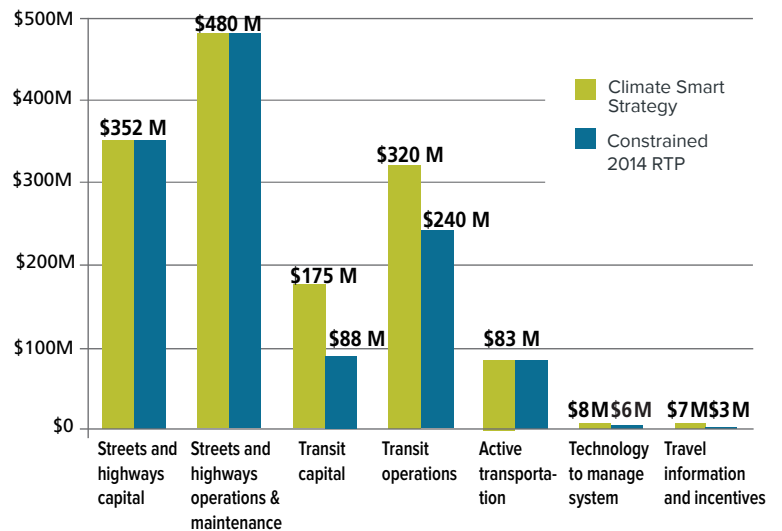
**Households and businesses experience multiple benefits.** The cost to implement the Climate Smart Strategy is estimated to be \$945 million per year, plus an estimated \$480 million per year needed to maintain and operate our street and highway system. While this is about \$630 million more than we currently spend as a region, analysis shows multiple benefits and a significant return on investment. In the long run, the strategy can help people live healthier lives and save households and businesses money.



## Total estimated investment by 2035 (2014\$)



## Annual cost of implementation through 2035 (millions, 2014\$)



\* The financially constrained 2014 RTP refers to the priority investments that can be funded with existing and anticipated new revenues identified by federal, state and local governments. The full 2014 RTP refers to all of the investments that have been identified to meet current and future regional transportation needs in the region. It assumes additional funding beyond currently anticipated revenues.

## About Metro

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

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

**Metro Council President**  
Tom Hughes

**Metro Council**  
Shirley Craddick, District 1  
Carlotta Collette, District 2  
Craig Dirksen, District 3  
Kathryn Harrington, District 4  
Sam Chase, District 5  
Bob Stacey, District 6

**Auditor**  
Brian Evans



## MOVING FORWARD

Adopted with broad support from local, regional and state partners, the Climate Smart Strategy is now under review by the Oregon Land Conservation and Development Commission for approval. If approved, the strategy will be implemented through ongoing local and regional efforts to build healthy and equitable communities and a strong economy.

**February to May 2015** LCDC reviews and considers approval of Climate Smart Strategy

**Throughout 2015 and 2016** Metro works with partners to implement short list of climate smart actions

**May to Fall 2015** Metro works with partners to shape work plan and engagement process for the next required update to the Regional Transportation Plan (due in 2018) to further implement the Climate Smart Strategy and meet state and federal planning requirements

**Fall 2015** Metro Council approves work plan and engagement process for the 2018 RTP update

**Fall 2015 to Late-2017** Metro works with partners to update the RTP

**Mid-2018** JPACT and Metro Council consider adoption of 2018 RTP

## SHORT LIST OF CLIMATE SMART ACTIONS FOR 2015 AND 2016

Adoption of the strategy also included broad support to pursue three actions in 2015 and 2016 to demonstrate the region's shared commitment to immediately begin implementing the strategy.

1. Advocate for increased transportation funding for all modes.
2. Advocate for federal and state actions that lead to cleaner, low carbon fuels and more fuel-efficient vehicles in Oregon.
3. Seek resources and technical assistance to advance community and regional demonstration projects that combine the most effective greenhouse gas emissions reduction strategies.

Materials following this page were distributed at the meeting.





## 2015 JPACT Work Program

*As of 04/08/15*

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

<p><b><u>April 9, 2015</u></b></p> <ul style="list-style-type: none"><li>• <b>Reallocation of Transit Project Development Funds - <u>Recommendation to Metro Council</u></b> (Alan Lehto/Elissa Gertler; 25 min)</li><li>• Draft 2015-16 Unified Planning Work Program (UPWP) Report - <u>Information/Discussion</u> (Chris Myers; 20 min)</li><li>• Metropolitan Transportation Improvement Program (MTIP) &amp; Regional Flexible Fund Allocation (RFFA) policy update work program - <u>Information/Discussion</u> (Ted Leybold, Dan Kaempff; 15 min)</li><li>• Update on Climate Smart Strategy submittal to LCDC - <u>Information</u> (Kim Ellis, John Williams; 15 min)</li><li>• 2016 TriMet budget &amp; MTIP coordination (Eric Hesse, TriMet; 10-15 min)</li></ul> <p><b>FYI:</b> <b>JPACT Washington DC trip briefing, April 14 (5pm, Metro, Room 401)</b> <b>JPACT Trip, April 28-30</b></p>	<p><b><u>May 14, 2015</u></b></p> <ul style="list-style-type: none"><li>• <b>JPACT Trip Debrief / Report out</b> (Chair comments)</li><li>• <b>Approval of 2015-16 UPWP Report - <u>Recommendation to Metro Council</u></b> (Chris Myers; 15 min)</li></ul>
<p><b><u>June 11, 2015</u></b></p> <ul style="list-style-type: none"><li>• <i>Regional Snapshot Introduction - <u>Information</u></i> (Elissa Gertler; 5-10 min)</li><li>• 2018 Regional Transportation Plan Update Kick-off - <u>Information/Discussion</u> (Elissa Gertler, Kim Ellis; 30 min)</li><li>• Regional Transit Plan and Coordination with TriMet Service Enhancement Plans and SMART Master Plan Update - <u>Information/Discussion</u> (Elissa Gertler &amp; Jamie Snook, Metro; Eric Hesse, TriMet; Stephen Lashbrook, SMART; 30 min)</li></ul>	<p><b><u>July 9, 2015</u></b></p> <ul style="list-style-type: none"><li>• Metropolitan Transportation Improvement Program (MTIP) &amp; Regional Flexible Fund Allocation (RFFA) policy update: public comment draft - <u>Information/Discussion</u> (Dan Kaempff; 20 min)</li><li>• Regional Transportation Plan (RTP) &amp; Metropolitan Transportation Improvement Program (MTIP) Transportation Equity Analysis work program - <u>Information/Discussion</u> (Ted Leybold, Grace Cho; 15 min)</li><li>• <i>Powell-Division Transit &amp; Development Project - <u>Information</u></i> (Brian Monberg; 30 min)</li></ul>

<p><b><u>August 13, 2015</u></b> – <i>potential cancellation</i></p>	<p><b><u>September 10, 2015</u></b></p> <ul style="list-style-type: none"> <li>• 2018 Regional Transportation Plan Update – Review draft work program &amp; engagement strategy – <u>Discussion</u> (Kim Ellis, Peggy Morell; 40 min)</li> <li>• Regional Transit Plan – Review draft Regional Transit Vision – <u>Information/Discussion</u> (Jamie Snook; 40 min)</li> </ul>
<p><b><u>October 8, 2015</u></b></p> <ul style="list-style-type: none"> <li>• Approve 2018 Regional Transportation Plan Update Work Plan – <u>Action</u> (Kim Ellis; 25 min)</li> <li>• Metropolitan Transportation Improvement Program (MTIP) &amp; Regional Flexible Fund Allocation (RFFA) policy update: public comments – <u>Information</u> – (Cliff Higgins; 15 min)</li> </ul>	<p><b><u>November 12, 2015</u></b></p> <ul style="list-style-type: none"> <li>• Metropolitan Transportation Improvement Program (MTIP) &amp; Regional Flexible Fund Allocation (RFFA) policy update: briefing/discussion on final draft – <u>Discussion</u> (Dan Kaempff; 30 min)</li> </ul>
<p><b><u>December 10, 2015</u></b></p> <ul style="list-style-type: none"> <li>• Metropolitan Transportation Improvement Program (MTIP) &amp; Regional Flexible Fund Allocation (RFFA) policy update – <u>Action</u> (Dan Kaempff; 20 min)</li> </ul>	

**Parking Lot:**

- Southwest Corridor Plan
- Cost of Congestion Study
- Land use & transportation connections
- Prioritization of projects/programs
- Westside Freight Study/ITS improvements & funding
- All Roads Safety Program (ODOT)
- Air Quality program status update
- ODOT Volunteer Road Mileage program
- Washington Co. Transportation Study briefing



Matt Utterback  
Superintendent

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503-353-6001  
www.nclack.k12.or.us

March 31, 2015

Metro Council  
Joint Policy Advisory Committee on Transportation

**Re: Safe Routes to School for Every Child**

Dear Joint Advisory Committee on Transportation and Metro Council:

I serve as the Superintendent for the North Clackamas School District and I am writing to ask for your support in prioritizing and investing funds to provide safe walking and biking routes to schools (i.e., safe streets, shoulders, sidewalks, paths and crossings within one mile of schools).

Investing in safe routes to schools serves children, families and the community by connecting the community to schools, community centers, fields and playgrounds. The investment builds thriving neighborhoods that foster community.

An investment in safe routes to schools fulfills Metro's goals and strategies (to build more transportation choices, create healthy communities and grow our economy – all while reducing greenhouse gas emissions) and contributes to changing behavior and habits early in life. The result is the improved health, well-being and performance of our children, which will enable them to develop into the healthy and responsible community leaders of our future.

I support Metro's Climate Smart Strategies to make biking and walking safe and convenient, securing adequate funding for transportation investments, and providing information and incentives to expand the use of travel options. I am in agreement that these strategies can help people live healthier lives and save businesses and households money by producing less traffic, pollution and transportation expenses.

We know that one in three children are overweight or obese and the consequences to their overall health and well-being. We know that physical activity (like walking and biking to school) improves health, well-being and performance in school and life. We also know that thousands of students are unable to walk or bike to school because there is not a safe route available to them.

Please invest in safe routes to schools for our children, families and community. The investment today will pay dividends now and for future generations.

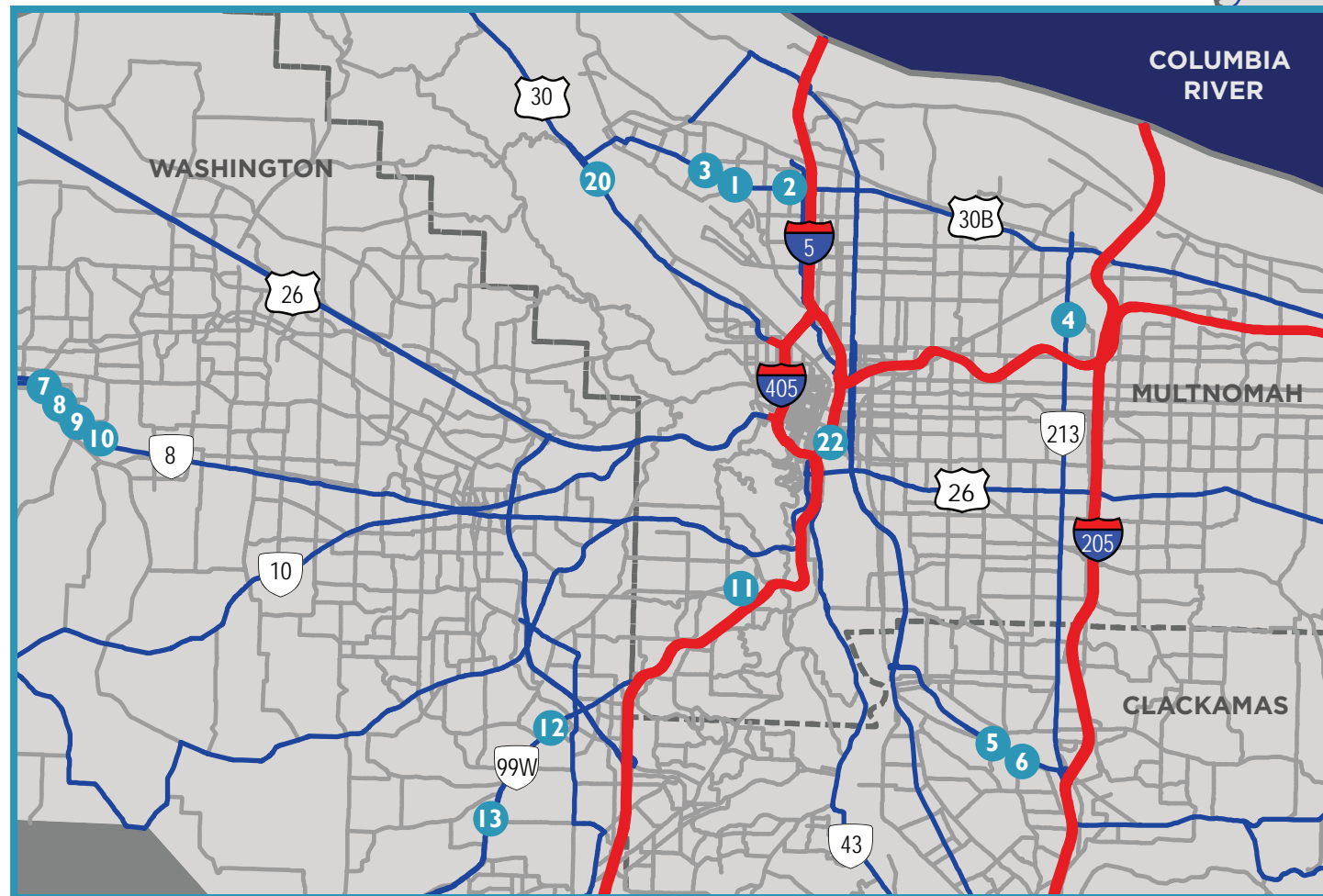
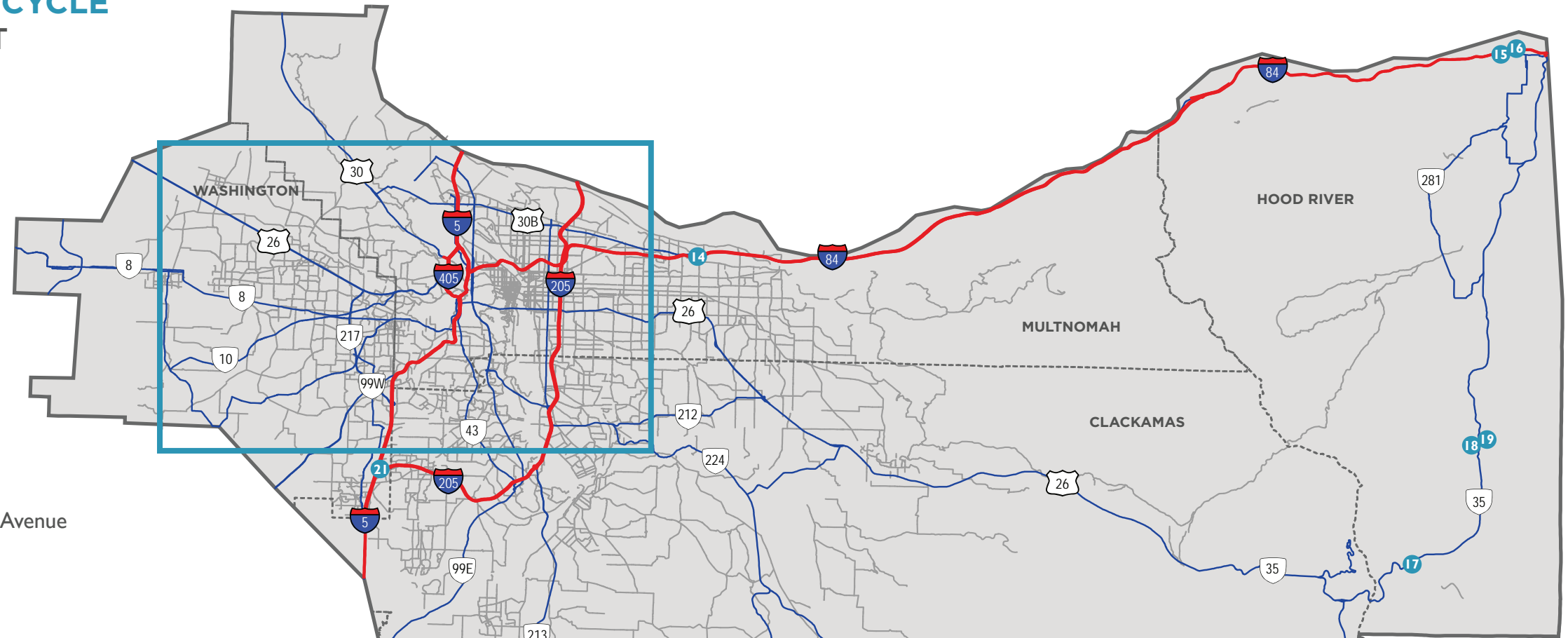
Sincerely,

Matt Utterback  
Superintendent  
North Clackamas School District

# ODOT REGION 1: 2019-2021 STIP CYCLE OPERATIONS PROGRAM 150% LIST

## PROPOSED SIGNAL PROJECTS

- 1 Lombard at Chautauqua
- 2 Lombard at Fenwick
- 3 Lombard at Fiske
- 4 OR-213 at Madison High School
- 5 OR-224 at Rusk
- 6 OR-224 at Lake/Harmony
- 7 OR-8 at Walnut St
- 8 OR-8 at Maple St
- 9 OR-8 at River Rd
- 10 OR-8 at Minter Bridge Rd
- 11 OR-99W at 24th Avenue
- 12 OR-99W at Johnson/Main
- 13 OR-99W at Durham
- 14 I-84 WB at 238th Avenue
- 15 US30 at MP 49.3
- 16 US30 at MP 49.7



## PROPOSED SLIDE/ROCKFALL PROJECTS

- 17 OR-35 at MP 63.72 Rockfall
- 18 OR-35 at MP 72.69 Rockfall
- 19 OR-35 at MP 72.8 Rockfall
- 20 US-30 at Bridge Avenue Ramps (Rockfall)

## PROPOSED ILLUMINATION PROJECTS

- 21 I-5 at I-205 Interchange Illumination
- 22 I-5 at Marquam Bridge Illumination

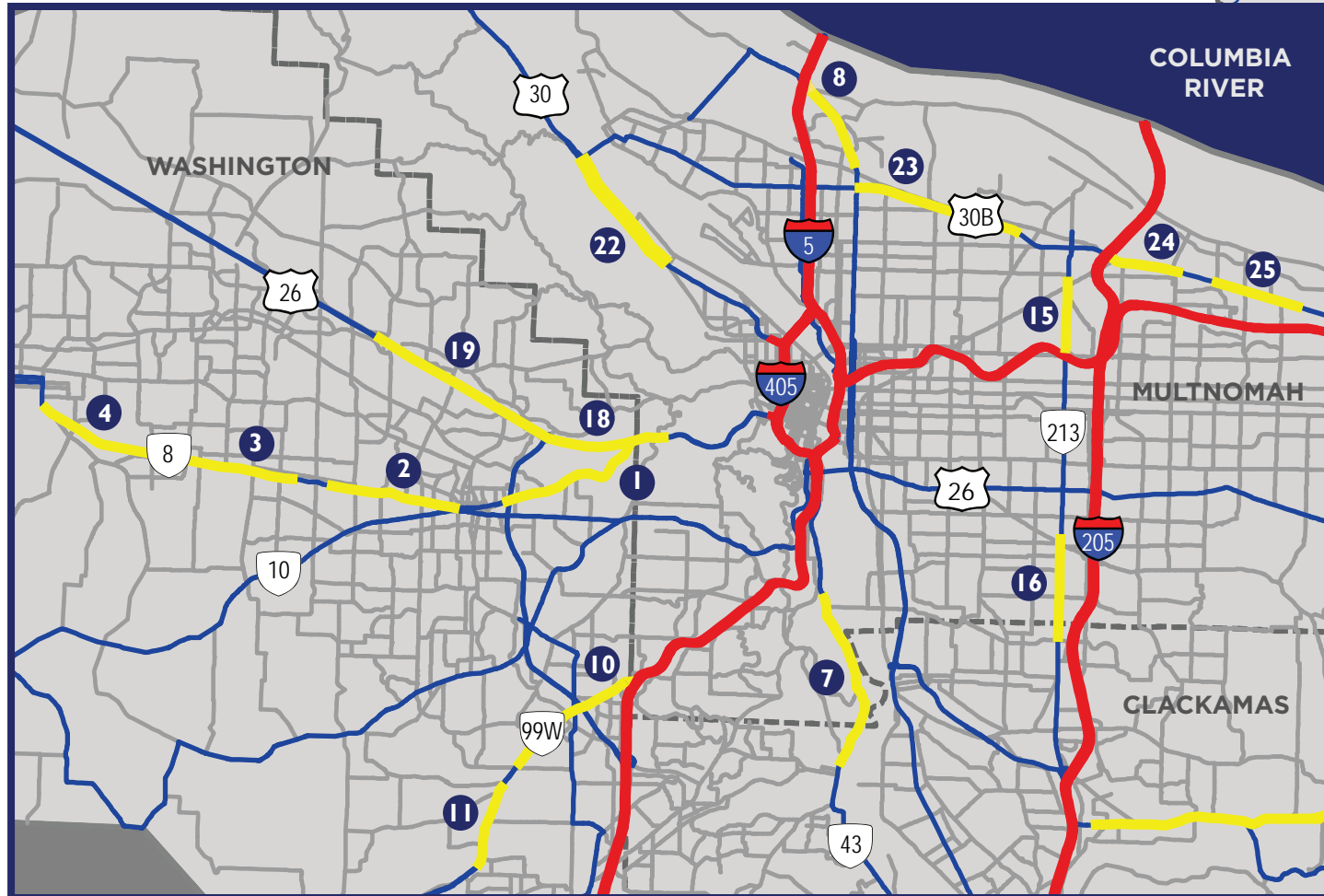
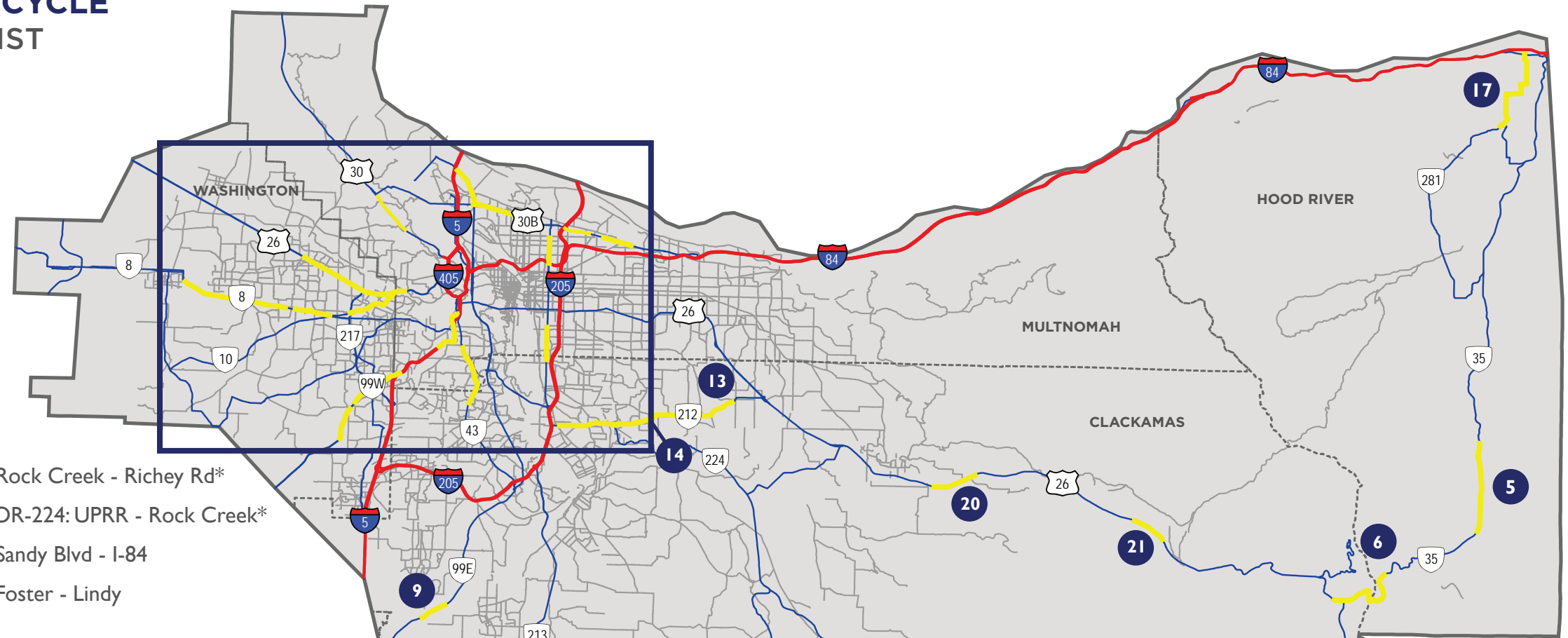
**ODOT REGION 1: 2019-2021 STIP CYCLE  
OPERATIONS PROGRAM 150% LIST**

MAP ID	PROJECT CORRIDOR	CROSS STREET	MP	CATEGORY	PROPOSED SCOPE	PRE-SCOPING ESTIMATE	NOTES
<b>CLACKAMAS COUNTY</b>							
5	OR-224	Rusk	2.72	Signals	Full signal upgrade	\$750,000	
6	OR-224	Lake/Harmony	N/A	Signals	Ground mounted advance flashers	\$125,000	Safety issues with overhead beacons
---	OR 212/224	Various	---	ITS	VMS, Bluetooth TT	\$800,000	PE funded in the 2015-2018 STIP
<b>HOOD RIVER COUNTY</b>							
15	US-30	W of Rand	49.3	Signals	RRFB and sidewalk	\$750,000	
16	US-30	Near Safeway	49.7	Signals	RRFB	\$150,000	
17	OR-35	MP 63.72	63.72	Slides/Rockfalls	Install barrier	\$150,000	
18	OR-35	MP 72.69	72.69	Slides/Rockfalls	Install fence, scale, and clear catchment	\$150,000	Potential overlap with 19-21 Preservation project
19	OR-35	MP 72.8	72.8	Slides/Rockfalls	Replace posts/fence, clear catchment	\$150,000	Potential overlap with 19-21 Preservation project
<b>MULTNOMAH COUNTY</b>							
1	Lombard	Chautauqua	3.9	Signals	Full signal upgrade	\$794,000	Potential ARTS corridor
2	Lombard	Fenwick	5	Signals	Full signal or RRFB/HAWK	\$830,000	Potential ARTS corridor. Leaning poles
3	Lombard	Fiske	3.34	Signals	Full signal upgrade	\$850,000	Potential ARTS corridor
4	OR-213	Madison High School	1.64	Signals	Full signal upgrade	\$680,000	82nd Ave. Plan. Potential overlap with 19-21 Preservation project (Sandy-84)
11	OR-99W	24th Avenue	5.07	Signals	Full signal upgrade	\$825,000	
14	I-84 WB	238th Avenue	15.97	Signals	Partial replacement/modification	\$550,000	Overlaps with 2015-2018 Enhance project on NE 238th Drive.
20	US-30	Bridge Avenue Ramps	0.32	Slides/Rockfalls	Rockfall treatment	\$2,000,000	High activity, high traffic area with standing queues during peak hour.
22	I-5	Marquam Bridge	300.4	Illumination	New illumination system	\$500,000	
---	I-5	---	---	ITS	Ramp Meter Relocation	\$400,000	
<b>WASHINGTON COUNTY</b>							
7	OR-8	SE Walnut St	12.36	Signals	Full signal upgrade	\$800,000	
8	OR-8	SE Maple St	12.18	Signals	Full signal upgrade	\$800,000	
9	OR-8	River Rd	11.72	Signals	Full signal upgrade	\$850,000	
10	OR-8	Minter Bridge Rd	11.28	Signals	Full signal upgrade	\$800,000	
12	OR-99W	Johnson/Main	9.46	Signals	Full signal upgrade	\$750,000	
13	OR-99W	Durham	11.46	Signals	Partial replacement/modification	\$550,000	
21	I-5	I-5/I-205 Interchange	288.7	Illumination	Replace 10 priority towers	\$500,000	\$2,000,000 to replace all towers
<b>REGION WIDE/MISC.</b>							
---	Region wide	---	---	---	Miscellaneous Hardware/Software	\$500,000	
---	Regionwide	---	---	---	VMS Sign Replacement	\$1,000,000	Includes design and installation. Equipment purchase complete.
---	Regionwide	---	---	---	Interstate Operations	\$3,000,000	
---	Regionwide	---	---	---	LEDs, Audible Ped Signals	\$300,000	

# ODOT REGION 1: 2019-2021 STIP CYCLE PRESERVATION PROGRAM 150% LIST

## PROPOSED PROJECTS

- 1 OR-8: Sylvan - OR-217
- 2 OR-8: Hocken - 182nd
- 3 OR-8: 187th - 214th
- 4 OR-8: SE 73rd - Minter Bridge
- 5 OR-35: Robin Hood Bridge - Polallie Creek\*\*
- 6 OR-35: US-26 - White River\*\*
- 7 OR-43: Sellwood Bridge - Terwilliger Blvd
- 8 OR-99E: Columbia Blvd - I-5 Interchange
- 9 OR-99E: Pine St - SW Berg Pkwy\*
- 10 OR-99W: I-5 - McDonald St
- 11 OR-99W: Bull Mountain - Durham
- 12 OR-211: OR-213 - Meadowbrook\*
- 13 OR-212: Rock Creek - Richey Rd\*
- 14 OR-212/OR-224: UPRR - Rock Creek\*
- 15 OR-213: Sandy Blvd - I-84
- 16 OR-213: Foster - Lindy



- 17 OR-281: OR-282 - US-30
- 20 US-26: Webber - E Cherryville
- 23 US-30B: MLK - 60th
- 18 US-26: Sylvan - OR-217
- 21 US-26: Zigzag - Rhododendron
- 24 US-30B: I-205 (E) - 122nd Ave
- 19 US-26: OR-217 - Cornell Rd
- 22 US-30: Kittridge - St. Johns
- 25 US-30B: 141st - 162nd Avenue

\*Indicates projects in the D-STIP

\*\* Proposed D-STIP projects

**ODOT REGION 1: 2019-2021 STIP CYCLE  
PRESERVATION PROGRAM 150% LIST**

MAP ID	PROJECT NAME	MP START	MP END	MILES	LANE MILES	CLASSIFICATION	URBAN/RURAL	1R/3R	PRE-SCOPING ESTIMATE	NOTES
<b>CLACKAMAS COUNTY</b>										
9	OR-99E: Pine St - SW Berg Pkwy (Canby)	20.63	21.86	1.26	6.3	Regional	Urban	3R	\$2,571,150	PE funded in 2015-2018 STIP
12	OR-211: OR-213 to Meadowbrook	11.31	16.31	5	10	District	Urban	1R	\$3,479,000	PE funded in 2015-2018 STIP
13	OR-212: Rock Cr - Richey Rd	0.03	6.85	6.82	13.64	Statewide /NHS	Rural	1R	\$5,609,732	PE funded in 2015-2018 STIP
14	OR-212/OR-224: UPPR to Rock Creek	5.2	8.19	2.99	14.95	Statewide /NHS	Urban	3R	\$5,409,000	PE funded in 2015-2018 STIP
20	US-26: SE Webber to E Cherryville	30.43	32.47	2.04	9.18	Statewide /NHS	Urban	1R/3R	\$1,876,163	
21	US-26: Zigzag to Rhododendron	42.42	44.1	1.68	8.4	Statewide /NHS	Urban	1R/3R	\$1,799,700	
<b>HOOD RIVER COUNTY</b>										
5	OR-35: Robin Hood Bridge to Polallie Creek	68.23	73	4.77	9.54	Statewide /NHS	Urban	3R	\$615,000	Submitted as PE only for 2019-2021 STIP
6	OR-35: US-26 to White River	57.2	61.7	4.5	13.5	Statewide /NHS	Urban	3R	\$864,000	Submitted as PE only for 2019-2021 STIP
17	OR-281: OR-282 to US-30	0	5.09	5.09	10.18	District	Urban	1R/3R	\$3,331,065	
<b>MULTNOMAH COUNTY</b>										
7	OR-43: Sellwood Br. - Terwilliger Blvd.	2.64	5.79	3.15	9.45	N/A	Urban	1R	\$2,292,665	
8	OR-99E: NE Columbia Blvd to I-5 Interchange	-4.01	-5.73	1.72	6.88	Statewide /NHS	Urban	3R	\$2,592,740	
15	OR-213: Sandy Blvd to I-84	0.95	2.24	1.29	6.45	District	Urban	3R	\$3,137,725	
16	OR-213: Foster to Lindy	5.76	7.41	1.65	8.25	District	Rural	3R	\$4,511,625	
22	US-30: Kittridge to St. Johns	3.92	7.32	3.4	13.6	OTIA / Life Route	Urban	3R	\$5,040,300	Adjacent to current project
23	US-30B: MLK to 60th	6.15	9.2	3.05	12.2	District	Rural	1R	\$2,614,340	
24	US-30B: I-205 (E) to 122nd Avenue	11.25	12.43	1.18	4.72	District	Urban	3R	\$2,476,560	
25	US-30B: 141st to 162nd Avenue	13.36	14.76	1.4	2.8	District	Rural	3R	\$1,184,400	
<b>WASHINGTON COUNTY</b>										
1	OR-8: Sylvan to OR-217	0.05	2.85	2.8	12.6	District	Rural	3R	\$5,729,800	Overlaps with 2015-2018 STIP project
2	OR-8: Hocken - 182nd	4.02	6.45	2.43	12.15	Statewide /NHS	Rural	3R		
3	OR-8: 187th - 214th	6.73	8.11	1.38	6.9	Statewide /NHS	Urban	3R	\$3,137,450	
4	OR-8: SE 73rd - Minter Bridge	8.57	11.28	2.71	13.55	Statewide /NHS	Rural	1R/3R	\$3,469,281	Overlaps with 2015-2018 STIP project
10	OR-99W: I-5 - McDonald	7.47	10.29	2.82	14.1	Statewide /NHS	Rural	3R	\$5,923,050	
11	OR-99W: Bull Mtn - Durham	10.71	11.43	0.72	3.6	Statewide /NHS	Urban	3R	\$2,500,000	
18	US-26: Sylvan to OR-217	69.73	71.33	1.6	11.2	OTIA / Life Route	Urban	1R	\$2,124,640	
19	US-26: Cornell to OR-217	65.68	69.73	4.05	26.325	OTIA / Life Route	Urban	1R	\$4,993,853	
<b>VARIOUS</b>										
---	Regionwide ADA Improvements	---	---	---	---	Varies	Rural/Urban	---	\$2,000,000	For ADA triggered by maintenance paving and other ADA requirements



PORTLAND  
**STREETCAR**

April 1, 2015

To: Joint Policy Advisory Committee on Transportation  
Re: Re-allocation of transit project development funds

In September 2010, JPACT approved a multi-year commitment of regional flexible funds to provide a significant portion of the local match for the construction of the Portland Milwaukie Light Rail project, and to support moving forward with the next two HCT projects, Lake Oswego to Portland Transit Project (Lake Oswego Streetcar) and the Southwest Corridor Project.

We are writing today to support the proposed re-allocation of a portion of those funds to maintaining the Willamette Shoreline right of way; as well as to support the Powell-Division, and Southwest Corridor transit projects.

Advancing a streetcar project in the Macadam/Willamette Shoreline corridor remains a priority for Portland Streetcar. However, the conversation about what is next for Portland Streetcar is only now beginning; as such we are happy to support the reallocation of these funds to other worthy, and timely transit projects in our region.

With the region's support, Portland has built the largest modern streetcar network in America with 15 miles of track; each weekday over 15,000 riders utilize the service. Since 2001 Portland Streetcar has provided over 40 million rides and the opening of the Tilikum Crossing this fall will provide the last segment of a one-of-kind central city circulator system.

Please accept this letter of support for the proposed reallocation of transit project development funds. We look forward to working with our partners to support the region's transportation and land-use goals moving forward.

Jim Mark  
Board of Directors Chair  
Portland Streetcar, Inc.

cc: Transportation Policy Advisory Committee

1031 NW 11<sup>th</sup> Avenue ▪ Portland, OR 97209 ▪ 503-222-4200  
[www.portlandstreetcar.org](http://www.portlandstreetcar.org)



**MAKING A  
GREAT  
PLACE**



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# **2015 – 2016 Unified Planning Work Program**

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

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April, 2015  
**DRAFT**

## About Metro

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

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

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

**[www.oregonmetro.gov/connect](http://www.oregonmetro.gov/connect)**

**Project web site:** [www.oregonmetro.gov/mpo](http://www.oregonmetro.gov/mpo)

### **Metro Council President**

Tom Hughes

### **Metro Councilors**

Shirley Craddick, District 1

Carlotta Collette, District 2

Craig Dirksen, District 3

Kathryn Harrington, District 4

Sam Chase, District 5

Bob Stacey, District 6

### **Auditor**

Brian Evans

## **Metro respects civil rights**

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

**Metro is the federally mandated metropolitan planning organization** designated by the Governor to develop an overall transportation plan and to allocate federal funds for the region. The Joint Policy Advisory Committee on Transportation (JPACT) is a 17-member committee that provides a forum for elected officials and representatives of agencies involved in transportation to evaluate transportation needs in the region and to make recommendations to the Metro Council. The established decision-making process assures a well-balanced regional transportation system and involves local elected officials directly in decisions that help the Metro Council develop regional transportation policies, including allocating transportation funds.

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

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# PORTLAND METROPOLITAN AREA UNIFIED PLANNING WORK PROGRAM OVERVIEW

## **INTRODUCTION**

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

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

Metro is the metropolitan planning organization (MPO) designated by congress and the State of Oregon, for the Oregon portion of the Portland/Vancouver urbanized area, covering 25 cities and three counties. It is Metro's responsibility to meet the requirements of Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21), the Oregon Transportation Planning Rule (which implements statewide planning goal 12), and the Metro Charter for this MPO area. In combination, these requirements call for development of a multi-modal transportation system plan that is integrated with the region's land use plans, and meets Federal and state planning requirements.

The Unified Planning Work Program (UPWP) is developed annually, by Metro, as the MPO for the Portland metropolitan area. It is a federally-required document that serves as a tool for coordinating federally-funded transportation planning activities to be conducted over the course of each fiscal year, beginning on July 1st. Included in the UPWP are detailed descriptions of the transportation planning tasks, listings of various activities, and a summary of the amount and source of state and federal funds to be used for planning activities. The UPWP is developed by Metro with input from local governments, TriMet, ODOT, FHWA and FTA. Additionally, Metro must annually undergo a process known as self-certification to demonstrate that the Portland metropolitan region's planning process is being conducted in accordance with all applicable federal transportation planning requirements. Self-certification is conducted in conjunction with annual adoption of the UPWP.

This Unified Planning Work Program (UPWP) includes the transportation planning activities of Metro and other area governments involved in regional transportation planning activities for the fiscal year of July 1, 2015 through June 30, 2016.

## **I. FEDERAL REQUIREMENTS FOR TRANSPORTATION PLANNING**

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

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

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

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

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

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

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

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

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

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

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

## **B. Planning Emphasis Areas (PEAs)**

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

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

<sup>1</sup> Accessed at [www.fhwa.dot.gov/planning/processes/metropolitan/mpo/fy\\_2015/index.cfm](http://www.fhwa.dot.gov/planning/processes/metropolitan/mpo/fy_2015/index.cfm) on February 20, 2015.



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

- **Access to Essential Services:** As part of the transportation planning process, identify transportation connectivity gaps in access to essential services. Essential services include housing, employment, health care, schools/education, and recreation. This emphasis area could include identification of performance measures and analytical methods to measure the transportation system's connectivity to essential services and the use of this information to identify gaps in transportation system connectivity that preclude access of the public, including traditionally underserved populations, to essential services. It could also involve the identification of solutions to address those gaps.
- **MAP-21 Implementation: Transition to Performance Based Planning and Programming to be used in Transportation Decision-making:** The development and implementation of a performance management approach to metropolitan transportation planning and programming includes the development and use of transportation performance measures, target setting, performance reporting, and selection of transportation investments that support the achievement of performance targets. These components will ensure the achievement of transportation system performance outcomes.

### **C. Public Involvement**

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

### **D. Regional Transportation Plan**

The long-range transportation plan must include the following:

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

### **E. Metropolitan Transportation Improvement Program (MTIP)**

The short-range metropolitan TIP must include the following:

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

### **F. Transportation Management Area (TMA)**

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

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

### **G. Air Quality Conformity Process**

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

## **II. METRO OVERVIEW**

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

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

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

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

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

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

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

## **2012 Federal Certification Review**

Every four years, Metro as the region's Metropolitan Planning Organization, undergoes certification review with FTA and FHWA to ensure compliance with federal transportation planning requirements. The last quadrennial certification review occurred in October 2012. Metro received a small number of corrective actions that have been addressed through various narratives in the 2015-16 UPWP activities:

The 2014 RTP Update work program includes the disposition of public comments and will demonstrate the impacts to performance measures like air quality with different funding decisions.

The 2015-18 MTIP will demonstrate how public comments were addressed and hold at least one public hearing. Additionally, the funding tables will be updated to reflect that all estimated project costs and programmed revenues are in year of expenditure dollars.

The Public Engagement guide was updated to meet new federal requirements in November 2013.

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

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

## **REGIONAL TRANSPORTATION DECISION-MAKING PROCESS**

Metro is governed by an elected regional Council, in accordance with a voter-approved charter. The Metro Council is comprised of representatives from six districts and a Council President elected region-wide. The Chief Operating Officer is appointed by the Metro Council and leads the day-to-day operations of Metro.

Metro uses a decision-making structure that provides state, regional and local governments the opportunity to participate in the transportation and land use decisions of the organization. Two key committees are the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Policy Advisory Committee (MPAC). These committees are comprised of elected and appointed officials and receive technical advice from the Transportation Policy Alternatives Committee (TPAC) and the Metro Technical Advisory Committee (MTAC).

## **JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION**

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

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

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

### **METRO POLICY ADVISORY COMMITTEE**

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

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

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

In accordance with these requirements, the transportation plan is developed to meet not only MAP-21, but also the Oregon Transportation Planning Rule and Metro Charter requirements, with input from both MPAC and JPACT. This ensures proper integration of transportation with land use and environmental concerns.

### **TRANSPORTATION POLICY ALTERNATIVES COMMITTEE**

TPAC is comprised of technical staff from the same jurisdictions as JPACT, plus a representative from the Southwest Washington Regional Transportation Council, and six community members. In addition, the Federal Highway Administration and C-TRAN have each appointed an associate non-voting member to the committee. TPAC makes recommendations to JPACT.

### **METRO TECHNICAL ADVISORY COMMITTEE**

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

### **PLANNING PRIORITIES FACING THE PORTLAND REGION**

MAP-21, the Clean Air Act Amendments of 1990 (CAAA), the Oregon Transportation Planning Rule, the Oregon Transportation Plan and modal/topic plans, the Metro Charter, the Regional 2040 Growth Concept and Regional Framework Plan together have created a comprehensive policy direction for the region to update land use and transportation plans on an integrated basis and to define, adopt, and implement a multi-modal transportation system.

These Federal, state and regional policy directives also emphasize development of a multi-modal transportation system. Major efforts in this area include:

- Update of the Regional Transportation Plan (RTP);
- Update to the Metropolitan Transportation Improvement Program (MTIP) for the period 2015- 2018;
- Implementation of projects selected through the STIP/MTIP updates; and
- Completing multi-modal refinement studies in the Southwest Corridor Plan, , and Powell/Division Transit Corridor Plan.

These policy directives point toward efforts to reduce vehicle travel and vehicle emissions, in particular:

- The Oregon state goal to reduce vehicle miles traveled (VMT) per capita;

- Targeting transportation investments to leverage the mixed-use, land use areas identified within the Regional 2040 Growth Concept;
- Adopted maintenance plans for ozone and carbon monoxide with establishment of emissions budgets to ensure future air-quality violations do not develop;
- Adoption of targets for non-single occupant vehicle travel in RTP and local plans;
- An updated five-year strategic plan for the Regional Travel Options Program; and
- Continued implementation of the five-year Transportation and System Management and Operations (TSMO) strategic plan for the Regional Mobility Program.

The current status of these activities is that many of the transportation planning under the Making a Great Place umbrella -- including the Regional Transportation Plan, Freight Plan, TSMO Plan, Regional Transit Plan and supporting updates to our Public Involvement Policy and Title VI Plan -- have already been completed. Implementation of these new plans, policies and public involvement procedures began in FY 2013-14, will continue in FY 2015-16 and is reflected in the respective work programs for these ongoing projects.

As these projects move into an implementation phase in the coming fiscal year, a significant part of Metro's staffing resources will be directed to continuing work on the task of developing and testing a series of climate change scenarios, pursuant to Oregon House Bill 2001. This work is also reflected in the Climate Smart Communities work program. The 2014 RTP update was adopted in July 2014. The 2015-18 MTIP was also adopted in July 2014.

A Congestion Management Process (CMP) was adopted as part of 2014 RTP in July 2014. It can be found in Chapter 5 page 29-31.. Many of the elements of the CMP are included as part of the Transportation System Management and Operations (TSMO) program, consisting of both the Regional Mobility and Regional Travel Options work programs. Metro staff revised the Regional Mobility Atlas as part of the 2014 RTP update.

Metro's annual development of the UPWP and self-certification of compliance with federal transportation planning regulations are part of the core MPO function. The core MPO functions are contained within the Management and Coordination/Grants Management work program. Other MPO activities that fall under this work program are air quality conformity analysis, quarterly reports for FHWA, FTA and other funding agencies, management of Metro's advisory committees, management of grants, contracts and agreements and development of the Metro budget. Quadrennial certification review took place in the fall of 2012 and is covered under this work program.

**<Metro Legislation>**

## **GLOSSARY OF RESOURCE FUNDING TYPES**

- PL – Federal FHWA transportation planning funds allocated to Metropolitan Planning Organizations (MPO's).
- STP – Federal Surface Transportation Program transportation funds allocated to urban areas with populations larger than 200,000. Part of Metro's regional flexible fund allocation (RFFA) to Metro Planning, or to specific projects as noted.
- 5303 – Federal FTA transportation planning funds allocated to MPOs and transit agencies.
- ODOT Support – Funding from ODOT to support regional transportation planning activities (currently \$225,000 per year).
- TriMet Support - Funding from TriMet to support regional transportation planning activities (currently \$225,000 per year).
- Metro – Local match support from Metro general fund or solid waste revenues.
- Other – Anticipated revenues pending negotiations with partner agencies.

## **UPWP AMENDMENT PROCESS**

- This section describes the management process to define the types of adjustments that require an amendment to UPWP and which of these can be accomplished as administrative actions by staff versus legislative action by TPAC, JPACT and the Metro Council.
- Formal amendments to the UPWP require approval of JPACT and the Metro Council and are required when any of the following occur:
  - A new planning study or project is identified.
  - There is either a \$200,000 or 20 percent change, whichever is greater, in the TOTAL UPWP project costs. This does not cover carryover funds for a project/program extending multiple fiscal years that is determined upon fiscal year closeout.
  - Administrative changes to the UPWP can occur for and of the following:
    - Changes to TOTAL UPWP project costs that do not exceed the thresholds for formal amendments above.
    - Revisions to a UPWP narrative's scope of work, including objectives, tangible products expected in fiscal year, and methodology.
  - Addition of carryover funds from previous fiscal year once closeout has been completed to projects/programs that extend into multiple fiscal years.
- Administrative amendments will be reported to ODOT and TriMet as they occur. TPAC will receive notification quarterly as with administrative MTIP amendments
- All UPWP amendments require USDOT approval.

<MPA Boundary Map>



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

Topic	Corrective Actions	Recommendations/Commendations	Actions Taken
<b>Study Area Organizational Structure</b> (23 CFR 450.310)	None	There are no significant changes in the area warranting organizational structure changes since the previous (2008) review.	N/A
<b>Metropolitan Planning Area Boundaries</b> (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.
<b>Agreements and Contracts</b> (23 CFR 450.314)	None	<p>The MPO and its partners are commended for having updated intergovernmental agreements for performing various planning activities.</p> <p>Metro, ODOT, TriMet, RTC, and SMART updated their intergovernmental agreements in 2008 and 2012; the agreements do not warrant any updates at this time.</p>	The 2015-16 UPWP has one MOU update between RTC and Metro.
<b>Unified Planning Work Program</b> (23 CFR 450.308)	None	<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>	The 2015-16 UPWP includes a corrective actions and recommendations table with corresponding comments and actions taken.

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

Topic	Corrective Actions	Recommendations/Commendations	Actions Taken
<p><b>Regional Transportation Plan (RTP) 23 CFR 450.322)</b></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: <a href="ftp://ftp.oregonmetro.gov/pub/tran/2014RTP/">ftp://ftp.oregonmetro.gov/pub/tran/2014RTP/</a></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><b>Metropolitan Transportation Improvement Plan (23 CFR 450.322)</b></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 2015-18 MTIP is scheduled for adoption by the Metro Council July 31<sup>st</sup> 2014. The document will update the programming table labels and the description of the "estimated total project cost" to clearly articulate that the project cost estimates are provided in Year of Expenditure dollars (YOE \$).</p>
<p><b>Financial Planning and Fiscal Constraint (23 CFR 450.322)</b></p>	<p>None</p>	<p>None</p>	<p>N/A</p>

Topic	Corrective Actions	Recommendations/Commendations	Actions Taken
<p><b>Public Outreach</b> (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
<b>Air Quality and Conformity</b> (40 CFR 93)	None	Metro does a commendable job in completing air quality conformity findings.	N/A
<b>Self-Certification</b> (23 CFR 450.334)	None	Provide follow-up status of corrective actions and recommendations from the USDOT review in future self-certifications.	No corrective actions for most recent self-certification.
<b>Title VI</b> (23 CFR 200.9)	None	<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
<b>ITS and Management &amp; Operations</b>	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&amp;O, ITS and CMP.</p> <p>The MPO should take a lead role in ensuring that ITS projects funded with Federal funds are compatible with Regional ITS architecture.</p>	<p>Metro is in the early stages of updating the Regional ITS Architecture and a Regional ITS Communications Master Plan. Both projects are scheduled for completion in calendar year 2015.</p>

## I. TRANSPORTATION PLANNING

### Regional Transportation Planning

#### **Description:**

The Regional Transportation Planning program is responsible for maintaining and updating the Regional Transportation Plan (RTP). The RTP provides long-term policy direction that guides local and regional transportation planning, funding and implementation activities. The plan guides the design, management and investment in the region's transportation system for all forms of travel – motor vehicle, transit, bike, and pedestrian – and the movement of goods and freight. The plan includes policies and both short-range and long-range investments, strategies and actions that lead to the development of an integrated multimodal transportation system that facilitates the safe, reliable and efficient movement of people and goods.

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

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

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

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

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

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



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

**Objectives:**

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

**Previous Work:**

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

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

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

#### **Methodology:**

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

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

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

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

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

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

#### **Tangible Products Expected in FY 2015-2016:**

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

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

**Entities Responsible for Activity:**

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

**Other stakeholders:**

Cities and counties in the Metro region	Land Conservation and Development Commission (LCDC)
Transportation Policy Alternatives Committee (TPAC)	Department of Land Conservation and Development (DLCD)
Joint Policy Advisory Committee on Transportation (JPACT)	Oregon Department of Environmental Quality (DEQ)
Metro Policy Advisory Committee (MPAC)	Oregon Health Authority
Bi-State Coordination Committee	Other Oregon MPOs
Metro Technical Advisory Committee (MTAC)	Community groups and organizations involved in health, equity, environmental justice, economic development, business, climate change, land use and transportation issues and serving the needs of communities of concern, including communities of color, low-income persons, older adults, youth, people with disabilities, and persons with limited English proficiency
TRANSPORT Subcommittee to TPAC	Organizations and advisory committees serving regional bicycle, pedestrian, freight, motor vehicle and transit needs
Regional Transportation Council (RTC) of metropolitan Clark County, Washington	Interested public
Adjacent planning organizations, including Mid-Willamette Area Commission on Transportation	
Other area transit providers, including South Metro Area Regional Transit (SMART) and C-TRAN	
Port of Portland and Port of Vancouver	
Federal Highway Administration (FHWA)	
Federal Transit Administration (FTA)	
Environmental Protection Agency (EPA)	
Oregon Transportation Commission (OTC)	

**Schedule for Completing Activities:**

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

**Funding History:**

<b>Fiscal Year</b>	<b>Total Budget</b>	<b>FTE Comparison</b>
*2011-12	\$2,110,058	11.965
*2012-13	\$1,497,674	9.099
*2013-14	\$698,555	3.98

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

**FY 2014-15 Costs and Funding Sources:**

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

**FY 2015-16 Costs and Funding Sources:**

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

## Regional Transit Plan

### **Description:**

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

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

### **Objectives:**

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

### **Previous Work:**

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

### **Methodology**

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

policy advisory committees.

**Schedule for Completing Activities:**

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

**Tangible Products Expected in FY 2015-16:**

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

**Entity/ies Responsible for Activity:**

Metro - Lead Agency

TriMet – Cooperate/Collaborate

SMART – Cooperate/Collaborate

Other stakeholders - Consider/Collaborate

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

**Funding History:**

NA



**FY 2015-16 Cost and Funding Sources:**

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

## Metropolitan Transportation Improvement Program

### Description:

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

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

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

### Objectives:

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

- MTIP: Effectively administer the existing MTIP, including:
- Programming transportation projects in the region consistent with Federal rules and regulations. (ONGOING)
- Ensure funding in the first two years of the MTIP is available or committed and that costs are programmed in year-of-expenditure dollars. (ONGOING)
- Continue to coordinate inter-agency consultation on air quality conformity. Conduct public outreach, reports, and public hearings required as part of the conformity process. (ONGOING)
- Maintain a financial plan to balance project costs with expected revenues. (ONGOING)
- Continue improvements to the on-time and on-budget delivery of the local program of projects selected for funding through the Transportation Priorities process. (ONGOING)
- Continue the MTIP public awareness program to include updated printed materials, web resources and other material to increase understanding of the MTIP process. (ONGOING)
- Maintain Transtracker database with project programming, amendment, obligation information and revenue information. (ONGOING)
- Implement new MAP-21 requirements of the MTIP and CMAQ funding process.

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

**Local Project Support:** Provide administrative and technical support to local project development and construction. This includes support of project development tasks performed as a planning phase activity. The administrative responsibilities for Metro, ODOT and local agency staff performing these planning activities are described in Appendix A.

**Previous Work:**

Work completed in the 2014-15 fiscal year included:

- Adoption of the 2015-2018 MTIP.
- Coordination with ODOT, TriMet and SMART in the allocation and programming of funding to projects administered by those agencies.
- Completion of the 2014 Obligation Report.
- Administration of the MTIP, including processing of more than two hundred MTIP amendments, project selection, financial plan and scope/schedule adjustments.
- Support of more than 20 locally administered projects in implementing conditions of approval and best design practices.
- Support in administering seven local project development plans.

**Methodology:**

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

**Tangible Products Expected in FY 2015-16:**

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

**Entities Responsible for Activity:**

- Metro – Product Owner/Lead Agency
- Oregon Department of Transportation – Cooperate/Collaborate
- TriMet – Cooperate/Collaborate
- South Metro Area Regional Transit – Cooperate/Collaborate

**Other Stakeholders:**

Local partner agencies and members of the public, including:

- Federal Highway Administration (FHWA)
- Federal Transit Administration (FTA)
- Joint Policy Advisory Committee on Transportation (JPACT)
- Transportation Policy Alternatives Committee (TPAC)
- Oregon Transportation Commission (OTC)
- Oregon Department of Environmental Quality (DEQ)
- US Environmental Protection Agency (EPA)
- Environmental Justice and Underserved work group and organizations involved with minority and non-English speaking residents

**Appendix A**

For project development planning activities under jurisdiction of the Federal Highway Administration and summarized in the "Corridor Planning and Projects of Regional Significance" section of the UPWP, the following administrative roles and responsibilities apply unless otherwise agreed to in an intergovernmental agreement. Metro Planning & Development shall:

- Ensure project development planning activity is properly included in the UPWP
- Ensure the scope and budget addresses relevant contingencies of the project development award
- Assign a Project Manager to all project development plans
- Coordinate with ODOT project development manager on the programming of project development funding and assignment of work to ODOT project manager.

Metro Project Manager shall:

- Participate in meetings as necessary for development of plan scope, schedule and budget.
- Organize Metro staff participation in project development planning activities as defined in the scope and budget.
- Include ODOT and local agency project managers on all project related correspondence and meetings.
- Communicate to ODOT project manager:
- Recommendation of approval of the Local Agency's scope, schedule, and budget
- Recommendation of approval of the Consultant scope, schedule, and budget
- Review of tasks/work invoiced for payment to ensure consistency with scope, schedule and budget and provide recommendation of payment based on consistency
- Approval of all amendments/change orders
- Approval of Quarterly Reports as submitted by the local agency project manager

ODOT shall:

- Assign a Project Manager from Local Agency Liaison Section to be lead project manager on all project development plans
- Ensure all project development plans have a consistent administrative process at ODOT

ODOT Project Manager shall:

- Carry-out the project development plans in a process similar to that which already exists for capital projects, with the exception of the following:
- Approve billing invoices upon Metro recommendation and review of eligibility and ODOT contract rules
- Include Metro project manager on all project related correspondence and meetings
- Execute agreement with local agency upon Metro recommendation
- Ensure Metro project manager approves Local Agencies scope, schedule and budget
- Ensure Metro project manager verifies the adequacy of implementing scope, schedule and budget and recommends payment of invoices
- Ensure Metro project manager approves all amendments/change orders
- Ensure Metro project manager receives a copy of Quarterly Report

Local Agency/Product Owner shall:

- Assign a Project Manager
- Enter into an intergovernmental agreement with ODOT for administration of the project

Local Agency/Product Owner Project Manager shall:

- Propose a project scope, schedule and budget consistent with the original application for project funds
- If using consultant services, propose a project scope, schedule and budget for those services and comply with state and federal procurement rules
- Manage consultant services for completion of tasks within scope, schedule, budget and eligible expenses
- Submit invoices for payment (agency and consultant) to Metro and ODOT project managers
- Submit Quarterly reports on time to Metro and ODOT project managers
- Submit change orders to Metro and ODOT project managers
- Include Metro project manager on all project related correspondence and meeting announcements

**Schedule for Completing Activities:**

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

**Funding History:**

**Fiscal Year    Total Budget    FTE Comparison**

2011-12	\$689,479	4.75
2012-13	\$556,234	3.54
2013-14	\$560,466	3.26

**FY 2014-15 Costs and Funding Sources:**

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

**FY 2015-16 Costs and Funding Sources:**

<b>Requirements:</b>		<b>Resources:</b>	
Personal Services	\$ 620,497	PL	\$ 409,710
Interfund Transfers	\$ 351,990	STP	\$ 262,304
Materials & Services	\$ 48,500	Section 5303	\$ 335,161
Contingency	\$ 100,000	Metro	\$ 113,812
<b>TOTAL</b>	<b>\$ 1,120,987</b>	<b>TOTAL</b>	<b>\$ 1,120,987</b>
<b>Full-Time Equivalent Staffing</b>			
Regular Full-Time FTE	5.375		
<b>TOTAL</b>	<b>5.375</b>		

## **Air Quality Program**

### **Description:**

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

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

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

### **Objectives:**

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

### **Previous Work:**

Work completed in the 2014-15 fiscal year included:

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

### **Methodology:**

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

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

**Tangible Products Expected in FY 2015-16:**

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

**Entity/ies Responsible for Activity:**

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

**Other Stakeholders:**

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

**Funding History:**

NA

**FY 2015-16 Costs and Funding Sources:**

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

## Local Partnerships

### **Description:**

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

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

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

### **Objectives:**

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

### **Previous Work:**

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

### **Methodology:**

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

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

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



**Tangible Products Expected in FY 2015-16:**

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

**Entities Responsible for Activity:**

Metro –Lead Agency

Oregon Department of Transportation – Cooperate/Collaborate

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

**Schedule for Completing Activities:**

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

**Funding History:**

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

**FY 2014-15 Costs and Funding Sources:**

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

**FY 2014-15 Costs and Funding Sources:**

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

## **Title VI Environmental Justice**

### **Description:**

Metro's transportation-related public involvement policies and procedures respond to mandates in Title VI of the 1964 Civil Rights Act and related regulations; the President's Executive Order on Environmental Justice; the United States Department of Transportation (USDOT) Order; the Federal Highway Administration (FHWA) Order; Goal 1 of Oregon's Statewide Planning Goals and Guidelines and Metro's organizational values of Respect and Public Service.

### **Objectives:**

- Identify communities and populations that are traditionally under-represented in decision-making processes using the most current Federal and state census information and supplemented by more granular information. Examples of supplemental information include Oregon Department of Education data on LEP populations and school lunch participation, HUD data on Section 8 housing voucher distribution, local real estate value data, job/income distribution data from the Bureau of Labor Statistics, Portland State University's Population Research Center, and interviews with leaders of local immigrant groups and other community-based organizations. (ONGOING)
- Engage minority and low-income people in the decision-making processes through (1) relationships with community-based organizations and schools and minority business organizations; (2) promoting minority representation on advisory committees that have seats for community members; (3) development of outreach and engagement activities that minimize barriers to participation; and (4) developing communication techniques that increase the accessibility of information. (ONGOING)
- Implement strategies to achieve equity goals that were adopted as a goal and value of the RTP and as a criterion for evaluating projects to include in the Metropolitan Transportation Improvement Plan (MTIP). (ONGOING)

### **Previous Work:**

- Created an internal language assistance guide to help staff take advantage of resources to provide access for people who do not speak English well.
- Prepared an internal training for communication and public involvement staff on how to use telephonic interpretation service to provide language assistance at Metro outreach events. Forms are required for all planning department related outreach events.
- Created a language hub on the Metro website to communicate services and civil rights in 13 non-English languages.
- Submitted a Title VI Compliance Report covering 12 months of activity through June 30, 2013 to the Oregon Department of Transportation on Aug. 30, 2013, to comply with Federal Highway Administration civil rights reporting requirements.
- Submitted a Title VI Compliance Report covering 12 months of activity through June 30, 2014 to the Oregon Department of Transportation on Aug. 30, 2014, to comply with Federal Highway Administration civil rights reporting requirements.
- For recruitment of community representative positions on Transportation Policy Alternatives Committee, publicized the recruitment among social service providers and other environmental justice stakeholders who have expressed interest in transportation issues. Asked all TPAC applicants to disclose their race and zip code of residence when they submitted application materials.
- Updated agency's civil rights web page, [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights) with federal compliance related reports.
- Conducted focus group for Climate Smart Communities project engaging environmental justice advocates and leaders to discuss and develop methods of evaluating benefits and burdens on low income populations and communities of color.
- Used email and Metro News posts to keep environmental justice stakeholders informed of Regional Transportation Plan update and Metropolitan Transportation Improvement Program comment period and decision-making milestones; called a meeting with environmental justice advocates to discuss and develop

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

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

### **Methodology:**

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

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

### **Tangible Products Expected in FY 2014-2015:**

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

### **Tangible Products Expected in FY 2015-2016:**

- Submit a Title VI Compliance Report covering 12 months of activity through June 30, 2015 to the Oregon Department of Transportation, to comply with Federal Highway Administration civil rights reporting requirements. (First Quarter 2014-15)
- Implement Metro's diversity action plan to promote diverse representation of citizen representatives on Metro advisory committees. (Ongoing)

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

**Entities Responsible for Activity:**

Metro – Lead Agency  
 Oregon Department of Transportation – Cooperate/Collaborate  
 TriMet – Cooperate/Collaborate  
 Local jurisdictions—Cooperate/Collaborate

**Schedule for Completing Activities:**

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

**Funding History:**

<b>Fiscal Year</b>	<b>Total Budget</b>	<b>FTE Comparison</b>
2011-12	\$62,182	0.45
2012-13	\$53,940	0.45
2013-14	\$122,644	0.50

**FY 2014-15 Costs and Funding Sources:**

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

**FY 2015-16 Costs and Funding Sources:**

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

## Creating Livable Streets Program

### Description:

Metro's "Creating Livable 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 Creating Livable Streets Program implements Regional Transportation Plan (RTP) design policies for regional transportation facilities and includes ongoing involvement in local transportation project conception, funding, and design. Metro's Regional Transportation Functional Plan (RTFP), the implementing plan of the RTP, specifies that city and county street design regulations shall allow implementation of the recommended designs. Additionally, transportation projects funded with federal Regional Flexible Funds must follow the design guidelines. This program also addresses Federal context-sensitive design solutions initiatives and MAP-21 requirements to develop mitigation strategies to address impacts of the transportation projects.

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

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

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

### Objectives:

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

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

- Ensure that local plans and design codes adequately accommodate regional design objectives through the local Transportation System Plan (TSP) review process.
- Provide leadership in the professional engineering and planning community on innovative designs and the transportation/land use connection through the handbooks.
- Develop shared strategies with partner agencies and structure the 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.
- Project activities and work products inform and support the update of plans and projects, including the *2018 Regional Transportation Plan, Regional Transit Plan, Regional Travel Options Program, Regional Freight Program, Regional Mobility Program, Metropolitan Economic Atlas & Infrastructure Investment Action Plan*, and corridor refinement plan activities.

#### Previous Work:

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

#### **Methodology:**

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



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

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

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

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

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

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

#### **Tangible Products Expected in FY 2015-16:**

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

QUARTER)

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

**Entities Responsible for Activity:**

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

Other stakeholders - Collaborate:

Cities and counties in the region  
 City/county departments of transportation, health, & environment  
 Joint Policy Advisory Committee on Transportation (JPACT)  
 Transportation Policy Alternatives Committee (TPAC)  
 Metro Policy Advisory Committee (MPAC)  
 Metro Technical Advisory Committee (MTAC)  
 South Metro Area Regional Transit (SMART)  
 Port of Portland  
 Portland Freight, Bicycle and Pedestrian Committees  
 City and county bicycle, pedestrian and transportation committees  
 The Intertwine Alliance

Federal Highway Administration (FHWA)  
 Federal Transit Administration (FTA)  
 Department of Land Conservation and Development (DLCD)  
 US Fish and Wildlife Service  
 National Marine Fisheries Services  
 Community groups and organizations involved in transportation, health, environmental stewardship and water quality, including:  
 Bicycle Transportation Alliance, Oregon Walks, Coalition for a Livable Future, National Safe Routes to School Partnership, Audubon Society, 1,000 Friends of Oregon,  
 Consultants/professionals working in fields related to the program

**Schedule for Completing Activities:**

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

**Funding History:**

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

**FY 2014-15 Costs and Funding Sources:**

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

**FY 2015-16 Costs and Funding Sources:**

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

## Public Involvement

### Description:

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

### Objectives:

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

### Previous Work:

- ensure that Metro's public involvement is effective, reaches diverse audiences and harnesses emerging best practices.
- Conducted public engagement on the draft recommendation for the Climate Smart Communities Scenarios Project as documented in the *Climate Smart Communities Scenarios Project public comment report*, December 2014.
- Conducted public engagement for the development of investment strategies for the Southwest Corridor Plan, documented in the *Southwest Corridor Plan Shape Southwest public involvement report*, January 2013.
- Conducted public engagement for Southwest Corridor Plan phase I recommendation, documented in the *Southwest Corridor Plan draft recommendation public involvement report*, July 2013.
- Conducted public engagement for the East Metro Connections Plan, summarized in the *Overview of EMCP public outreach*, June 2012.
- Conducted stakeholder outreach for final approval of regional flexible funding projects, documented in the *2016-2018 Regional Flexible Fund public comment report*, July 2013.
- Submitted an updated and Metro Council adopted *Metro Public Engagement Guide*, November 2013 (formerly the Public Involvement Policy for Transportation Planning) to Federal Highway Administration and Federal Transit Administration in compliance with 23 CFR 450.316(a) and FTA C 4702.1B.
- Conducted an online survey of public involvement through Metro's online panel, Opt In, currently made up of more than 18,000 members as part of the annual agency public involvement report as documented in the *Metro public engagement annual report*, November 2013
- Conducted public engagement for the 2014 Regional Transportation Plan, documented in the *2014 Regional Transportation Plan public comment report*, June 2014.
- Conducted public engagement for the 2014 Regional Active Transportation Plan, documented in the *2014 Regional Active Transportation Plan public comment report*, June 2014.
- Conducted public engagement for the 2015-18 Metropolitan Transportation Improvement Program, documented in *2015-18 Metropolitan Transportation Improvement Program, Appendix A: Public Comment Summary and Responses public comment report*, December 2014.
- Conducted public engagement for the purpose and need statement for the refinement phase of the Southwest Corridor Plan, as documented in the *Southwest Corridor Plan survey summary: draft purpose and need for the refinement phase*, January 2014)

### **Methodology:**

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

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

### **Tangible Products Expected in FY 2014-2015:**

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

### **Tangible Products Expected in FY 2015-2016:**

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

**Entities Responsible for Activity:**

Metro – Lead Agency

Oregon Department of Transportation – Cooperate/Collaborate

TriMet – Cooperate/Collaborate

Local jurisdictions—Cooperate/Collaborate

**Schedule for Completing Activities:**

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

**Funding History:**

NA

## Transportation System Management and Operations - Regional Mobility Program

### **Description**

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

### **Objectives**

- Coordinate Regional Mobility strategies and investments with the Regional Transportation Plan (RTP), corridor refinement plans, and local Transportation System Plans (TSP) to ensure consideration and integration of TSMO strategies as directed by the Regional Transportation Functional Plan.
- Implement the region’s Congestion Management Process (CMP) by enhancing performance data and reporting capabilities and by continuing to advance demand and system management solutions that address congested travel.
- Coordinate allocation of regional flexible funds for TSMO project priorities, as identified by the Regional TSMO Plan.
- Guide preparation of a master plan for the region’s ITS communications infrastructure.
- Update the region’s ITS Architecture Plan for consistency with the National and State ITS Architecture Plans, and with the Regional TSMO Plan.
- Continue to strengthen the Transportation Policy Alternatives Committee’s (TPAC) institutional capacity regarding TSMO by establishing an ad hoc TPAC subcommittee focused on joint demand and system management policy and funding decisions.
- Serve as a regional liaison to advance research, education and training on transportation management and operation issues relevant to the region.
- Maintain ongoing communication with counterparts at Federal Highway Administration (FHWA) and Oregon Department of Transportation (ODOT) regarding the CMP implementation as it relates to TSMO.

### **Previous Work:**

In FY 2013-14 and 14-15, the Regional Mobility Program:

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

**Methodology:**

With the intent of supporting TSMO investments and activities in the Portland metropolitan region, the Regional Mobility program encompasses three activity areas that include regional policy development and support, MTIP grant management and system performance management.

***Development and Support***

The Regional Mobility program serves as the liaison for TSMO policy development and implementation. It facilitates the sharing of best practices with and among partner agencies. The program will provide leadership on the update of the Regional Intelligent Transportation System (ITS) Architecture in order to comply with the FHWA rule that requires federally funded transportation projects to be in compliance with the National ITS Architecture. It will also lead a master planning effort for the region's ITS communications network. The program will work with the Regional Travel Options program to coordinate an ad hoc regional transportation management policy and funding subcommittee of TPAC as needed. It will continue to seek and support opportunities for research, education, and training on TSMO.

***MTIP Grant Management***

The Regional Mobility Program manages the sub-allocation of MTIP funding dedicated to TSMO. With the adoption of the 2016-18 federal allocation to TSMO, the program will take the lead on sub-allocating these funds to TSMO projects, consistent with the Regional TSMO Plan. The program will continue to 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. The Regional Mobility Corridor Atlas will be update to provide safety and system performance data for CMP performance monitoring in order to support development of the 2040 RTP, local TSPs and MTIP programming. The program will continue to enhance Portal, a regional archived data user service managed by Portland State University, to expand the generation, collection, archiving, and use of multimodal performance data in a way that will enhance the region's ability to diagnose and address congestion.

**Tangible Products Expected in FY 2015-16:**

- Manage projects funded with FY2016-2018 MTIP to advance priority projects as identified in the 2010 Regional TSMO Plan (ONGOING)
- Provide strategic and collaborative program management including coordination of activities for TransPort and regional TSMO-related forums.
- Support implementation of the Arterial Performance Measure Regional Concept of Operations (RCTO) to expand real-time, multimodal traffic surveillance and performance data collection capabilities including signal controller software enhancements. (ONGOING)
- Begin to scope project to upgrade or replace the Regional Signal System and form partnerships. (ONGOING)
- Begin scoping TSMO Plan Update by exploring prioritized topics such as equity, safety, transit signal priority and asset management. (ONGOING)
- Regional ITS Architecture Update (See UPWP narrative)
- ITS Communications Master Plan (See UPWP narrative)
- Support Congestion Management Process including the Regional Mobility Corridor Atlas Update (2014-15) (ONGOING)



**Entities Responsible for TSMO Activity:**

**Policymaking**  
Metro Council

**Cooperation, Collaboration & Grant Recipients**  
Metro (Lead Agency)

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

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

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

Counties of Clackamas, Multnomah & Washington  
Cities of Beaverton, Gresham, Hillsboro, Portland, Lake Oswego, Tigard, Wilsonville  
SW Regional Transportation Council, C-TRAN  
Washington State Department of Transportation

**Schedule for Completing Activities:**

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

**Funding History:**

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

**FY 2014-15 Costs and Funding Sources:**

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

**FY 2015-16 Costs and Funding Sources:**

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

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

### **Description:**

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

### **Objectives:**

- Implement the 2012-2017 RTO Strategic Plan. (ONGOING)
- Support regional coordination and collaboration around travel options marketing. Convene marketing working group of partners. Provide support for partner agency marketing activities. Lead development of regional marketing initiatives. Facilitate Portland-region implementation of ODOT transportation options marketing initiatives. (ONGOING)
- Administer and monitor the RTO grants program. Develop criteria that support the Regional Transportation Plan and other regional goals, focusing on achieving outcomes that improve equity, the environment, and the economy. Consider elderly, disabled, low income, minority and other underserved populations in the grant making process. Consider the impacts on public health in the grant making process. (ONGOING)
- Continued implementation of an evaluation strategy that measures the outputs and outcomes of all projects and programs supported with RTO funds, to ensure alignment with federal and regional goals related the vehicle miles traveled and air quality. (ONGOING)
- Continued implementation of the regional commuter program with a focus on new rail transit investments, multi-use trail investments and improved coordination of multi-agency efforts. (ONGOING)
- Continued administration of ridematching services to region, including participation in multi-state online ridematching system and vanpool program. (ONGOING)

### **Previous Work:**

In FY 2013-14, the Regional Travel Options Program:

- Managed 13 grant projects awarded via the 2013-15 RTO grant solicitation process totaling \$2.1 million. Grant projects are scheduled to be completed by June 30, 2015.
- Began work on the 2015-17 RTO grant solicitation process.
- Enhanced coordination between regional partners engaged in employer outreach activities. Provided technical assistance and materials to support partners work.
- Managed Drive Less Connect (DLC) for the Portland region. DLC is a multi-state ridematching system covering Idaho, Oregon and Washington
- Supported regional collaborative marketing initiatives to promote travel options and safety, including “Be Seen. Be Safe.”, “Transit Is,” “Bike Commute Challenge,” “Bike Month,” “Carefree Commuter Challenge,” and others.
- Completed a program evaluation report, covering activities during the 2011-13 timeframe. The report measures the effectiveness of program investments and provides input for future program policy and funding decisions.

**Methodology:**

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

Policies at the Federal, state and regional level emphasize system management as a cost-effective solution to expanding the transportation system. The RTO program supports system management strategies that reduce demand on the transportation system. RTO strategies relieve congestion and support movement of freight by reducing drive-alone auto trips.

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

**Tangible Products Expected in FY 2015-16:**

**Regional Travel Options:**

- Develop and update tools to support coordination of RTO partners marketing activities including a marketing plan, calendar and shared marketing materials. (ONGOING)
- Develop, reprint and distribute an updated version of the Bike There! map through area retail outlets, distribute free copies of the map to youth and programs that serve low-income and transportation underserved populations. (ONGOING)
- Manage and support Drive Less Connect ridematching database. (ONGOING)
- Monitor and report progress on programs and projects carried out by Metro, TriMet, SMART, and RTO grant recipients. (ONGOING)
- Coordinate with City of Vancouver and C-TRAN on bi-state commute programs. (ONGOING)
- Implement and manage FY 13-15 Regional Travel Options grants. (ONGOING)
- Solicit and award FY 15-17 Regional Travel Options grants. (ONGOING)

**Entities Responsible for RTO Activity:**

Metro Council – Policy making	Recipient
Joint Policy Advisory Committee on Transportation (JPACT) – Policy making	Portland Parks and Recreation – Grant Recipient Ride Connection – Grant Recipient
Transportation Policy Alternatives Committee (TPAC) – Policy making	Community Cycling Center – Grant Recipient Bicycle Transportation Alliance – Grant Recipient Gresham Area Chamber of Commerce – Grant Recipient
Oregon Transportation Research and Education Consortium (OTREC) – Cooperate/Collaborate	Drive Oregon – Grant Recipient Verde – Grant Recipient
Oregon Transportation Commission (OTC) – Cooperate/Collaborate	City of Portland – Grant Recipient
Federal Highway Administration (FHWA) – Cooperate/Collaborate	City of Wilsonville/Wilsonville SMART – Grant Recipient
Federal Transit Administration (FTA) – Cooperate/Collaborate	Home Forward – Grant Recipient
Oregon Department of Transportation (ODOT) – Cooperate/Collaborate	TriMet – Grant Recipient
Portland State University – Grant Recipient	Clackamas County – Cooperate/Collaborate, Grant Recipient
Lloyd TMA – Grant Recipient	Multnomah County – Cooperate/Collaborate
Swan Island TMA – Grant Recipient	Washington County – Cooperate/Collaborate
Westside Transportation Alliance TMA – Grant	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:**

<b>Fiscal Year</b>	<b>Total Budget</b>	<b>FTE Comparison</b>
2011-12	\$2,041,526	6.2
2012-13	\$1,791,267	6.46
2013-14	\$2,040,294	5.66

**FY 2014-15 Costs and Funding Sources:**

<b>Requirements:</b>		<b>Resources:</b>	
Personal Services	\$ 577,425	FTA, RTO STP	\$ 2,161,096
Interfund Transfers	\$ 201,657	Metro	\$ 125,165
Materials and Services	\$ 1,507,179		
	<b>TOTAL \$ 2,286,261</b>		<b>TOTAL \$ 2,286,261</b>
<b>Full-Time Equivalent Staffing</b>			
Regular Full-Time FTE	5.35		
	<b>TOTAL 5.35</b>		

**FY 2015-16 Costs and Funding Sources:**

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

## Regional Freight Program

### **Description:**

The safe and efficient movement of freight is critical to the region's continued economic health. The Regional Freight Program manages updates to, and implementation of, multimodal freight elements in the Regional Transportation Plan (RTP) and provides guidance to affected municipalities in the accommodation of freight movement on the regional transportation system. The program supports coordination with local, regional, state, and federal plans to ensure consistency in approach to freight-related needs and issues across the region. It ensures that prioritized freight requests are competitively considered within federal, state, and regional funding programs. Ongoing freight data collection, analysis, education, and stakeholder coordination are also key elements of Metro's freight planning program.

### **Objectives:**

#### *Policy*

- Engage with the Oregon Transportation Plan, Regional Transportation Plan (RTP), corridor refinement plans, and local Transportation System Plans (TSP) to ensure consideration and integration of freight policies and strategies as directed by the Regional Transportation Functional Plan.
- Work with state, regional and local agencies and private interests to implement the Regional Freight Plan, including the programs identified in Chapter 10 of the Plan, as well as advancement of key multimodal freight investment priorities, securing appropriate private matching funds, and ensuring regional investments are competitively considered under state freight funding programs.
- Participate in ODOT's National Highway System review as part of the Federal Aid Urban Boundary and Functional Classification update.
- Track industrial land use planning efforts to ensure that current and future freight movement needs are addressed.
- Continue to work with Oregon Freight Advisory Committee to identify statewide freight project needs and seek support for funding of priorities.
- Participate in the Portland Freight Committee and the implementation of the Portland Freight Master Plan, meeting MAP-21 provisions for coordination of freight movement.
- Maintain a Regional Freight Program outreach component including web page, presentations, and informational materials.

#### *Projects*

- Support and collaborate on enhancements to freight analysis tools including the update of the Commodity Flow Forecast, Metro's truck module of the travel forecast model, Metro's Behavior Based Freight Model, and the Portland Oregon Regional Transportation Archive Listing (PORTAL).
- Collaborate with the Port of Portland and other stakeholders, to support the region's export initiative and leverage it into a broader economic development initiative that maximizes returns in the region. Consider export strategies as a key driver for investments affecting the regional freight network, seek available funding and coordinate relevant initiatives or analysis.
- Track regional projects with significant implications for freight movement such as the I-5 Columbia Crossing.

### **Previous Work:**

In FY 2013-15, major freight program tasks completed include:

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

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

**Methodology:**

The regional freight program is part of Metro’s MPO function, and the Regional Freight Plan was adopted in June 2010 as part of the Regional Transportation Plan. The focus of the work program for FY 2015-16 will continue to be on coordination with freight stakeholders, local jurisdictions and partners; and enhancing data collection and analysis tools. Specific major activities will include collaborating with the Port of Portland on the Greater Portland Export Initiative project, with an emphasis on producing an atlas that depicts the characteristics of the region’s export economy. We will also continue to seek additional funding and partnership opportunities which will allow us to further implement the regional freight plan and stimulate jobs and economic activity.

**Tangible Products Expected in FY 2015-16:**

- Complete Greater Portland Export Atlas (2015)
- Update Freight Element of 2018 RTP (2016)
- Collaborate with Port of Portland and other business entities on expanded export and related industrial economic development activities. (ON-GOING)
- Continue to participate in monthly Portland Freight Committee and other local projects (ON-GOING)
- Participate in quarterly State Oregon Freight Advisory Committee. (ON-GOING).
- Participate in Regional Over-Dimensional Truck Route Study project management, review all work tasks and deliverables identified in scope of work, and participate in all stakeholder activities. (2015-16)

**Entity/ies Responsible for Activity:**

- Metro Council (Lead Agency)
- Joint Policy Advisory Committee on Transportation (JPACT)
- Transportation Policy Alternatives Committee (TPAC)
- Regional Freight Technical Advisory Committee (ongoing staff-level coordination on freight issues)
- Cities and counties within the region including Clark County, Washington
- Federal Highway Administration (FHWA)
- Oregon Department of Transportation (ODOT)
- Washington State Department of Transportation (WSDOT) (for certain coordination)
- Ports of Portland and Vancouver
- Businesses, including freight shippers and carriers, distribution companies, manufacturers, retailers and commercial firms
- Oregon Trucking Association and other business associations including the Westside Economic Alliance, East Metro Economic Alliance, the Columbia Corridor Association, and the Portland Business Alliance
- Metro area residents and neighborhood associations

**Schedule for Completing Activities:**

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

Funding History:

<b>Fiscal Year</b>	<b>Total Budget</b>	<b>FTE Comparison</b>
2011-12	\$146,142	0.795
2012-13	229,341	1.32
2013-14	\$91,385	.51

**FY 2014-15 Costs and Funding Sources:**

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

**FY 2015-16 Costs and Funding Sources:**

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



## II. RESEARCH AND MODELING

### GIS Mapping and Land Information

#### Description:

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

- **Data Development:** Maintains a collection of more than 100 land-related geographic datasets (Regional Land Information System - RLIS), which are the foundation for providing services to the DRC's array of clients. Primary data are collected for land use and transportation planning, parks and natural areas planning and management, solid waste management, performance measures, and the transport and land use models.
- **Client Services:** Technical assistance and Geographic Information System (GIS) products and services to internal Metro programs, local jurisdictions, TriMet, the Oregon Department of Transportation (ODOT), and external customers (private-sector businesses and the public). The DRC provides services and products to local government partners and RLIS subscribers.
- **Performance measures:** Geographic databases are maintained and statistics provided for monitoring the performance of Metro's policies and growth management programs.
- **Transportation System Monitoring:** An inventory of transportation-related data is maintained and updated to benchmark characteristics of the transportation system. The work elements consist of the compilation of regional data, the review and interpretation of regional and national reports, and the processing of data requests.

#### Objectives:

Provide:

- GIS-derived land information and transportation data to support Metro's modeling needs
- Up-to-date land information for traditional mapping and display
- Spatial analysis and decision support for Metro programs and regional partners
- Efficient data development processes that are coordinated with local jurisdictions, state agencies, and other partners

#### Previous Work:

- Provided custom mapping and analysis to Metro Planning and Development
- Provided custom mapping and analysis to Metro Sustainability Center
- Maintained RLIS datasets, providing quarterly updates to subscribers
- Managed contract to acquire regional orthophotography and LiDAR
- Made historical collection of regional aerial photos available via web service
- Purchased and mapped building permit records
- Developed and analyzed regional demographic data
- Mapped regional employment sites
- Completed regional bicycle network data refinement project
- Completed regional sidewalk data refinement project
- Coordinated collection of auto and truck count data useful to Metro Planning Department programs (e.g., count data from the regional jurisdictions) and entered the data in a database
- Compiled Highway Performance Monitoring System (HPMS) vehicle classification counts, and Automatic Traffic Recorder (ATR) counts from the Oregon Department of Transportation (ODOT)
- Established a web site that summarizes Daily VMT and Daily VMT per capita, transit, and population data for the Portland Federal-Aid Urban Area as well as the Metropolitan Statistical Area
- Compiled TriMet patronage and new fare structure information
- Collected parking cost information for key areas within the Portland Central Business District (CBD) and the Lloyd Area

- Researched gasoline prices per gallon for the Portland Area, Oregon, the West Coast, and the U.S., and prices per barrel of oil nationally
- Reviewed and commented on key documents that pertain to comparisons of national system performance (e.g., Texas Transportation Institute – Urban Mobility Report, FHWA – Federal Highway Statistics, FHWA – HPMS Summary Report – National Transit Database) Provided information to those seeking system performance data (e.g., traffic counts, Daily VMT per capita, transit ridership comparisons of top 50 reporting agencies in U.S. – including Portland)
- Assembled transportation system performance data for inclusion into the next Metro Performance Measures document

### **Methodology:**

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

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

### **Tangible Products Expected in fiscal years 2015-16:**

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

- Collect and compile regional system monitoring data (VMT, transit patronage, auto driving and operating costs, parking costs, gasoline costs per gallon, and oil per barrel) (ONGOING)
- Respond to transportation monitoring data requests (e.g., traffic counts, daily Vehicle Miles of Travel (VMT) per capita) (ONGOING)
- Enhance existing Metro System Monitoring data reporting resources (ONGOING)

**Entities Responsible for Activity:**

- Metro planners and analysts
- Local governments
- Businesses
- Citizens

**Schedule for Completing Activities:**

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

**Funding History:**

<b>Fiscal Year</b>	<b>Total Budget</b>	<b>FTE Comparison</b>
2011-12	\$1,600,932	9.74
2012-13	\$1,530,797	8.91
2013-14	\$1,812,176	9.48

**FY 2014-15 Costs and Funding Sources:**

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

**FY 2015-16 Costs and Funding Sources:**

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

## Economic, Demographic and Land Use Forecasting

### Description:

The economic, demographic and land use forecasting (ELUF) section is a research arm within Metro's Research Center. Our primary mission is to provide historical and forecast estimates of economic, population and land use information to Metro's transportation planners and land use planners. We provide historic estimates as benchmark information to help calibrate the travel demand model and provide performance metrics to help planners understand current conditions. We also provide forecast estimates for various geographies ranging from regional all the way down to transportation analysis zones (TAZ) to help regional planner's project future economic, land use and or transportation conditions. Because some investments in transportation or land use projects have a very long lead time before they materialize, we provide economic and demographic projections that range from 20 to 50 years out into the future. These projections are used by transportation planners to study corridor transportation needs, formulate regional transportation plans, and analyze economic impacts of climate change assumptions and to develop land use planning alternatives, which include performance-based growth management and urban / rural reserves studies.

Long-range projections are subject to change, so we provide regular updates and forecast revisions of our long-range economic and demographic projections in order to incorporate the latest changes in demographic, economic and real estate development assumptions and trends. We regularly update with new information about existing conditions; but, because we recognize that futures forecasts can be very uncertain, we also generate "risk-ranges" that attempt to quantify the uncertainty in our baseline growth projections. Risk analysis entails generating alternative growth scenarios and evaluating their economic, demographic and land use impacts and reporting these findings.

### Objectives:

- Provide socio-economic information and research services to transportation projects as requested by transportation planners for corridor and transit projects.
- Provide socio-economic information and research services as needed to support long-range planning and community development projects including performance-based growth management, UGB management decisions, and urban / rural reserves planning.
- Deploy the MetroScope land use simulation model and the regional macro-econometric model for forecasting and impact analysis as needed for growth management scenarios and transportation scenarios.
- Provide sound employment and population growth projections and statistical analysis to Metro policy makers regarding management of Metro's UGB which include performance-based growth management and periodic review of the Metro UGB capacity.
- Maintain an inventory of socioeconomic and land-related economic, demographic and geographic datasets associated with the operation of MetroScope.

MetroScope – a real estate forecast and land use allocation model – is the foundation for providing services to a wide array of clients, including local governments, business, and the public. Data is collected for regional economic forecasting purposes (including national and regional measures), transportation planning, solid waste management forecasting, performance measures, and the MetroScope land use simulation model.

- Update and maintain the regional econometric population and employment forecast model and the land-use simulation model.
- Provide forecasts of population and employment. This model is an econometric representation of the regional economy and is used for mid-range (5-10 years) and long-range (10-50 years) forecasts.
- Using the regional econometric model and monte-carlo simulation software, derive alternative growth scenarios to estimate
- Uncertainty in the regional forecast; additionally, using MetroScope, alternative land use simulation scenarios are derived to estimate alternative land-use futures.
- Forecast and Land Use Peer Review: Stakeholder reviews of the regional forecast and land use allocation projections are

- Offer services to local and regional clients, including public and private interests.
- Maintain databases and provide statistics for monitoring the performance of Metro’s UGB and economy, included in the scope of responsibilities to ensure reasonableness and validity of the forecast and growth allocations.
- On a fee-for-service basis, provide population and economic forecasting policies and growth management programs. Some measures are required under State law, others under Metro Code and defined by program monitoring requirements.

**Previous Work:**

In 2007-08, a consultant was brought in to assist staff in developing a more streamlined version of our land use allocation and forecasting model – MetroScope. The consultant assisted Metro in developing a code-connected version of MetroScope that embedded a simplified version of Metro’s travel demand model. Included with the embedded travel demand model was a working network assignment that utilizes VISUM. This effort significantly reduced operational runtime and automated a series of steps that formerly required manual manipulations of file inputs. This work was successfully completed by the consultant with significant contributions by Metro staff as well.

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

In 2010, MetroScope was employed to analyze the potential socio-economic impacts of the Columbia River Crossing, impact of Urban/Rural reserves, and Regional Investments. MetroScope was used to evaluate a “no build” and several build alternatives to estimate the impact of induced growth of employment and housing in and around the project area. As part of Metro’s periodic review of its Urban Growth Boundary, we utilized MetroScope to study the land use impacts of various urban/rural reserve alternatives and researched the economic and land use impact of regional investments.

In 2011-12, Metro staff completed a two-year effort to deliver a coordinated population and employment growth forecast for cities and counties in the Metro area. This forecast was prepared at the TAZ level and adopted at the close of 2012 by Metro Council and acknowledged by the State. This work was completed with close collaboration with local municipal planning partners. Completion of this work satisfies state forecast and growth distribution mandates. The current TAZ forecast distribution will be used in updating the 2014 RTP.

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

**Methodology:**

The section is responsible for preparing regional economic and demographic growth projections and a growth allocation of the regional forecast to smaller subarea components (such as county-level, sub-county regions, census tracts, and traffic analysis zones). Two large-scale econometric models, namely MetroScope – an integrated land use and transportation forecasting model and a second model – the Metro area regional macroeconomic model, which forecasts region-wide growth in employment (by NAICS), regional income components, and population / households (by age cohorts) are maintained and kept up to date in order to ensure credible growth projections.

The regional macro-model produces regional control TOTALs for population and employment factors. These

factors are run through MetroScope to produce growth allocations that are consistent with existing land use assumptions or a given set of scenario assumptions. MetroScope employs an *embedded* travel demand model. Travel assumptions are made consistent with Metro's main large-scale transportation model assumptions by adopting the same transportation networks, same mode split characteristics and auto-occupancy results from previous travel model projections. Because the travel demand model is embedded within MetroScope, subtle changes in land use assumptions that then impact future land use growth allocations provide a feedback loop with the transportation model which in turn provide feedback in terms of travel times that effect the efficiency of land use allocations (i.e., where population, households and employment will locate in the future).

When more detailed transportation statistics are required for analyzing project performance criteria, MetroScope – instead of utilizing its embedded transportation model – will operate in tandem with the more detailed standalone transportation model run by Metro's travel forecasting section. The main difference between the embedded transportation model and the detailed transportation model is within the mode split calculations. The embedded transportation model utilized previous pre-determined mode split shares while the detailed traditional transport model operates with its mode splits calculated.) Stakeholders, including Metro, state and local government planners, outside experts and consultants, business analysts, demographers and economic forecasters, are called upon to review and comment on the accuracy of the Metro regional forecast and growth allocations. A formal "council of economic advisors" is tasked with reviewing the accuracy of assumptions and reasonableness of the regional forecast.

#### **Schedule for Completing Activities:**

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

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

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

Next steps in 2015 (and beyond):

- Reset the MetroScope model for a 2015 base year (previously 2010 was the base year).
- Carry out research tasks that will both inform the next urban growth report and help make model improvements that address the potential accuracy future land use distributions (incorporate what we learn from the SP survey)
- Gain acceptance of a point in the regional forecast – clearing the way for the TAZ forecast to assume a projected amount of population and employment growth for transportation and land use planning

- Adopt a new growth management plan and incorporate its policy and political ramifications into the next TAZ forecast allocation
- Gear up (update technical specifications) for the next TAZ forecast allocation using MetroScope
- MetroScope Version 5 Model Refinements – anticipated work items beyond 2015: Incorporate wage rate functionality between the residential and non-residential modules of MetroScope to link wage rates offered by businesses to its employees and household location choice in context of household budgets. (MetroScope Version 3 does not include income constraints, the factors that influence household location choice relative to employment location and type will be theoretically strengthened and thereby produce more accurate household and employment location forecasts).

**Tangible Products Expected in FY 2015-16:**

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

**Entities Responsible for Activity:**

- Metro – Lead Agency
- Oregon Office of Economic Analysis and Portland State Population Research Center – Population (and economic) coordination per State regulations
- Local Governments – coordination per State regulations
- Stakeholders (non-governments) – collaboration and consensus building

**Schedule for Completing Activities:**

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

**Funding History:**

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

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



**FY 2014-15 Costs and Funding Sources:**

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

**FY 2015-16 Costs and Funding Sources:**

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

## Model Development Program

### **Description:**

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

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

### **Objectives:**

The Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and Environmental Protection Agency (EPA) require that project modeling be carried out using techniques and modeling tools that meet certain guidelines. Failure to meet the guidelines may result in project analysis conclusions that do not meet Federal approval.

Thus, the primary objective for this program is to ***ensure the compliance of the modeling tools and techniques***. This is achieved in the work elements found in the Survey and Research, New Model, Model Maintenance, and Statewide and National Professional Involvement categories

### **Previous Work:**

#### Survey and Research

- **2011 Travel Behavior Survey:** Per special requests, data summaries and tabulations were prepared from the survey data to address various research questions. In addition, tabulations were prepared that will be useful in validating the new dynamic activity model. These summaries express travel characteristics in terms of complete trip tours – not just individual legs.

#### New Models

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

## Model Maintenance

- Modeling Network Attributes: Metro reviewed and updated, as necessary, the modeling network assumptions (e.g., uncongested speeds, vehicle throughput capacities, transit line itineraries).
- Travel Demand Model Input Data: The model input data was modified as warranted. Such things as intersection densities, household and employment accessibility, and parking cost assumptions were adjusted.
- Travel Demand Model Computer Code: Model application code was modified to address specific needs (e.g., model application GUI, isolation of BRT transit skims in mode choice).

## Statewide and National Professional Development

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

## **Methodology:**

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

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

The program details follow:

## Survey and Research

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

## New Models

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

#### Model Maintenance

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

#### Statewide and National Professional Development

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

#### **Tangible Products Expected in FY 2015-2016:**

##### ***FY2015-2016***

##### Survey and Research

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

##### New Models

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

##### Model Maintenance

- Modeling Master Network: Computer databases that contain the networks. (quarter 3)
- Modeling Network Attributes: Modified networks. (quarter 3).
- Travel Demand Model Input Data: Modified model input data. (As warranted).
- Travel Demand Model Computer Code: Modified model application code. (As warranted)

##### Statewide and National Professional Development

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

#### **Entities Responsible for Activity:**

##### Survey and Research

Metro- Product Owner/Lead Agency

##### New Models

Metro – Product Owner/Lead Agency

- Pedestrian model work in collaboration with PSU
- Truck model work in collaboration with the Port of Portland and ODOT
- Emission modeling in collaboration with the DEQ

##### Model Maintenance

Metro – Product Owner/Lead Agency  
 Statewide and National Professional Development  
 Metro in collaboration with other professionals

**Schedule for Completing Activities:**

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

**Funding History:**

The travel demand model must be kept current and robust to remain a viable tool for analyzing future travel condition. The confidence level of the model must be such that it can ensure the provision of sound information for policy and investment decisions. Thus, the Model Development program is funded each year to meet that need. Key areas within the program include the collection and analysis of data (Survey and Research), the development of new modeling tools (New Models), the maintenance of the model input data (Model Maintenance), and the staff participation on local and national research and model implementation committees (Statewide and Professional Involvement).

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

**FY 2014-15 Costs and Funding Sources:**

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

**FY 2015-16 Costs and Funding Sources:**

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

## Behavior-Based Freight Model

### **Description:**

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

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

### **Objectives:**

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

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

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

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

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

### **Previous Work:**

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

**Methodology:**

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

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

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

The consultants will be required to:

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



**Tangible Products Expected in FY 2014-15:**

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

**Tangible Products Expected in FY 2015-16:**

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

**Entity Responsible for Activity:**

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

**Schedule for Completing Activities:**

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

**FY 2014-15 Costs and Funding Sources:**

<b>Requirements:</b>		<b>Resources:</b>	
Materials & Services	\$ 350,000	SHRP2 C20 IAP	\$ 350,000
	<b>TOTAL \$</b>		<b>TOTAL \$</b>
	<b>TBD</b>		<b>TBD</b>
<b>Full-Time Equivalent Staffing</b>			
Regular Full-Time FTE			
	<b>TOTAL</b>		<b>TBD</b>

## Technical Assistance Program

### **Description:**

The purpose of the Technical Assistance program is to provide transportation data and modeling services for projects that are of interest to local entities. Clients of this program include regional cities and counties, TriMet, the Oregon Department of Transportation (ODOT), the Port of Portland, private sector businesses, and the general public. In addition, client agencies can use funds from this program to purchase and maintain copies of the transportation modeling software used by Metro. A budget allocation defines the amount of funds that is available to each regional jurisdiction for these services.

### **Objectives:**

US Department of Transportation (USDOT) protocols require the preparation of future year travel forecasts to analyze project alternatives. Similarly, modeling is required by the Environmental Protection Agency (EPA) in project analysis to quantify emissions in air quality analysis.

Thus, the primary objective of this program is to ***provide travel modeling tools and services to clients for local project needs.***

### **Previous Work:**

- Provided data and modeling services to regional jurisdictions and agencies (e.g., provided survey data tabulations to jurisdictions; provided modeling support to TriMet, Washington County, and the City of Portland).
- Provided data and modeling services to private consultants and other non-governmental clients (e.g., modeling support services to Lane Council of Governments).
- Purchased and maintained modeling software for seven governmental agencies (ODOT Region 1, City of Portland, City of Gresham, City of Hillsboro, Clackamas County, Multnomah County, and Washington County).

### **Methodology:**

Provide Transportation Data and Modeling Services

- Data and modeling services are provided to jurisdictions, regional agencies, and the private sector demand.

Modeling Software

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

### **Tangible Products Expected in FY 2015-16:**

- Data and modeling services to jurisdictions and regional agencies (Upon request)
- Data and modeling services to private consultants and other non-governmental clients. (Upon request)
- Funds to the local governmental agencies to purchase and pay maintenance on transportation modeling software. (Upon request)

### **Entities Responsible for Activity:**

Metro – in collaboration with clients

**Schedule for Completing Activities:**

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

**Funding History:**

<b>Fiscal Year</b>	<b>Total Budget</b>	<b>FTE Comparison</b>
2012-13	\$172,786	0.979
2013-14	\$318,317	1.39

**FY 2014-15 Costs and Funding Sources:**

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

**FY 2015-16 Costs and Funding Sources:**

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

### III. MPO ADMINISTRATIVE SERVICES

#### Management and Coordination Grant – Grants Management

**Description:**

Grants Management and MPO Coordination provides overall ongoing department management and administration and includes Metro’s Metropolitan Planning Organization (MPO) role. Overall department administration includes:

- preparation and administration of the Unified Planning Work Program (UPWP),
- procurement,
- contract administration,
- grants administration,
- internal and external reporting,
- human resource management,
- quadrennial review and annual self-certification of meeting MPO requirements,
- certifications and assurances filing to demonstrate capacity to fulfill MPO requirements,
- public participation in support of MPO activities,
- air quality modeling support for MPO programs, and
- staffing and services to meet required needs of the various standing MPO advisory committees, including:
  - Metro Council
  - Joint Policy Advisory Committee on Transportation (JPACT)
  - Metropolitan Policy Advisory Committee (MPAC)
  - Transportation Policy Alternatives Committee (TPAC)
  - Metro Technical Advisory Committee (MTAC)
  - Regional Freight Committee
  - TRANSPORT Subcommittee of TPAC
  - Ad-hoc working groups

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

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

Metro belongs to the Oregon MPO Consortium (OMPOC), a coordinating body made up of representatives of all eight Oregon MPO boards. OMPOC was founded in 2005 to build on common MPO experiences and to advance the practice of metropolitan transportation planning in Oregon. OMPOC meets three times each year and operates under its own bylaws. Metro also participates in the quarterly MPO & Transit District coordination meetings convened by ODOT, and attended by all eight MPOs, several transit districts, ODOT, FHWA and other state and federal agencies, as needed.

**Objectives:**

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

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

#### **Previous Work:**

Work completed in the 2014-15 fiscal year included:

- Adoption of the revised 2013-15 UPWP.
- Completion of quarterly and year-end planning progress reports submitted to FTA and FHWA via ODOT.
- Coordination with the 2014-15 Metro budget.
- Completion of the 2012 Quadrennial Review.
- Completion of the 2014 annual self-certification.
- Organization of twelve JPACT, twelve TPAC meetings, and regional freight committee meetings, as well as coordination of agenda items on Metro Council, MPAC, MTAC meetings as needed.
- Execution of planning related contracts, procurements and grants.
- Provision of MPO staff support.

#### **Tangible Products Expected in FY 2015-16:**

- Update to the federally mandated Metropolitan Planning Area (MPA) boundary.
- Update of the MPO Public Participation Plan.
- Full implementation of the MOVES mobile emissions model.
- Adoption of the 2015-16 UPWP.
- Completion of quarterly and year-end planning progress reports submitted to FTA and FHWA via ODOT.
- Coordination with the 2015-16 Metro budget.
- Completion of the 2015 annual self-certification.
- Organization of twelve JPACT, twelve TPAC meetings, and regional freight committee meetings, as well as coordination of agenda items on Metro Council, MPAC, MTAC meetings as needed.
- Execution of planning related contracts, procurements and grants.
- Provision of MPO staff support.

#### **Entities Responsible for Activity:**

- Metro – Product Owner/Lead Agency
- Oregon Department of Transportation – Cooperate/Collaborate
- TriMet – Cooperate/Collaborate
- South Metro Area Regional Transit – Cooperate/Collaborate

#### **Other Stakeholders:**

- Federal Highway Administration (FHWA)
- Federal Transit Administration (FTA)
- Joint Policy Advisory Committee on Transportation (JPACT)
- Transportation Policy Alternatives Committee (TPAC)
- Oregon Transportation Commission (OTC)
- Oregon Department of Environmental Quality (DEQ)
- US Environmental Protection Agency (EPA)
- Oregon MPO Consortium (OMPOC)

**Schedule for Completing Activities:**

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

**Funding History:**

**Fiscal Year    Total Budget    FTE Comparison**

2013-14      \$1,644,305      8.44

**FY 2014-15 Costs and Funding Sources:**

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

**FY 2015-16 Costs and Funding Sources:**

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

## IV. METRO CORRIDOR PLANNING AND PROJECTS OF REGIONAL SIGNIFICANCE

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

#### **Description:**

The purpose of the Portland to Lake Oswego Trail Plan is to determine the feasibility of the trail and select a multi-use trail alignment(s) connecting Tryon Creek State Natural Area/Tryon Creek mouth at Willamette River in Lake Oswego / Clackamas Co. to Powers Marine Park in Portland, which is just south of the Sellwood Bridge. In many sections, the trail will be parallel to the proposed streetcar alignment and in some sections it will veer away from the streetcar ROW. A task in the plan will be to determine how the trail gets through or around Elk Rock. The feasibility of a second tunnel exclusively for the trail may be studied, as well as on-street connections.

As of January 2012, the Locally Preferred Alternative (LPA) process has determined that the streetcar project will not proceed in Lake Oswego. The streetcar project is “suspended” in Portland. We are not sure if the project will be revived into a Portland only project or be put on the drawing board. A trail only via rail-banking the corridor is a possibility. If “Rail-Banking” is a feasible option, the trail master plan could still proceed. Metro planning staff and the Office of Metro Attorney are continuing to research if and how the trail project can move forward. The Metro Council and its local partners will have to determine if the trail plan is feasible, based on the commendations of its staff and legal counsel. Project planning work will not commence until this determination. All of the following is tentative and is on hold until the project can move forward.

#### **Objectives:**

- Identify, analyze and recommend the most appropriate trail alignment through or around Elk Rock.
- Identify, analyze and recommend the most appropriate trail alignment between Powers Marine Park and Riverwood Road.
- Identify trail routes to connect to Tryon Creek State Natural Area and along Tryon Creek to the Willamette River, as well as a future trail bridge over Tryon Creek to Foothills Park and Trail.
- Identify a public agency or consortium of public agencies to own and maintain the trail improvements.
- Develop a recommended financial strategy, and potential timing of P.E. and construction of the trail.
- Identify a public agency (or agencies) to take the lead on these tasks.
- Define constructability issues with preferred alignments.
- Produce design documents identifying the trail alignment, in sufficient detail to satisfy the needs of jurisdictional partners.
- Complete final technical memo

#### **Previous Work:**

The Regional Trails master plan and the RTP have incorporated this trail segment into their plans. This project is identified in the Transportation System Plan of the Cities Lake Oswego and Portland and the Regional Transportation Plan (RTP). From 2005-2007 an Alternatives Analysis study of transit options in the corridor included an examination of trail alignments. In 2007, the Lake Oswego to Portland Transit Steering Committee adopted a Locally Preferred Alternative that directed the project to provide further refinement on the trail concept for the corridor. In 2009, Metro convened a trail refinement process with local partners. The culmination of this work was a report that provides general strategy to develop a trail from Lake Oswego to Portland’s South Waterfront District.

**Methodology:**

This will be refined when the project scope is finalized. The Master Plan may include the following.

- Planning background report summarizing planning activities, project need statement and project solution statement.
- Base map, profiles, typical sections and narrative describing field location data.
- Reconnaissance level report of flow and drainage conditions, regulatory requirements to be addressed, and preliminary drainage and water quality options.
- Report describing anticipated structure and foundation needs.
- Description of future maintenance needs and the responsible agencies
- Cost estimates for future project phases (final design/engineering, right-of-way (ROW), construction).
- Map of properties in the project area; ROW report including title information
- Summary of coordination with regulatory agencies (Oregon Division of State Lands, National Marine Fisheries, etc.) and identification of permit processes needed to complete project.
- Summary of coordination with railroad operator and issues to be addressed in final design and engineering.
- Environmental Baseline Report to address federal environmental requirements.
- Cost estimates for final design, preliminary engineering, and construction
- Initial draft of ODOT Prospectus Part 3 narrative and checklist.

**Tangible Products Expected 2013-15:**

- To be determined upon completion of the scope, schedule and budget. Potential deliverables include:
- a final report documenting existing conditions, the preferred alignment, a concept design for trail alignment design and location, public agency or consortium of agencies to lead the P.E., construction and ownership/maintenance of the trail.
- Cost estimates for design and construction, as an appendix to the final report
- The area of study is from Fielding Rd. in Lake Oswego north to Willamette Park in Portland with an emphasis on Powers Marine Park which is located just south of the Sellwood Bridge.

**Entity/ies Responsible for Activity:**

- Metro – Lead Agency
- Clackamas County – Cooperate / Collaborate
- City of Lake Oswego – Cooperate / Collaborate
- City of Portland – Cooperate/Collaborate

**Funding History:**

<b>Fiscal Year</b>	<b>Total Budget</b>	<b>FTE Comparison</b>
2011-12	\$110,450	NA
2012-13	\$110,450	NA
2013-14	\$110,450	NA



**FY 2014-15 Costs and Funding Sources:**

<b>Requirements:</b>		<b>Resources:</b>	
Personal Services			
Interfund Transfers			
Materials & Services			
	<b>TOTAL \$</b>	<b>110,450</b>	<b>TOTAL \$ 110,450</b>
<b>Full-Time Equivalent Staffing</b>			
Regular Full-Time FTE		NA	
	<b>TOTAL</b>	<b>NA</b>	

**FY 2015-16 Costs and Funding Sources:**

<b>Requirements:</b>		<b>Resources:</b>	
Personal Services			
Interfund Transfers			
Materials & Services			
	<b>TOTAL \$</b>	<b>110,450</b>	<b>TOTAL \$ 110,450</b>
<b>Full-Time Equivalent Staffing</b>			
Regular Full-Time FTE		NA	
	<b>TOTAL</b>	<b>NA</b>	

## **Powell/Division Transit Corridor Plan**

### **Description:**

The Powell/Division Corridor Transit Implementation Plan will coordinate land use and transportation planning efforts to develop an investment strategy that defines a transit project for a Small Starts application, develops supportive land use actions and identifies and prioritizes related projects to stimulate community and economic development. The transit project would connect several low income areas, with major education and workforce training sites including Portland State University, Oregon Health & Science University, Portland Community College and Mount Hood Community College as well as Portland and Gresham job centers. This corridor extends from Central City Portland east to Gresham in the vicinity of Powell Boulevard and Division Street.

The transit corridor plan will inform and help define the transit route, stop locations and connections and identify land use actions and investments to support livable communities. Outcomes of these efforts will be implemented by local jurisdictions. A transit alternatives assessment will further define the mode, route, service, transit and associated pedestrian, bicycle and roadway improvements needed to provide high quality and high capacity transit service in this corridor. The alternative assessment process is expected to identify a project for an application for Small Starts funding and the initiation of environmental approvals under the National Environmental Policy Act (NEPA).

### **Objectives:**

- Develop transit solution that efficiently serves high demand corridor in the near term while recognizing the limited local capital and operational funding for near term implementation.
- Develop a Powell/Division Corridor community investment strategy that identifies and prioritizes needed projects to serve locally desired land uses and stimulate community and economic development centered on a transit line.
- Establish agreements on local, regional and state actions to support implementation of the community investment strategy.
- Develop multi-modal solutions that distribute both benefits and burdens of growth, support active lifestyles and enhance the natural environment.
- Actively engage public in developing the criteria to prioritize transportation investments and land use changes
- Conduct transit alternatives assessment to determine the best mode, alignment, associated service changes and capital improvements of a high capacity bus route.
- Initiate environmental approvals under the National Environmental Policy Act (NEPA).
- Incorporate refined transportation planning into RTP.

### **Previous Work:**

#### **Multi-modal Corridor Refinement**

The 2000 Regional Transportation Plan (RTP) identified a significant transportation need in 18 corridors but specified that additional work was needed before a specific project could be implemented. In FY 2000-01, the Corridor Initiatives Program prioritized completion of the corridor plans and refinements. Per that recommendation, Metro initiated and led corridor studies including the Powell/Foster corridor. The phase I Powell/Foster plan was completed and the findings were adopted by JPACT and the Metro Council in FY 2003/04.

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

As part of the regional Transportation Plan update, in 2009, Metro worked with technical committees and local jurisdictions to identify and prioritize remaining corridor needs. Five corridors were found to need refinements and a phased approach was established to accomplish all remaining refinement plans by 2020. Mobility Corridor #15 (East Multnomah County connecting I-84 and US 26) and Mobility Corridors #2 and # 20 (in the vicinity of I-5/Barbur Blvd, from Portland Central City southward to approximately the “Tigard Triangle”) were designated as the next priorities based on technical factors, as well as local urgency and readiness.

The East Metro Connections and Southwest Corridor Plans commenced shortly thereafter and will be completed in June and December 2012 respectively. The East Metro Connections Plan includes a study of bus service issues, including bus rapid transit (BRT) route from central Portland to Mount Hood Community College within the Powell / Division corridor.

### **High Capacity Transit Corridors**

In July 2009, the Metro Council adopted the Regional High Capacity Transit (HCT) System Plan. The HCT plan identifies and prioritizes corridors for implementation based on a set of evaluation criteria consistent with the goals of the RTP and the region’s 2040 growth concept. The HCT plan was adopted by the region as part of the Regional Transportation Plan in June 2010. In July 2011, the Joint Policy Advisory Committee on Transportation (JPACT) and Metro Council adopted the High Capacity Transit System Plan Expansion Policy guidelines to further describe the process for moving projects forward.

Both the HCT plan and the system expansion policy identify Portland Central City to Gresham in the vicinity of Powell Corridor as a Near-Term regional priority corridor. The rigorous HCT process included the application of 25 evaluation criteria approved by the Metro Council and Joint Policy Advisory Committee on Transportation. System Expansion policy targets were applied to both the SW and Powell corridors. While on many measures such as transit supportive land use and community support, regional network connectivity and integrated transportation system development, the corridors scored equally, Powell measured higher in Housing and Transportation Affordability Benefit and Region 2040 Connections. The SW corridor scored higher on TOTAL corridor ridership and funding potential.

The SW corridor is currently in an AA process. Given the strong land use, community support, current ridership, and housing needs, the Powell corridor is appropriate for a corridor plan this time. This plan should consider current limits in regional and corridor financial capacity, partnership opportunities, and future growth potential to determine the right range of short and long term transportation solutions.

### **East Metro Connections Plan**

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

### **Methodology:**

This project will build on previous work including the Powell/Foster study (Metro, 2004), the Outer Powell Boulevard Conceptual Design Plan (City of Portland, 2011) and the East Metro Connections Plans work. In 2013-14 the project partners will work collaboratively to develop the land use and transportation scope(s) and budget(s).

The project scope will be to improve the land use and transportation conditions and mobility in the Powell/Division Corridor to support vibrant communities with transportation that helps to sustain economic prosperity, healthy ecosystems, and community assets; minimizes contributions to global warming; and enhances quality of life. This work program will start with locally identified land use plans and priorities and economic development strategies. The transportation analyses will identify measures to support the land use

strategies and improve mobility (particularly transit) in the corridor. Metro will be the local lead agency that will consider and compare various transit alternatives, including mode, alignment / routing, service and capital improvements, as well as a no build scenario. The work program is expected to take approximately 18-24 months to complete depending on funding and partner preferences.

**Tangible Products Expected in FY 2014-16**

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

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

Metro – Lead Agency

Oregon Department of Transportation – cooperate/collaborate TriMet – cooperate/collaborate

Corridor Jurisdictions (including Cities of Portland and Gresham and Multnomah County) - cooperate/collaborate

**Schedule for Completing Activities:**

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

**Funding History:**

Fiscal Year	Total Budget	FTE Comparison
2012-13	\$221,775	0.96
2013-14	\$441,348	2.455

**FY 2014-15 Costs and Funding Sources:**

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

**FY 2015-16 Costs and Funding Sources:**

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

## Southwest Corridor Plan

### **Description:**

The Southwest Corridor Plan coordinates land use and transportation planning efforts to develop a shared investment strategy that identifies and prioritizes needed projects to serve locally desired land uses and stimulate community and economic development. This corridor extends from Central City Portland south to the City of Sherwood in the vicinity of Barbur Boulevard/Highway 99W. The plan is a partnership between Metro, Multnomah County, Washington County, the Oregon Department of Transportation, TriMet and the cities of Portland, Sherwood, Tigard, Tualatin, Beaverton, Durham, King City and Lake Oswego.

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

### **Previous Work:**

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

The 2035 RTP identifies five corridors where more analysis is needed through a future corridor refinement plan. In fall 2009, Metro worked with technical committees and local jurisdictions to prioritize the five remaining corridors, and develop a phased approach to accomplish all remaining refinement plans by 2020. The Southwest Corridor Transportation Plan (Corridor Refinement Plan) is identified in the 2035 Regional Transportation Plan – RTP (Mobility Corridors #2 and # 20 in the vicinity of I-5/Barbur Blvd, from Portland Central City to approximately the “Tigard Triangle”). The plan will complete one of the two corridor refinement plans that were prioritized to begin in FY09/10 by the Joint Policy Advisory Committee on Transportation (JPACT) and Metro Council.

High Capacity Transit. In fall/winter 2009/10, Metro and regional partners applied the HCT System Expansion Policy to advance one of the three Near Term Regional Priority corridors as defined in the 2035 RTP. The Southwest HCT Corridor (HCT Corridor #11, Portland to Sherwood in the vicinity of Barbur Blvd/OR 99W) has been evaluated through a rigorous prioritization process and emerged as the top Near Term Regional Priority by JPACT and Metro Council based on the System Expansion Policy targets measurable at the time.

Southwest Corridor Plan. The adoption of the Southwest Mobility Corridor and Southwest HCT Corridor by JPACT and Metro Council as top priorities for advancement effectively established the Southwest Corridor Plan as a single, integrated planning effort. Major accomplishments by year include:

#### **FY 2010-11:**

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

#### **FY 2011-12:**

- Adopted project charter, defining the agreements between 13 project partners
- Established decision-making structure, including Steering Committee

- Completed evaluation of existing conditions and developed evaluation criteria
- Approved Southwest Corridor Vision, Goals and Objectives

**FY 2012-13:**

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

**FY2013-14:**

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

**FY 2014-15**

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

**Major Products and Activities Expected in FY 2015-16**

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

**Future Years:**

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

**Entities Responsible for Activity:**

Metro – Lead Agency – Overall Southwest Corridor Plan – Lead agency for Refinement Oregon  
 Department of Transportation – cooperate/collaborate  
 TriMet – cooperate/collaborate  
 Corridor Jurisdictions – cooperate/collaborate

**Funding History:**

<b>Fiscal Year</b>	<b>Total Budget</b>	<b>FTE Comparison</b>
2011-12	\$2,476,000	7.615
2012-13	\$2,450,844	11.4
2013-14	\$1,956,046	11.4



**FY 2014-15 Costs and Funding Sources:**

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

**FY 2015-16 Costs and Funding Sources:**

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

## Corridor Refinement and Project Development (Investment Areas)

### Description:

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

The Investment Areas program completes system planning and develops multimodal projects in major transportation corridors identified in the Regional Transportation Plan (RTP) as well as developing shared investment strategies to align local, regional and state investments in economic investment areas that support the region's growth economy. It includes ongoing involvement in local and regional transit and roadway project conception, funding, and design. Metro provides assistance to local jurisdictions for the development of specific projects as well as corridor-based programs identified in the RTP.

Metro has traditionally participated in local project-development activities for regionally funded transportation projects. In recent years, the Project Development program has focused on projects directly related to completion of corridor refinement planning and project development activities in regional transportation corridors outlined in the RTP. Project Development funding is also required to fund work on major projects that occurs prior to a formal funding agreement between Metro and a jurisdiction, such as project scoping, preparation of purpose and need statements, development of evaluation criteria, and developing public involvement plans. This program coordinates with local and state planning efforts to ensure consistency with regional projects, plans, and policies. It will also support initiation of new corridor planning efforts to be led by Metro or others.

### Objectives:

- Ensure consistency with regional plans and policies related to major transportation corridors by participating in local planning and project development activities, including technical advisory committees, workshops and charrettes, as well as provide formal comment on proposed projects. (ONGOING)
- Implement the Mobility Corridor Initiatives strategy outlined in the RTP through monitoring ongoing planning activities and working with other jurisdictions to initiate new corridor efforts. (ONGOING)
- Advance transit projects identified in the High Capacity Transit Plan as part of the RTP (ONGOING)
- Participate in the development of projects not yet funded by other grants or contracts. (ONGOING)

### Previous Work:

This work program has included two regional corridor refinement work prioritization processes of the corridor refinement work plan (in 2005 and in 2009). It has also including scoping, grant application and other start up activities of many studies including the 2005 Highway 217 Corridor study, the Eastside Streetcar project, I-405 loop study, I-5/99W, Sunrise Corridor, Damascus TSP/Highway 212 and Sunrise Parkway refinement plans and the Columbia Crossing Project.

In FY 2013-14, the program provided support for the SW Corridor and East Metro Corridor Plans.

Accomplishments in FY 2013-2014 are:

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

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

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

Accomplishments in FY 2014-2015 are:

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

### **Methodology:**

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

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

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

### **Tangible Products Expected in FY 2013-15:**

- Work with TriMet and ODOT to define and develop new projects in priority high capacity transit (HCT) or Mobility Corridors. These could include on-street bus rapid transit projects or urban circulators. (ONGOING)
- Develop an approach for shared funding for the Powell-Division BRT project to move through FTA Project Development. (2015)
- Work with local jurisdictions in regional HCT priority corridors to develop land use plans that support the System Expansion Policy elements of the RTP. (ONGOING)

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

**Entities Responsible for Activity:**

Metro – Lead agency

TriMet – cooperate/collaborate

ODOT – cooperate/collaborate

Multnomah, Clackamas and Washington Counties – cooperate/collaborate

Other Local Cities – cooperate/collaborate

**Schedule for Completing Activities:**

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

**Funding History:**

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

**FY 2014-15 Costs and Funding Sources:**

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

**FY 2015-16 Costs and Funding Sources:**

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

## Metropolitan Export Atlas & Infrastructure Investment Action Plan

### **Description:**

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

### **Objectives:**

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

### **Previous Work:**

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

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

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

- Leverage primary exporters in computers and electronics.
- Catalyze under-exporters in manufacturing.
- Improve the export pipeline for small businesses.
- Brand and market Greater Portland's global edge ("We Build Green Cities")
- The Metropolitan Export Atlas is intended to support the Export Initiative and its core strategies and builds on previous work completed by Metro and its partners, including:
  - Regional Industrial Site Readiness project
  - Regional Transportation Plan, including the Regional Freight Plan
  - Urban Growth Report
  - Brownfields program
  - Greater Portland Inc.'s Comprehensive Economic Development Strategy

### **Methodology:**

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

**Phase I** will produce a Metropolitan Export Atlas depicting the characteristics of the region's traded sector economy, with the aim of identifying a nexus between the region's land-use planning and economic development strategies. Data elements will include:

- *Industry mix* – employment by industry and district, historical and future trends
- *Export Snapshot* - export by industry and district, export market data and trends, opportunities and strategies

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

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

**Tangible Products Expected in FY 2015-16**

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

**Entities Responsible for TSMO Activity:**

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

**Schedule for Completing Activities:**

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

**Funding History:**

<b>Fiscal Year</b>	<b>Total Budget</b>	<b>FTE Comparison</b>
2013-15	\$222,891	NA

**FY 2015-16 Costs and Funding Sources:**

<b>Requirements:</b>			<b>Resources:</b>		
Personal Services	\$	100,000	STP	\$	200,000
Materials & Services Consultant	\$	225,000	Metro	\$	125,000
	\$				
		<b>TOTAL \$</b>		<b>TOTAL \$</b>	<b>325,000</b>
		<b>325,000</b>			
<b>Full-Time Equivalent Staffing</b>					
Regular Full-Time FTE		0.5			
		<b>TOTAL</b>			<b>0.5</b>



## Regional Intelligent Transportation Systems (ITS) Communications Master Plan

### **Description:**

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

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

### **Objectives:**

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

### **Previous Work:**

In June 2010, the region adopted the *Regional Transportation System Management and Operations (TSMO) Plan*, which provides the Portland metropolitan area with a 10-year strategic investment guide focused on the region's Intelligent Transportation System (ITS) and Transportation Demand Management (TDM) infrastructure and programs. Under the direction of the Joint Policy Advisory Committee on Transportation (JPACT) and Metro Council, the Metropolitan Transportation Improvement Program (MTIP) established a programmatic allocation of funding at \$1.5 million per year since 2010 that has been used to implement the Regional TSMO Plan.

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

### **Methodology:**

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

The project will complete the following components:

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

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

**Tangible Products Expected in FY 2015-16:**

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

**Entities Responsible for TSMO Activity:**

Metro – Lead Agency

ODOT – Contract Manager

TransPort – Cooperate/Collaborate

**Schedule for Completing Activities:**

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

**Funding History:**

NA

**FY 2015-16 Costs and Funding Sources:**

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

## Regional Intelligent Transportation Systems (ITS) Architecture Update

### Description:

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

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

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

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

### Objectives

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

### Previous Work:

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

**Methodology:**

Metro will serve as project manager for this effort, with significant support from TransPort, the TSMO subcommittee to the Transportation Policy Alternatives Committee (TPAC). This project will follow the process for completing a regional ITS architecture described in the FHWA Regional ITS Architecture Guidance document. This project will be coordinated with the Regional ITS Communications Master Plan effort.

The project will complete the following components:

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

**Tangible Products Expected in FY 2015-16:**

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

**Entities Responsible for TSMO Activity:**

Metro – Lead Agency  
ODOT – Contract Manager  
TransPort – Cooperate/Collaborate

**Schedule for Completing Activities:**

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

**Funding History:**

NA

**FY 2015-16 Costs and Funding Sources:**

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

## 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, design and architectural review, site plans, conditional uses, variances, land divisions, master plans/planned unit developments, annexations, urban growth boundary expansions and recommendations for industrial land site certifications. ODOT also works to ensure that long-range planning projects integrate development review considerations into the plan or implementing ordinances, so that long-range plans can be implemented incrementally over time.

#### **Objectives:**

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

#### **Previous Work:**

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

#### **Methodology:**

General methodology steps include:

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

#### **Tangible Products Expected in 2015-2016:**

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

#### **Entities Responsible for Activity:**

ODOT – Product Owner/Lead Agency; Cooperate/Collaborate/Make Recommendations  
Cities and Counties – Product Owner/Lead Agency for local land use process  
Department of Land Conservation and Development (DLCD) – Cooperate/Collaborate

#### **Schedule for Completing Activities:**

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

**Funding History:**

<b>Fiscal Year</b>	<b>Total Budget</b>	<b>FTE Comparison</b>
2011-2012	\$250,000	2.0
2012-2013	\$250,000	2.0
2013-2014	\$300,000	2.75
2014-2015	\$300,000	2.75

**Estimated FY 2015-2016 Costs and Funding Sources:**

<b>Requirements:</b>		<b>Resources:</b>	
Staff Time	\$ 300,000	SPR	\$ 300,000
	<b>TOTAL \$ 300,000</b>		<b>TOTAL \$ 300,000</b>
<b>Full-Time Equivalent Staffing</b>			
Regular Full-Time FTE		2.75	
	<b>TOTAL</b>	<b>2.75</b>	

## **ODOT - Transportation and Growth Management (TGM)**

### **Description:**

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

### **Objectives:**

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

### **Previous Work (FY 2013-14 and FY 2014-2015):**

- Portland Division-Midway Neighborhood Street Plan (end date 6/30/2014)
- Portland Central City MMA (end date 12/31/2014)
- Sherwood Transportation System Plan Update (end date 7/31/2014)
- Tigard Triangle District Plan (ends 2/28/2015)
- Clackamas County Active Transportation Plan (end date 12/31/2014)
- Washington County Multimodal Performance Measures and Level of Service Standards (end date 12/31/2014)
- Washington County Neighborhood Greenway Streets Plan (end date 6/30/2014)
- Happy Valley Transportation System Plan Update (end date 6/30/2015)
- Lake Oswego – Lake Grove Parking Plan (end date 6/30/2015)
- Milwaukie – Monroe Street Bike Boulevard/Neighborhood Greenway(end date 6/30/2015)
- Portland – Tryon and Stevens Creek Headwaters Neighborhood Street Plan (end date 6/30/2015)
- Multnomah County – Sauvie Island and Multnomah Channel Transportation System Plan (end date 6/30/2015)
- Washington County – 170<sup>th</sup>/Merlo Corridor Concept Plan (end date 6/30/2015)

### **Methodology:**

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

### **Tangible Products Expected in 2015-2016:**

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

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

### **Entities Responsible for Activity:**

Oregon Department of Transportation – Product Owner

DLCD – Product Owner  
 Cities and Counties – Collaborate  
 Metro – Cooperate  
 TriMet – Collaborate  
 Community groups and organizations/stakeholders – Cooperate/Collaborate

**Schedule for Completing Activities:**

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

**Funding History:**

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

**Estimated FY 2015-2016 Costs and Funding Sources:**

<b>Requirements:</b>		<b>Resources:</b>	
Staff Time	\$ 100,000	TGM	\$ 506,625
Grants	\$ 406,625		
	<b>TOTAL \$ 506,625</b>		<b>TOTAL \$ 506,625</b>
<b>Full-Time Equivalent Staffing</b>			
Regular Full-Time FTE		2.0	
	<b>TOTAL</b>	<b>2.0</b>	



## **ODOT – Before and After Study of ODOT Investments**

### **Description:**

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

### **Objectives:**

Continue previous study effort that:

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

### **Previous Work:**

- Before and After Study Results (June 2015)

### **Methodology:**

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

### **Tangible Products Expected in 2015-2016:**

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

### **Entities Responsible for Activity:**

Oregon Department of Transportation – Lead Agency  
Metro, TriMet, Jurisdictional Partners - Coordinate

### **Schedule for Completing Activities:**

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

**Funding History:**

<b>Fiscal Year</b>	<b>Total Budget</b>	<b>FTE Comparison</b>
2014-2015	\$30,000	0.25

**Estimated FY 2015-16 Costs and Funding Sources:**

<b>Requirements:</b>		<b>Resources:</b>	
Consultant Services	\$ 80,000	SPR	\$ 100,000
Staff Time	\$ 20,000		
<b>TOTAL</b>	<b>\$ 100,000</b>	<b>TOTAL</b>	<b>\$ 100,000</b>
<b>Full-Time Equivalent Staffing</b>			
Regular Full-Time FTE	0.25		
<b>TOTAL</b>	<b>0.25</b>		

## **ODOT – 82<sup>nd</sup> Avenue of Roses Implementation Plan**

### **Description:**

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

82<sup>nd</sup> 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. 82<sup>nd</sup> 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 82<sup>nd</sup> Avenue:

- Overall objectives: analysis to inform discussion and implementation recommendations for the future of 82<sup>nd</sup> 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 82<sup>nd</sup> Avenue (from ODOT to City of Portland) means and will recommend next steps. It will not make a recommendation on whether to pursue jurisdictional transfer
- A cross-section memo. This memo will look at different cross-sections and will inform the conversation on jurisdictional transfer analysis and other plan products
- A decision-making structure with a Steering Committee, Community Advisory Committee and a Technical Advisory Committee. The Steering Committee made up of representatives of agencies with implementation authority will make plan decisions, the Community Advisory Committee made up of corridor stakeholders will make recommendations to the Steering Committee, and the Technical Advisory Committee will provide technical feedback on work products

### **Previous Work:**

Plan information will be informed by past 82<sup>nd</sup> Avenue planning work including but not limited to the 82<sup>nd</sup> 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, 82<sup>nd</sup> Avenue Community Forum Summary Report, Imagine 82<sup>nd</sup>, Powell-Division High Capacity Transit Plan products, ODOT Statewide Transportation Improvement Program, Pedestrian Network Analysis (TriMet), Lents 5-year Action Plan and the Jonesmore Station Area Plan.

**Methodology:**

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

**Tangible Products Expected in 2015-2016:**

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

**Entities Responsible for Activity:**

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

**Schedule for Completing Activities:**

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

**Funding History:**

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

**Estimated FY 2015-2016 Costs and Funding Sources:**

<b>Requirements:</b>		<b>Resources:</b>	
Consultant Services	\$ 225,000	SPR	\$ 300,000
Staff Time	\$ 75,000		
<b>TOTAL</b>	<b>\$ 300,000</b>	<b>TOTAL</b>	<b>\$ 300,000</b>
<b>Full-Time Equivalent Staffing</b>			
Regular Full-Time FTE	1.5		
<b>TOTAL</b>	<b>1.5</b>		

## ODOT – Region 1 Interchange Atlas Update

### Description:

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

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

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

### Objectives:

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

### Previous Work:

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

### Methodology:

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

### Tangible Products Expected in 2015-2016:

The second edition of the ODOT Region 1 Interchange Atlas will be released during the second quarter of 2016.

### Entities Responsible for Activity:

ODOT – Product Owner/Lead Agency;

Metro – coordinate;

TriMet, jurisdictional partners - inform

### Schedule for Completing Activities:

The second edition of ODOT Region 1 Interchange Atlas will be released during the second quarter of 2016.

### Funding History:

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

**Estimated FY 2015-2016 Costs and Funding Sources:**

<b>Requirements:</b>			<b>Resources:</b>		
Consultant Services	\$	60,000	SPR	\$	75,000
Staff Time	\$	15,000			
	<b>TOTAL</b>	<b>\$ 75,000</b>		<b>TOTAL</b>	<b>\$ 75,000</b>
<b>Full-Time Equivalent Staffing</b>					
Regular Full-Time FTE		0.25			
	<b>TOTAL</b>	<b>0.25</b>			

## **ODOT – Facility Bottleneck and Solutions Feasibility Assessment**

### **Description:**

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

### **Objectives:**

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

### **Previous Work:**

None

### **Methodology:**

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

### **Tangible Products Expected in 2015-2016:**

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

### **Entities Responsible for Activity:**

Oregon Department of Transportation – Lead Agency

Metro, TriMet, Jurisdictional Partners - Coordinate

**Schedule for Completing Activities:**

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

**Funding History:**

NA

**Estimated FY 2015-16 Costs and Funding Sources:**

<b>Requirements:</b>			<b>Resources:</b>		
Consultant Services	\$	280,000	SPR	\$	300,000
Staff Time	\$	20,000			
	<b>TOTAL</b>	<b>\$ 300,000</b>		<b>TOTAL</b>	<b>\$ 300,000</b>
<b>Full-Time Equivalent Staffing</b>					
Regular Full-Time FTE		0.25			
	<b>TOTAL</b>	<b>0.25</b>			



## **ODOT – Performance Measures for State Highways in the Metro Area**

### **Description:**

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

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

### **Objectives:**

Develop a state highway performance measurement framework that:

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

### **Previous Work:**

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

### **Methodology:**

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

### **Tangible Products Expected in 2015-2016:**

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

**Entities Responsible for Activity:**

Oregon Department of Transportation – Lead  
Stakeholders: Metro, TriMet, cities, counties, Port

**Schedule for Completing Activities:**

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

**Funding History:**

NA

**Estimated FY 2015-16 Costs and Funding Sources:**

<b>Requirements:</b>		<b>Resources:</b>	
Consultant Services	\$ 35,000	SPR	\$ 50,000
Staff Time	\$ 15,000		
<b>TOTAL</b>	<b>\$ 50,000</b>	<b>TOTAL</b>	<b>\$ 50,000</b>
<b>Full-Time Equivalent Staffing</b>			
Regular Full-Time FTE	0.25		
<b>TOTAL</b>	<b>0.25</b>		

## **ODOT – Southwest Corridor Plan**

### **Description:**

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

### **Objectives:**

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

### **Previous Work:**

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

### **Methodology:**

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

### **Tangible Products Expected in 2015-16:**

Committee participation and document/product review of the following:

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

### **Entities Responsible for Activity:**

Oregon Department of Transportation – Cooperate/Collaborate

Metro – Co-lead

TriMet – Co-lead

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

**Schedule for Completing Activities:**

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

**Funding History:**

<b>Fiscal Year</b>	<b>Total Budget</b>	<b>FTE Comparison</b>
2011-13	\$1,140,000	1.25
2014-15	\$500,000	1.0

**Estimated FY 2015-2016 Costs and Funding Sources:**

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

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

### Description:

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

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

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

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

### Objectives:

Build upon previous project effort to:

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

- Update previous report with additional project findings

**Previous Work:**

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

**Methodology:**

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

**Tangible Products Expected in 2015-2016:**

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

**Entities Responsible for Activity:**

Oregon Department of Transportation – Lead

Other stakeholders:

Metro – Coordinate (to maximize use and value of the Inventory’s products)

Cities and Counties in ODOT Region 1

Tri-Met, SMART and rural transit providers

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

General public

**Schedule for Completing Activities:**

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

**Funding History:**

Previous UPWP which consisted of approximately \$170,000 SPR dollars.

**Estimated FY 2015-16 Costs and Funding Sources:**

<b>Requirements:</b>			<b>Resources:</b>		
Consultant Services	\$	80,000	SPR	\$	100,000
Staff Time	\$	20,000			
	<b>TOTAL</b>	<b>\$ 100,000</b>		<b>TOTAL</b>	<b>\$ 100,000</b>
<b>Full-Time Equivalent Staffing</b>					
Regular Full-Time FTE		NA			
	<b>TOTAL</b>	<b>NA</b>			

## Clackamas County Regional Freight ITS Project

### Description:

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

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

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

### Objectives:

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

### Previous Work:

- None

### Methodology:

This project will be completed in two step process. First a freight mobility study would be undertaken in the three known congested subareas to design a series of ITS freight priority projects that would improve the reliability arterial freight routes within Clackamas County. This ITS Freight Plan would evaluate key barriers to freight movement and recommend specific ITS improvements and other operations and design improvements. The ITS Freight Plan will be amendment to the County ITS Plan.

In the second phase of the project, the list of ITS Freight improvements would be prioritized. This project would then construct as many of the system management the freight priority improvements as possible on the arterial freight routes. This could include a variety of ITS improvement such upgrading traffic signal equipment and timing or providing travel information to inform freight trip decisions. There may also be some operational project

elements such as minor roadway geometric improvements that better accommodate freight while staying in balance with the needs of other modes.

**Tangible Products Expected in FY 2014-2015:**

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

**Entities Responsible for Activity:**

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

**Schedule for Completing Activities:**

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

**Funding History:**

NA

**FY 2014-15 Costs and Funding Sources:**

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



## **Market Research & Public Readiness Campaign for Transportation Electrification**

### **Description:**

The Market Research & Public Readiness Campaign for Transportation Electrification for the Portland Metro region will conduct market research to determine public's concerns and knowledge of transportation electrification, form public-private partnership to educate the public on the opportunities and benefits of transportation electrification, and to stimulate adoption of PEVs.

### **Objectives:**

- Increase awareness of electric vehicles and transportation electrification.
- Accelerate the adoption rate of electric vehicles for both fleet and consumers.
- Increase knowledge of and support for electric vehicles by the public and policy makers.

### **Previous Work:**

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

This project builds on the statewide PEV market and community plan to address next-generation deployment strategies for the state. The plan serves as a roadmap by integrating and optimizing existing Oregon PEV readiness efforts; developing a statewide PEV market and community plan; and creating momentum for reaching national PEV deployment goal.

For the last four years, members from a variety of organizations in the region have been building support for PEVs. Those organizations include Portland General Electric, Portland State University, City of Portland, Oregon Department of Transportation, Oregon Department of Energy, Metro, Drive Oregon, Multnomah County, and many others. PSU, PGE and OTREC have held five conferences under the moniker "EVRoadmap". These conferences are focused on informing policymakers, regional leaders and business representatives about transportation electrification and to develop a dialogue around the future of transportation electrification. OTREC currently maintains a website ([www.evroadmap.us](http://www.evroadmap.us)), which acts as a statewide resource for PEVs.

### **Methodology:**

TREC will continue to work closely with regional partners to coordinate EV outreach and activities throughout Portland Metro region. The outcomes will be achieved by managing a public website, provide coordination assistance, create a community of stakeholders, measuring awareness and utilizing social marketing.

### **Tangible Products Expected in FY 2015-2017:**

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

- Work creatively with different communities and stakeholders; for example, explore working with neighborhood groups and businesses
- Maintain a monthly calendar of email events
- Engage in traditional and social media to create public awareness about electric vehicles
- Formally capture feedback about what is working and what is not working about the outreach activities to document activities and community response
- Identify key barriers to effective outreach and marketing
- Other duties as needed within the campaign

**Entities Responsible for Activity:**

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

**Other stakeholders:**

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

**Schedule for Completing Activities:**

The funding is for a two-year outreach program to begin in Winter 2015

**Funding History:**

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

**FY 2014-15 Costs and Funding Sources:**

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

**FY 2015-16 Costs and Funding Sources:**

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

## TriMet Employer Outreach Program

### **Description:**

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

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

### **Objectives:**

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

### **Previous Work:**

Key work program accomplishments for fiscal 2013-14 included the following:

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

### **Methodology:**

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

Employer and College Outreach:

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

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

#### Employee Communications:

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

#### Employee Transportation Surveys:

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

#### Employer Transportation Programs:

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

#### Other:

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

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

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

**Employer and College Outreach:**

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

**Employee Communications:**

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

**Employee Transportation Surveys:**

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

**Entities Responsible for Activity:**

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

- Metro Regional Travel Options Workgroup
- ODOT
- FTA
- Regional partner agencies including TMAs
- Employers in the Metro region
- Cities and counties in the Metro region
- Transportation Policy Alternatives Committee (TPAC)
- Joint Policy Advisory Committee on Transportation (JPACT)
- Metro Policy Advisory Committee (MPAC)
- Other area transit providers, including South Metro Area Regional Transit and C-TRAN

**Schedule for Completing Activities:**

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

**Funding History:**

<b>Fiscal Year</b>	<b>Total Budget</b>	<b>FTE Comparison</b>
2008-09	\$412,409	5.25
2009-10	\$424,781	5.25
2010-11	\$437,524	5.25
2011-12	\$450,649	5.25
2012-13	\$464,171	5.25
2013-14	\$469,118	5.25

**FY 2014-15 Costs and Funding Sources:**

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

**FY 2015-16 Costs and Funding Sources:**

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

## Regional Over-Dimensional Truck Route Plan

### **Description:**

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

### **Objectives:**

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

### **Previous Work:**

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

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

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

### **Methodology:**

This project will identify the most commonly used and the preferred routes for the movement of over-dimensional vehicles and document the minimum clearance requirements to accommodate over-sized loads in the Metro region. The focus of this project will be to develop a seamless over-dimensional vehicle route system that transcends jurisdictional boundaries. Physical and operational constraints that impede safe and efficient freight movement on identified regional truck routes will be defined and recommend transportation improvements and planning-level cost estimates to remove these constraints will be developed.



**Tangible Products Expected in FY 2013-2015:**

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

**Task 1: Project Management**

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

**Task 2: Stakeholder Involvement**

Develop a review structure for local staff, stakeholder interests and partnering agencies to engage in the analysis and planning process. Provide adequate opportunity for stakeholder participation and input throughout the project duration and respond to stakeholder values and issues.

Deliverable: Formation of Stakeholder Working Group (SWG) membership and meeting schedule.

**Task 3: Background and Existing Conditions Analysis**

Prepare a map of the primary over-dimensional truck routes within and through the Portland Metro region. Prepare assessment of existing transportation infrastructure affecting over-dimensional truck movements (bridge structures, overhead signals, sign bridges, weight-restricted bridges, etc). Inventory existing bridge clearances and document the minimum clearance requirements to accommodate over-sized vehicles. Document existing local, State and regional policies and regulations affecting freight mobility and over-dimensional trucks within the Metro region.

Deliverable: Background and Existing Conditions Analysis Technical Memo with associated maps and graphics.

**Task 4: Identify Needs, Constraints, Opportunities and Solutions**

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

Deliverable: Needs, Constraints, Opportunities, and Solutions Technical Memo.

**Task 5: Define and Evaluate Alternatives**

Define and evaluate both potential capital transportation and operational improvements based on identified needs, constraints, opportunities, and solutions. Describe the required transportation improvements to accommodate the regional movement of over-dimensional vehicles.

Deliverable: Alternatives Evaluation Technical Memo.

**Task 6: Capital Improvements and Cost Analysis**

Identify capital transportation improvements based on the evaluation of identified alternatives and prepare planning-level costs estimates. Conduct cost feasibility analysis of the identified capital improvements based on freight mobility and community livability needs.

Deliverable: Capital Improvements and Cost Analysis Technical Memo.

**Task 7: Recommended Improvements and Actions**

Recommend both short and long-term capital transportation system improvements and/or other policy and operational strategies based on evaluation of alternatives and cost feasibility analysis.

Deliverable: Recommended Improvements and Actions Technical Memo.

**Entities Responsible for Activity:**

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

**Lead agencies/partners:**

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

**Other stakeholders:**

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

**Schedule for Completing Activities:**

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

**Funding History:**

<b>Fiscal Year</b>	<b>Total Budget</b>	<b>FTE Comparison</b>
2013-14	\$111.445	NA

**FY 2014-15 Costs and Funding Sources:**

No update.

## French Prairie Bridge Connectivity

### **Description:**

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

### **Objectives:**

- Safe bicycle and pedestrian access
- Improved connectivity between the Willamette Valley Scenic Bikeway and new regional Ice Age Tonquin Trail.
- Emergency and post disaster route for police, fire and response vehicles and equipment
- Tourism development
- Practical, cost-effective transportation solution with multiple public benefits.

### **Previous Work:**

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

### **Methodology:**

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

### **Tangible Products Expected in FY 2015-2016:**

- Perform alternatives analysis to determine final bridge location, including preliminary geotechnical, traffic, hydrology, environmental, and cultural resources analysis and reporting.
- Bridge Selection Report summarizing final bridge type, size, and location selection process, including cost estimates.

### **Entities Responsible for Activity:**

Lead Agency: City of Wilsonville

Partners and Stakeholders: Metro – funding partner

Oregon Department of Transportation –

Cooperate/Collaborate

Clackamas County - The City of Wilsonville and

Clackamas County to determine ownership of the bridge and land commitment to the bridge on each shore of the Willamette.

Federal Highway Administration (FHWA)

Old Town Neighborhood Association

Charbonneau Country Club

Cycle Oregon, BTA, and other organizations and advisory committees serving regional bicycle and pedestrian needs

Tualatin Valley Fire and Rescue District (TVFRD)

Clackamas County Sheriff's Office

Friends of French Prairie Travel Oregon

**Schedule for Completing Activities:**

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

**Funding History:**

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

**Fiscal Year    Total Budget    FTE Comparison**

2013-14      \$27,500      NA

**FY 2014-15 Costs and Funding Sources\***

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

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

**FY 2015-16 Costs and Funding Sources:**

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

## South Metro Area Regional Transit (SMART)

### **Description:**

SMART provides transit service within the City of Wilsonville and operates connecting service in Portland, Canby, Tualatin, and Salem. SMART also provides door-to-door dial-a-ride service for Wilsonville seniors and people with disabilities. All service within the City of Wilsonville is free of charge. SMART's Transportation Demand Management (TDM) program, SMART Options, promotes transportation alternatives to driving alone and assists local employers in establishing transportation worksite programs to comply with Department of Environmental Quality Employee Commute Options (DEQ – ECO) rules.

SMART coordinates services and connections with TriMet buses and WES commuter rail, Canby Area Transit (CAT) and Cherriots in Salem. The SMART Options program takes part in coordinated regional travel planning processes through Metro's Regional Travel Options (RTO) Program and collaborates with other area transit agencies and jurisdictions in planning outreach programs and promotions.

SMART is operated by the City of Wilsonville and is supported by a Wilsonville payroll tax and by federal, state, and local grant funding. SMART typically does not receive funding for planning, other than CMAQ funds for the Options Program. However, in 2012, SMART was awarded a flexible fund grant from ODOT to conduct a *Transit Integration Project* for SMART's fixed and dial-a-ride transit service within the I-5 corridor between Wilsonville and Portland. In addition, SMART has opted to use a portion of Federal FY13 5307 funds to update to the Wilsonville Transit Master plan. The planning elements associated with these funds are outlined in the Tangible Products section below. This project will conclude in FY 15

### **Objectives:**

- Reduce drive alone trips and increase awareness of transportation options available in Wilsonville and the region.
- Build transit ridership on SMART, TriMet, CAT, and Cherriots.
- Create service efficiencies with integrated service for fixed-route and dial-a-ride transit service within the I-5 corridor.
- Update the 2006 Transit Master Plan to ensure planning efforts dovetail with regional efforts and enhance overall efficiency of transit service in Wilsonville
- Support the City of Wilsonville's long range plans, focusing on the overlapping projects outlined in the Transit Master Plan, Bicycle & Pedestrian Master Plan and Parks & Recreation Master Plan.

### **Previous Work:**

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

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

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

### **Methodology:**

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

## **Tangible Products Expected in FY 2013-15:**

### **SMART Options Program:**

- Assess transit system demands due to Oregon Institute of Technology moving their main Portland area campus to Wilsonville. (Ongoing)
- Continued support and implementation of the Drive Less/Save More and Drive Less Connect collaborative marketing campaign (ONGOING)
- Implementation of Travel Options projects and programs in conjunction with strategies identified in the City of Wilsonville's Master Plans and the RTO Strategic plan. (ONGOING)
- Support multi-use regional trail efforts such as the Ice Age Tonquin Trail and Graham Oaks Nature Park trails. (ONGOING)
- Continue the *Walk Smart and Bike Smart* programs.(ONGOING)
- Distribute *Wilsonville Walks* maps via local shops and community events (ONGOING)
- Distribute *Wilsonville Bikes* maps via local shops and community events (ONGOING)
- Promote ridesharing as a viable transportation option (ONGOING)
- Continue *SMART ART on the Bus* program with Wilsonville students.(ONGOING)
- Coordinate and host bicycle, walking and transit related events. (ONGOING)
- Continue staffing outreach booth at local business fairs and community events. (ONGOING)
- Continue working directly with employers to find the best travel options for their employees. Assist with DEQ ECO surveys and trip reduction plans. (ONGOING)
- Assess future system demands due to new residential and business development. (ONGOING)
- Collaborate with regional partners to promote WES as a viable transportation option. (ONGOING)
- Collaborate with local schools to assist with walking and biking to school programs and Safe Routes to School plans and promotions. (Ongoing)
- Conduct annual bicycle and pedestrian counts at key Wilsonville intersections to coincide with regional and national efforts. (Fourth quarter of 2013, 2014)

### **Transit Integration Project:**

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

### **Transit Master Plan**

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

**Entities Responsible for Activity:**

The City of Wilsonville’s South Metro Area Regional Transit – Product Owner / Lead Agency  
Metro’s RTO Program Partners and Stakeholders – Cooperate / Collaborate

Other stakeholders:

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

**Schedule for Completing Activities:**

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

**Funding History:**

Fiscal Year	Total Budget	FTE Comparison
2011-12	\$72,900	1.0
2012-13	\$73,676	1.0

**FY 2013-15 Costs and Funding Sources:**

<b>Requirements:</b>		<b>Resources:</b>	
Personal Services FY13-15	\$ 250,000	STP Transfer Funds for Transit Integration Project	\$ 175,000
		FY13 5307 Funds	\$ 75,000
<b>TOTAL</b>	<b>\$ 250,000</b>	<b>TOTAL</b>	<b>\$ 250,000</b>
<b>Full-Time Equivalent Staffing</b>			
Regular Full-Time FTE	2.0		
<b>TOTAL</b>	<b>2.0</b>		

MEMORANDUM OF  
UNDERSTANDING BETWEEN  
METRO AND  
SOUTH METRO AREA REGIONAL  
TRANSIT IMPLEMENTING  
MOVING AHEAD FOR PROGRESS IN THE 21<sup>ST</sup> CENTURY ACT (MAP-21)

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

WITNESSETH,

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

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

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

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

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

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



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

#### TERMS OF AGREEMENT

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

METRO Agrees to:

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

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


SMART Agrees to:

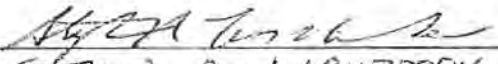
1. Coordinate and consult with METRO on development of transit plans and programs as they relate to performance of the regional transportation system. These include but are not limited to: a short-term Transit Investment Plan, Employee Commute Trip Reduction Plans, ADA Paratransit Service Plans, transit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

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

IT IS MUTUALLY AGREED:

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

  
\_\_\_\_\_  
Martha Bennett  
Chief Operating Officer  
Metro  
4/28/14  
\_\_\_\_\_  
Date

  
\_\_\_\_\_  
STEPHAN A. LASHBROOK  
TRANSIT DIRECTOR  
SMART  
4/18/14  
\_\_\_\_\_  
Date

## **Council Creek Regional Trail - Master Plan**

### **Description:**

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

### **Objectives:**

Desired outcomes associated with the completed trail include:

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

### **Previous Work:**

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

### **Methodology:**

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

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

### **Tangible Products Expected FY 2015-16:**

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

### **Entities Responsible for Activity:**

City of Forest Grove –Lead Agency

Oregon Department of Transportation – Cooperate/Collaborate

ODOT, Metro, Cornelius, Hillsboro, Banks, Washington County – Cooperate/Collaborate

Other Stakeholders: Clean Water Services, State Parks and Recreation. Community groups and organizations, organizations serving minority, elderly, disabled, and non-English speaking residents' needs, organizations and advisory committees serving regional bicycle, pedestrian, and transit needs, general public

**Schedule for Completing Activities:**

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

**Funding History:**

<b>Fiscal Year</b>	<b>Total Budget</b>	<b>FTE Comparison</b>
2012-13	\$56,000	NA
2013-14	\$197,000	NA

**FY 2014-15 Costs and Funding Sources:**

<b>Requirements:</b>		<b>Resources:</b>	
		STP	\$ 47,000
	<b>TOTAL</b>		<b>TOTAL</b>
	\$ 47,000		\$ 47,000
<b>Full-Time Equivalent Staffing</b>			
Regular Full-Time FTE		NA	
	<b>TOTAL</b>	<b>NA</b>	

## **Damascus Transportation System Plan (TSP)**

### **Description:**

The City of Damascus incorporated in 2004, subsequent to the urban growth boundary expansion. Damascus has a 2014 population estimate of 10,625, and is approximately 10,000 acres in size. As a new city, Damascus must develop a comprehensive plan that meets statewide planning requirements (Statewide Planning Goals) and the Metro Regional Framework. A Transportation System Plan (TSP) is a required element of the comprehensive plan.

The City is working with the Oregon Department of Transportation, Clackamas County, Metro and the cities of Happy Valley and Gresham to complete the TSP. The TSP will be developed to be consistent with applicable state, regional, and County TSPs, and Transportation Planning Rule (TRP) while providing a transportation policy and investment framework for development of an economic, social, and environmentally healthy new city. The City has assembled a project management team and the Council has appointed a Transportation Steering Committee and Transportation Topic Specific Team (TST) to guide and provide feedback throughout the process.

The City of Damascus has developed Guiding Principles for the TSP that embodies the community's values and future vision. They establish the framework for creating a successful Damascus Transportation System Plan. They provide clear goals and expectations to steer designers in developing transportation concepts and serve as the basis for evaluating the variety of transportation ideas considered during the TSP development process.

### **Guiding Principles - Damascus Transportation System Plan:**

- Provide safe and convenient options for ALL
- users and modes of travel
- Balance regional mobility and community livability
- Improve local and regional connectivity
- Provide a network of travel alternatives to
- Highway 212
- Design environmentally sustainable solutions
- Minimize impacts to natural and cultural resources
- Locate roadways with consideration to how existing development is impacted, supported, or leveraged for future investment
- Support the viability of local and regional business
- Protect the rural character of Damascus
- Develop creative, cost-effective and fundable solutions for immediate and long-term needs
- Develop state, regional and local partnerships to implement the transportation system

### **Schedule for Completing Activities:**

The City of Damascus started the development of the TSP in June 2009, but the project was put on hold due to significant revisions to the City's draft comprehensive plan map. City Council reaffirmed the appointments to the Transportation Steering Committee and Transportation Topic Specific Team in 2011, the development of the TSP was scheduled to resume March 2012. In July of 2012 the City of Damascus was notified by ODOT that the agreement between ODOT and the City for funding and completion of the TSP was being terminated by ODOT for cause. The City Council approved a Professional Services contract with Kittelson and Associates to complete the TSP for the City. A 12-month work plan is in place to complete the TSP. Kittelson and Associates completed the TSP in July 2013. The TSP will be on the March 2015 election ballot as part of the completed Comprehensive Plan package to be approved or denied by voters. When approved, it will be submitted to DLCD.

**Entities Responsible for Activity:**

City of Damascus - Lead Agency  
Metro - Cooperate/Collaborate  
Clackamas County - Cooperate/Collaborate  
Happy Valley- Cooperate/Collaborate

**Funding History:**

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

**FY 2015-16 Costs and Funding Sources:**

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

## Portland Central City Multi-Modal Safety Improvements

### Description:

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

### Objectives:

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

### Previous Work:

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

### Methodology:

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

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

### Tangible Products Expected in FY 2015-2017:

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

#### **Task 1: Project Management**

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



**Task2: Stakeholder Involvement**

Develop a robust Stakeholder Working Group that can provide feedback on the major work products and help to select the program of projects to be constructed. The structure will also provide for input from affected users and agencies such as Tri-Met and ODOT. Provide adequate opportunity for stakeholder participation and input throughout the project duration and respond to stakeholder values and issues.

Deliverable: Formation of Stakeholder Working Group (SWG) membership and meeting schedule.

**Task3: Existing Conditions Analysis and Best Practices**

Prepare a thorough analysis of the existing conditions for bicycles and pedestrian access on major corridors, bridgeheads and other critical portals. The analysis will include a qualitative and quantitative evaluation of existing conditions. Conduct a thorough review of best practices for the bicycle and pedestrian facilities and prepare a comprehensive report evaluating the practices and their applicability to the unique needs of the Central City.

**Task4: Public and Stakeholder Education**

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

**Task5: Define and Evaluate Improvement Packages**

Define and evaluate both potential capital transportation and operational improvements based on identified needs, constraints, opportunities, and solutions.

**Task6: Capital Improvements and Cost Analysis**

Identify improvements based on the evaluation of identified alternatives and prepare planning-level costs estimates. Conduct cost feasibility analysis of the identified capital improvements based on bicycle and pedestrian needs and potential tradeoffs.

**Task7: Recommended Improvements and Actions**

Recommend both short and long-term capital transportation system improvements and/or other policy and operational strategies based on evaluation of alternatives and cost feasibility analysis.

Deliverable: Recommended Improvements and Actions

**Entities Responsible for Activity:**

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

**Lead agencies/partners:**

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

**Other stakeholders:**

Portland Bicycle Advisory Committee  
Portland Pedestrian Advisory Committee  
Portland Business Alliance  
Bicycle Transportation Alliance  
Tri-Met

**Schedule for Completing Activities:**

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

**Funding History:**

NA

**FY 2015-17 Costs and Funding Sources:**

<b>Requirements:</b>		<b>Resources:</b>	
		STP	\$ 500,000
		Local Match	\$ 66,500
	<b>TOTAL</b>	<b>TOTAL</b>	<b>\$ 566,500</b>
<b>Full-Time Equivalent Staffing</b>			
Regular Full-Time FTE		NA	
	<b>TOTAL</b>	<b>NA</b>	

## Southwest in Motion Plan

### **Description:**

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

### **Objectives:**

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

### **Previous Work:**

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

### **Methodology:**

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

### **Tangible Products Expected in FY 2015-16:**

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

#### **Task 1: Project Management**

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

#### **Task 2: Stakeholder Involvement**

Develop a review structure for local staff, stakeholder interests and partnering agencies to provide input on the identification of active transportation system needs and priorities. Provide adequate opportunity for stakeholder participation and input throughout the project duration and respond to stakeholder values and issues.

#### **Task 3: Background and Existing Conditions Analysis**

Prepare a map of the existing conditions deficiencies.

#### **Task 4: Identify Needs**

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

**Task 5: Develop Project List**

Define potential capital transportation improvement projects and cost estimates based on identified needs and constraints.

**Task 6: Recommended Implementation Strategy**

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

**Entities Responsible for Activity:**

The City of Portland will be the lead agency for this project. It is anticipated that a project consultant will conduct the technical planning and engineering analysis and cost estimates and final report preparation.

**Lead agencies/partners:**

Portland Bureau of Transportation - Lead Agency/Project Manager

**Other stakeholders:**

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

**Schedule for Completing Activities:**

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

**Funding History:**

**Fiscal Year Total Budget FTE Comparison**

2013-14 \$111,445 NA

**FY 2014-15 Costs and Funding Sources:**

No update.

## Portland Streetcar Loop Before/After Study

### **Description:**

TriMet, Metro, the City of Portland, and Portland Streetcar, Inc. (PSI) are working with the Federal Transit Administration (FTA) to prepare a comprehensive before and after evaluation of this project both to assess success in the project itself meeting its goals for improving the quality of transportation in this urban community as well as evaluating the tools used in the region to plan and forecast the benefits and impacts of the project.

The study in progress builds on work to date, including Small Starts applications at the Project Development and Project Construction Grant Agreement milestones as well as on-board data collection to ascertain the utilization of the introduced services and the intended or unintended impacts of the project on the community and the corridor. The study focuses on the following five transit characteristics:

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

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

### **Objectives:**

The study is a means of evaluating the project planning and management tools, with feedback to improve our collective ability to make more effective transportation investment decisions. The study will provide the region and FTA with valuable information regarding the validity of model assumptions and the sensitivity of new modeling software; the accuracy of capital, operating and maintenance estimates; and rider characteristics. The participating jurisdictions are committed to making the results of this study meaningful for local and Federal objectives.

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

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

The project will produce the following products:

- Summary of findings, including the relationship between forecasted and actual ridership and capital and operating costs;
- Summary of recommendations, including proposed improvements to forecasting methodology or other actions that can improve transit investment decision-making;

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

**Previous Work:**

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

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

**Methodology:**

In August 2001 the Federal Transit Administration (FTA) instituted Section 611.7(c)(4) of the Final Rule on Major Capital Investment Projects (New Starts) (published on December 7, 2000, and effective as of April 7, 2001) whereby Section 5309 New Starts Full Funding Grant Agreement grantees must submit a plan for collection and analysis of information to identify project impacts and to determine the accuracy of forecasts prepared during project development. The methodology for analysis is described in FTA guidance that requires that grantees report on five project characteristics:

- Project scope – the physical components of the project, including environmental mitigation;
- Service levels – the operating characteristics of the guideway, feeder bus services, and other transit services in the corridor;
- Capital costs – the total costs of construction, vehicles, engineering, management, testing and other capital expenses;
- Operation and maintenance costs – incremental operating/maintenance costs of the project and the transit system; and,
- Ridership patterns – incremental ridership, origin/destination patterns of transit riders on the project and in the corridor for the transit system.
- Optional study areas, as defined by Project sponsors – guidance mentions changes in land use policies, land use patterns, transit funding, economic development, accessibility to jobs, special events, and operating efficiency as examples of potential optional study areas.

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

- Predictions – predictions for the five (or six) characteristics developed at the conclusion of Project Development and after execution of the Project Construction Grant Agreement;
- Prior conditions – transit service levels, operating/maintenance costs, and ridership that prevail immediately prior to any significant changes in transit service levels caused by either construction or opening of the project; and,
- After conditions – actual outcomes for the five (or six) characteristics of the project approximately two years after the opening of the project in revenue service and associated adjustments to other transit services in the corridor.

The analysis will compare predictions with after conditions and prior conditions for each of the five (or six) project characteristics to measure the effectiveness of the project in achieving its goals and objectives.

### **Tangible Products Expected in FY 2016:**

- A completed Before and After Report based on local and regional data assembled for each of the five project characteristics described above and for each of the key milestones.
- A completed economic development study will also be prepared to attempt to identify economic impacts of the transit investment. The final report will be prepared and attached to the completed before and after study report.

### **Entity/ies Responsible for Activity:**

**Internal (TriMet):** The Project Sponsor for the Portland Streetcar Loop is Tri-County Metropolitan Transportation District of Oregon (TriMet), the agency operating public transit in the Portland metropolitan region. The Portland Streetcar Loop Before and After Study will be the responsibility of the Capital Projects Division (CPD).

The CPD will:

- Oversee the activities of the various TriMet departments, public agencies and consultants participating in the Portland Streetcar Loop Before and After Study;
- Direct staff and consultant resources applied to the Before and After Study; and
- Coordinate study activities and will have responsibility for preparation and submission of the draft and final reports.

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

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

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

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

**Metropolitan Planning Organization:** Metro is the source for basic planning data in the region including forecasts of population, households and employment for the Portland/Vancouver metropolitan area. Metro also develops and maintains the travel forecasting models used for transportation planning in the region. Metro will:

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

### **Schedule for Completing Activities:**

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

### **Funding History:**

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

**FY 2016 Costs and Funding Sources:**

<b>Requirements:</b>		<b>Resources:</b>	
Personal Services	\$ 10,000	Portland Streetcar Loop Grant	\$ 10,000
<b>TOTAL</b>	<b>\$ 10,000</b>	<b>TOTAL</b>	<b>\$ 10,000</b>
<b>Full-Time Equivalent Staffing</b>			
Regular Full-Time FTE	0.1		
<b>TOTAL</b>	<b>0.1</b>		

**Cost and Funding Sources:**

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

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



## Portland-Milwaukie Light Rail Transit Project Before/After Study

### **Description:**

TriMet and Metro are working with the Federal Transit Administration (FTA) to prepare a comprehensive before and after evaluation of this project both to assess success in the project itself meeting its goals for improving the quality of transportation in this urban community as well as evaluating the tools used in the region to plan and forecast the benefits and impacts of the project.

The study in progress builds on work to date, including New Starts applications at the Preliminary Engineering, Final Design, and Full Funding Grant Agreement (FFGA) milestones as well as on-board data collection to ascertain the utilization of the introduced services and the intended or unintended impacts of the project on the community and the corridor. The study focuses on the following five transit characteristics:

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

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

### **Objectives:**

The study is a means of evaluating the project planning and management tools, with feedback to improve our collective ability to make more effective transportation investment decisions. The study will provide the region and FTA with valuable information regarding the validity of model assumptions and the sensitivity of new modeling software; the accuracy of capital, operating and maintenance estimates; and rider characteristics. The participating jurisdictions are committed to making the results of this study meaningful for local and Federal objectives.

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

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

The project will produce the following products:

- Summary of findings, including the relationship between forecasted and actual ridership and capital and operating costs;
- Summary of recommendations, including proposed improvements to forecasting methodology or other actions that can improve transit investment decision-making;
- A draft report for submittal to the FTA;
- Revised and final report.

### **Previous Work:**

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

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

### **Methodology:**

In August 2001 the Federal Transit Administration (FTA) instituted Section 611.7(c)(4) of the Final Rule on Major Capital Investment Projects (New Starts) (published on December 7, 2000, and effective as of April 7, 2001) whereby Section 5309 New Starts Full Funding Grant Agreement grantees must submit a plan for collection and analysis of information to identify project impacts and to determine the accuracy of forecasts prepared during project development. The methodology for analysis is described in FTA guidance that requires that grantees report on five project characteristics:

- Project scope – the physical components of the project, including environmental mitigation;
- Service levels – the operating characteristics of the guideway, feeder bus services, and other transit services in the corridor;
- Capital costs – the total costs of construction, vehicles, engineering, management, testing and other capital expenses;
- Operation and maintenance costs – incremental operating/maintenance costs of the project and the transit system; and,
- Ridership patterns – incremental ridership, origin/destination patterns of transit riders on the project and in the corridor for the transit system.

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

- Predictions – predictions for the five characteristics developed at the conclusion of Project Development and after execution of the Project Construction Grant Agreement;
- Prior conditions – transit service levels, operating/maintenance costs, and ridership that prevail immediately prior to any significant changes in transit service levels caused by either construction or opening of the project; and,
- After conditions – actual outcomes for the five characteristics of the project approximately two years after the opening of the project in revenue service and associated adjustments to other transit services in the corridor.

The analysis will compare predictions with after conditions and prior conditions for each of the five project characteristics to measure the effectiveness of the project in achieving its goals and objectives.

### **Tangible Products Expected in FY 2016:**

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

### **Entity/ies Responsible for Activity:**

**Internal (TriMet):** The Project Sponsor for the PMLR Project is Tri-County Metropolitan Transportation District of Oregon (TriMet), the agency operating public transit in the Portland metropolitan region. The PMLR Before and After Study will be the responsibility of the Capital Projects Division (CPD).

The CPD will:

- Oversee the activities of the various TriMet departments, public agencies and consultants participating in the study;
- Identify and obtain key data on operations and maintenance costs, service levels, and ridership;

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

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

Metropolitan Planning Organization: Metro is the source for basic planning data in the region including forecasts of population, households and employment for the Portland/Vancouver metropolitan area. Metro also develops and maintains the travel forecasting models used for transportation planning in the region. Metro will:

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

**Schedule for Completing Activities:**

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

**Funding History:**

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

**FY 2016 Costs and Funding Sources:**

<b>Requirements:</b>			<b>Resources:</b>		
Personal Services	\$	20,000	PMLR Grant	\$	20,000
	<b>TOTAL</b>	<b>\$ 20,000</b>		<b>TOTAL</b>	<b>\$ 20,000</b>
<b>Full-Time Equivalent Staffing</b>					
Regular Full-Time FTE		0.15			
	<b>TOTAL</b>	<b>0.15</b>			

**Cost and Funding Sources:**

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

Task 1:	Collection and documentation of forecasts	\$20,000
Task 2:	Documentation of as-built conditions	\$5,000
Task 3:	Documentation of “before” and “after” conditions	\$450,000
Task 4:	Analysis of ridership forecasts	\$80,000
Task 5:	Analysis findings, recommendations and report writing	\$45,000
	<b>TOTAL</b>	<b>\$600,000</b>

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

### **Description:**

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

### **Objectives:**

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

### **Previous Work:**

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

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

### **Methodology:**

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

- Plan the alignment from the north side of Highway 99W north to Roy Rogers Road within the Cedar Creek Corridor
- Prepare project prospectus-to 30% design

### **Tangible Products Expected:**

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

### **Entities Responsible for Activity:**

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

Other stakeholders:

Clean Water Services

Tualatin River National Wildlife Refuge

ODOT, Metro, Washington County – Cooperate/Collaborate Oregon State Parks and Recreation

Oregon Fish and Wildlife

Cities of Tualatin and Wilsonville

Community groups and organizations

Bicycle, pedestrian, and transit needs  
Organizations and advisory committees serving regional public

**Schedule for Completing Activities:**

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

**Funding History:**

<b>Fiscal Year</b>	<b>Total Budget</b>	<b>FTE Comparison</b>
2012-13	\$1,358,564	NA
2013-14	\$958,431	NA
2014-15	\$3,781,301	NA

**FY 2016 Costs and Funding Sources:**

<b>Fiscal Year</b>	<b>Total Budget</b>	<b>FTE Comparison</b>
2015-16	\$ 467,000	NA

***DRAFT FY 2015-16 Unified Planning Work Program Funding Summary***

3/3/2015

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

\*Federal funds only, no match included.

<sup>1</sup> PL funds include \$646,214 carryover from FY 14 and ODOT match.

**OTHER PROJECTS OF REGIONAL SIGNIFICANCE**  
**FY 2015-16 UNIFIED PLANNING WORK PROGRAM FUNDING SUMMARY**

2/3/2015

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



**HOLD for SWRTC UPWP**

BEFORE THE METRO COUNCIL

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

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

WHEREAS, the FY 2015-16 UPWP indicates Federal funding sources for transportation planning activities carried out by Metro, Southwest Washington Regional Transportation Council, Clackamas County and its cities, Multnomah County and its cities, Washington County and its cities, TriMet, South Metro Area Regional Transit, and the Oregon Department of Transportation; and

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

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

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

BE IT RESOLVED by the Metro Council:

1. That the FY 2015-16 UPWP attached hereto as Exhibit A is hereby adopted.
2. The FY 2015-16 UPWP is consistent with the continuing, cooperative, and comprehensive planning process and is given positive Intergovernmental Project Review action.
3. That Metro's Chief Operating Officer is authorized to apply for, accept, and execute grants and agreements specified in the UPWP.
4. That staff shall update the UPWP budget figures, as necessary, to reflect the final Metro budget.
5. That staff shall submit the final UPWP and self-certification findings to the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA).

ADOPTED by the Metro Council this \_\_21\_\_ day of May 2015.

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Tom Hughes, Council President

Approved as to Form:

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Alison R. Kean, Metro Attorney

DRAFT

## STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 15-4623, FOR THE PURPOSE OF ADOPTING THE FISCAL YEAR 2015-16 UNIFIED PLANNING WORK PROGRAM AND CERTIFYING THAT THE PORTLAND METROPOLITAN AREA IS IN COMPLIANCE WITH THE FEDERAL TRANSPORTATION PLANNING REQUIREMENTS

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Date: April 8, 2015

Prepared by: Chris Myers  
(503) 813-7554

## BACKGROUND

The Unified Planning Work Program (UPWP) is developed annually by Metro as the Metropolitan Planning Organization (MPO) for the Portland Metropolitan Area. It is a federally-required document that serves as a guide for transportation planning activities to be conducted over the course of each fiscal year, beginning July 1<sup>st</sup>. Included in the UPWP are detailed descriptions of the transportation planning tasks, listings of various activities, and a summary of the amount and source of state and federal funds to be used for planning activities. The UPWP is developed by Metro with input from local governments, TriMet, ODOT, FHWA, and FTA.

Every four years, Metro as an MPO, undergoes certification review with (Federal Transit Administration [FTA] and Federal Highway Administration [FHWA]) to ensure compliance with federal transportation planning requirements. The next quadrennial certification review will take place in 2016. In the intervening years Metro undergoes a required self-certification process, with the FHWA and FTA, to ensure Metro's planning process is in compliance with specific Federal requirements as a prerequisite to receiving Federal funds.

The annual self-certification process documents that Metro has met those requirements and is considered at the time of the Unified Planning Work Program (UPWP) approval. Required self-certification areas include:

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

Each of these areas is discussed in Exhibit B (under development) to Resolution No. 15-4623.

## ANALYSIS/INFORMATION

1. **Known Opposition** – No known opposition

2. **Legal Antecedents** – this resolution certifies that the Portland metropolitan area is in compliance with Federal transportation planning requirements, as defined in Title 23 of the Code of Federal Regulations, Parts 450 and 500, and title 49, of the Code of Federal Regulations, Part 613.
3. **Anticipated Effects** – Approval means that grants can be submitted and contracts executed so work can commence on July 1, 2015, in accordance with established Metro priorities.
4. **Budget Impacts** – Approval of this resolution is a companion to the UPWP. It is a prerequisite to receipt of Federal planning funds and is, therefore, critical to the Metro budget. The UPWP matches projects and studies reflected in the proposed Metro budget submitted by the Metro Chief Operating Officer to the Metro Council. The UPWP is subject to revision in the final adopted Metro budget.

#### **RECOMMENDED ACTION**

Approve Resolution No. 15-4623 certifying that the Portland metropolitan area is in compliance with Federal transportation planning requirements.

draft

# 2018-21 MTIP/2019-21 RFFA Policy Update Process



Ted Leybold – Metro  
Dan Kaempff - Metro



Presentation to JPACT  
April 10, 2015



Metro | *Making a great place*

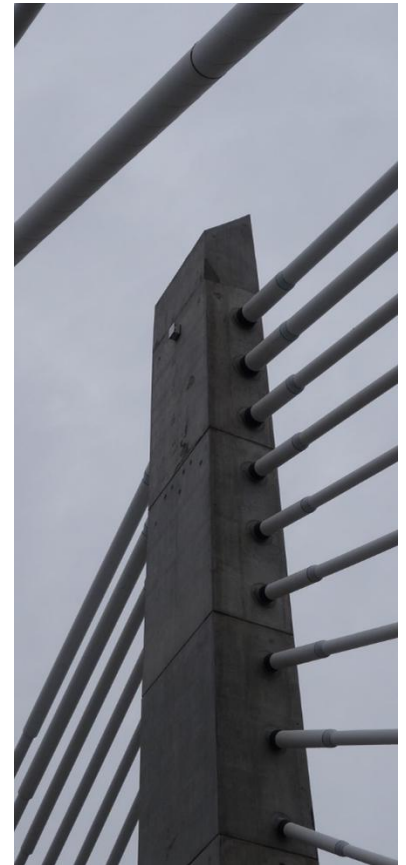
A blue-tinted map of a region, likely the San Francisco Bay Area, showing major highways and geographical features. The map is partially visible on the left side of the slide.

# Metro, as MPO is responsible for...

- Regional Transportation Plan
- Unified Planning Work Program
- Air Quality Conformity
- Congestion Management Plan
- **Metropolitan Transportation Improvement Program**

# Purpose & need

1. Fulfill Federal requirement to develop MTIP policy
2. Develop policy and process for allocating the federal funds awarded to the MPO (RFFA)





# Metropolitan Transportation Improvement Program – MTIP

- Coordinate between the three funding process conducted in the region
  - ODOT: Fix It/Enhance
  - TriMet/SMART: Transit
  - Metro: Regional Flexible Funds (RFFA)

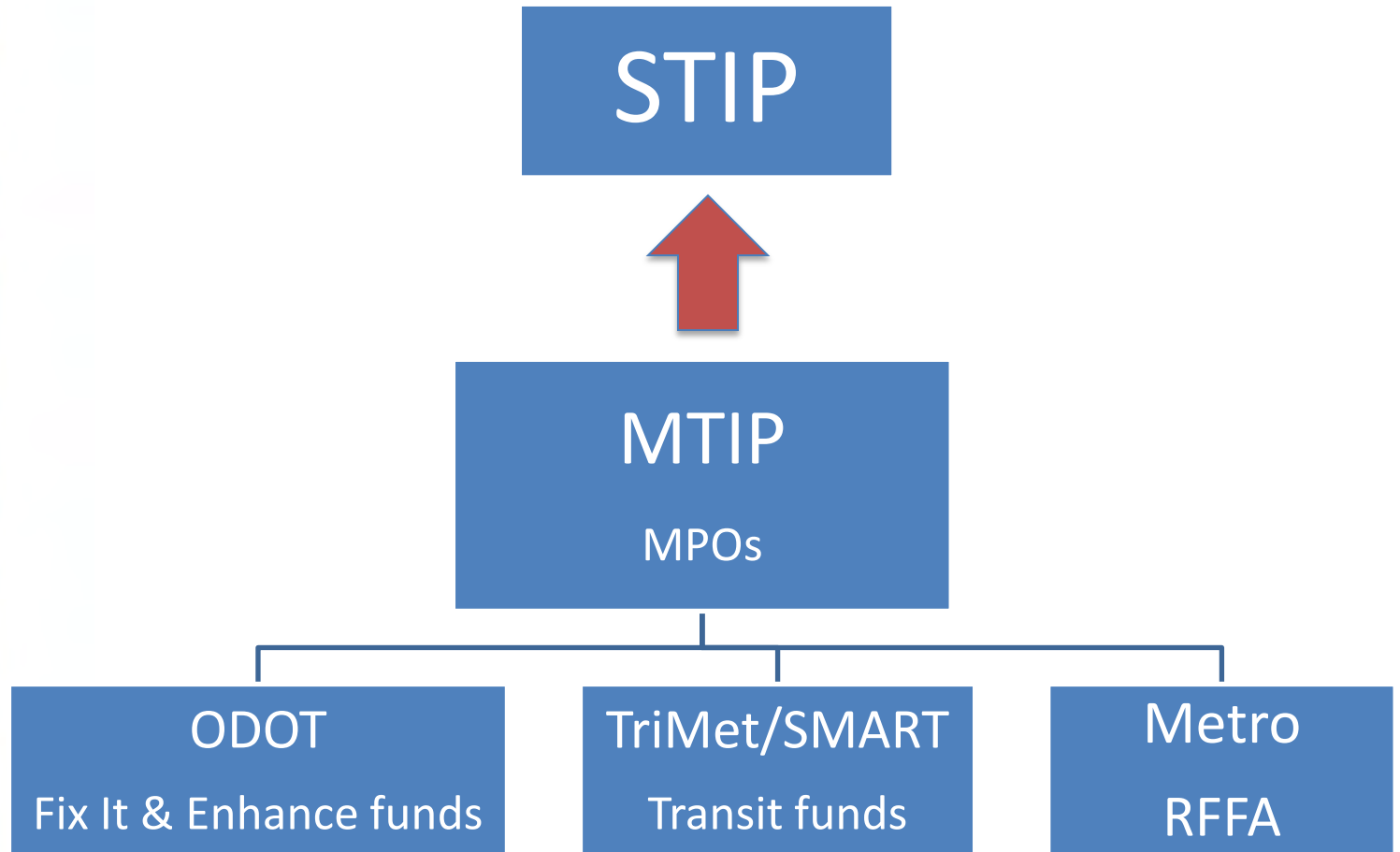




# Metropolitan Transportation Improvement Program – MTIP

- Demonstrates compliance with Federal regulations
  - Public involvement
  - Civil rights
  - Addressing federal planning factors
  - Air quality conformity
  - Fiscal constraint
  - Coordinated decision-making

# Funding relationship



# MTIP policy discussion

- Defines how JPACT and Metro Council wish to coordinate with three investment processes
- Consider how Regional policy can inform these investments





# Regional Flexible Funds Allocation policy update

- Nine-month discussion to determine regional priorities
- Will form the basis for project selection process in 2016
- Initial 3-year forecast: \$125 million

# RFFA funding breakdown



Transit Bond:  
\$48 Million



Regional Programs:  
\$31 Million



Step 2 Projects:  
\$46 Million

A blue-tinted map of a region, likely in the San Francisco Bay Area, showing major roads and geographical features. The map is partially obscured by the text on the right.

# RFFA Policy development workshops

- April – June 2015
- Open to all interested parties
  - TPAC, NGOs, advocacy groups, etc.
- Policy discussion framed around
  - Existing MTIP policy
  - New trans. policy since last MTIP
  - New performance data
  - Feedback from retrospective process

A blue-tinted map of a region, likely in the western United States, showing major roads and geographical features. The map is partially visible on the left side of the slide.

# Stakeholder input, outreach

- Introduce/discuss with county coordinating committees, TACs
  - April, May
- 3 or 4 workshops with TPAC & interested parties to develop, refine policy objectives for MTIP/RFFA
  - April, May, June
- 45-day public outreach period
  - July, August



A blue-tinted map of a region, likely in the western United States, showing major roads and geographical features. The map is partially visible on the left side of the slide.

# Adoption schedule

- Develop, discuss initial draft via TPAC/JPACT/Council
  - August, September
- Refine, revise final draft for TPAC recommendation, JPACT/Council adoption
  - October-December



Questions?

# Transit Coordination with the Metropolitan Transportation Improvement Program (MTIP)

JPACT

April 9, 2015

# The MTIP and Transit

- MTIP Purpose
  - Ensure financial capacity for projects
  - Coordinates project implementation to planning activities and between agencies
  - Provides public transparency of funding process
  - Required to maintain federal funding
- MPOs lead MTIP development
- Transit funding is one of three funding components of the MTIP

# Briefing Purpose

- TriMet coordination with JPACT
- Progress update on prior regional flexible funding allocations
- Understand transit funding decision processes and proposed programming
- Updating transit funding into the 2015-18 MTIP based on actual appropriations

# MTIP Coordination

- High Capacity Transit System Plan and Transit element of RTP
- MPO leads planning for HCT Projects
- MTIP Programming and TriMet Budget

# Outline

1. FY16 Budget and Service Plan
2. Federal Funding and MTIP Coordination

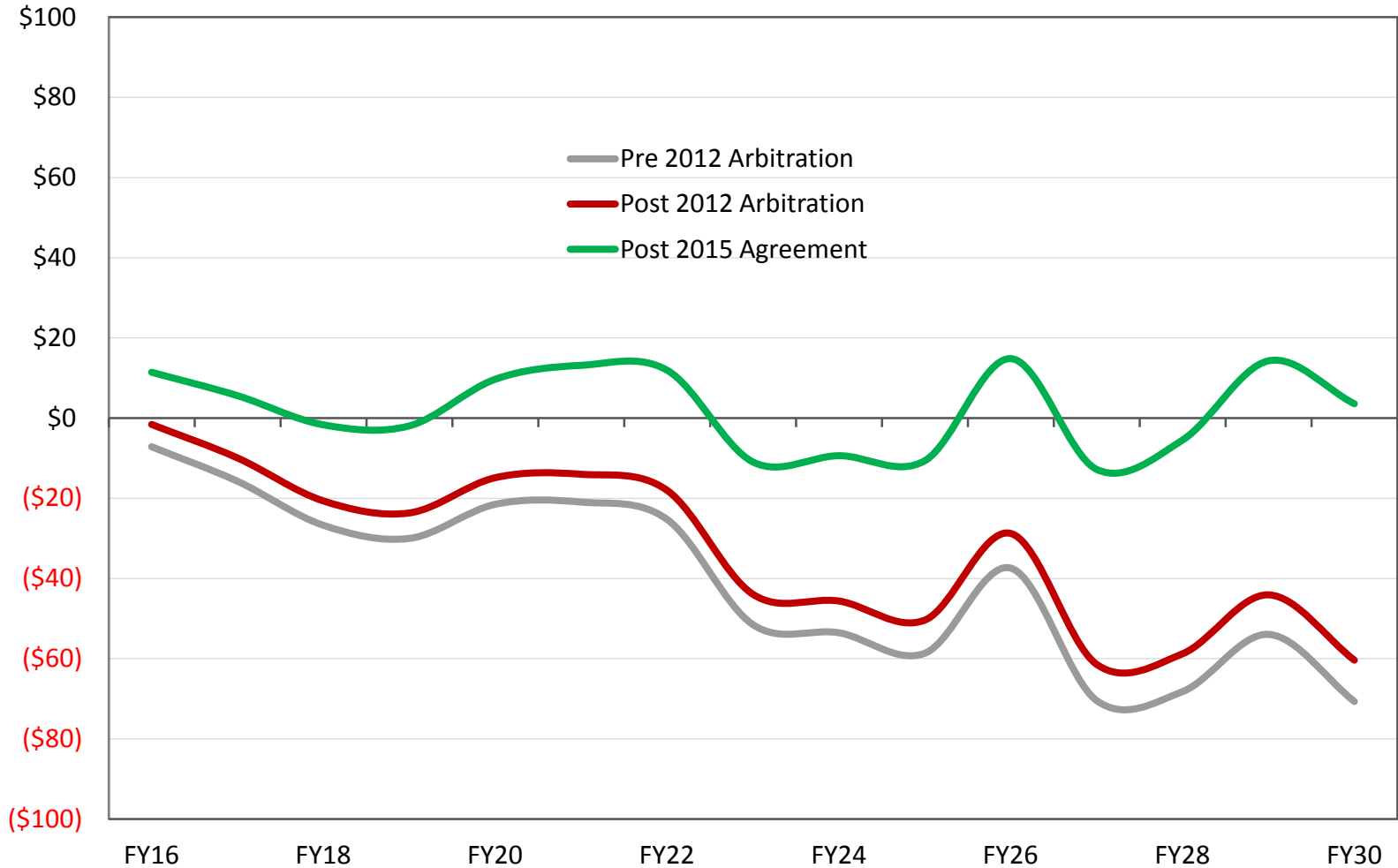
# FY16 Budget Priorities

Budget reflects two key agency priorities:

- Ensuring financial stability
  - Reflects new labor agreement
  - Continues pension funding
  - Honored Citizen fare increase
- Continuing to focus on rider needs
  - Service restoration and expansion
  - State of Good Repair

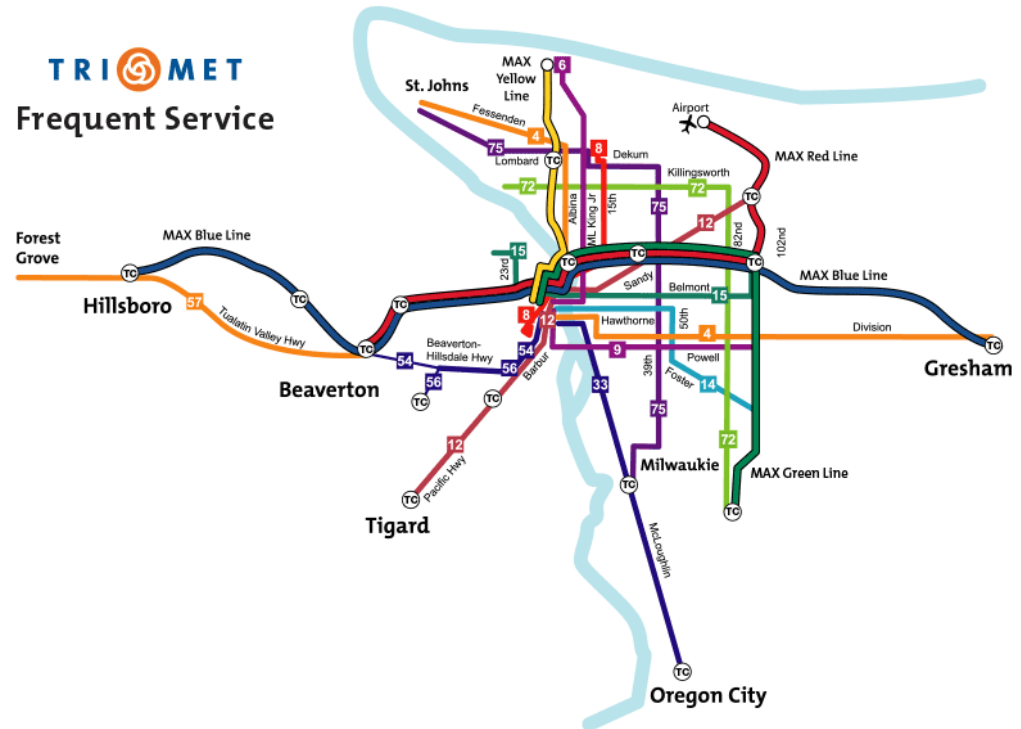


# Revenues minus Expenditures Pre- and Post-2012 Arbitration and 2015 Agreement (\$ millions)



# Service Improvements this Year

- Frequent Service restored on weekdays in 2014 and on weekends in 2015
- MAX and Bus lines serving key corridors throughout the city and the region
- Capacity and Reliability investments to address overcrowding and match schedules to traffic conditions



# FY16 Budget Assumptions

Key revenue and expenditure assumptions:

- Strong payroll tax growth due to recovery
- Fare revenue growth and transfer time impacts
- Flat Federal funding from previous Fiscal Year

# Federal Funding

- MTIP Regional Flexible Funds
- Portland-Milwaukie LRT
- Program of Projects with other Federal Funding
  - State of Good Repair
  - Job Access
  - Special Needs Transit

# MTIP Regional Flexible Funds

Historically, TriMet has received funds for:

- Regional Rail debt service
- Bus Stop Development Program
- Employer Outreach Program

# MTIP Regional Flexible Funds

For FY16, TriMet is receiving funds for:

- Regional Rail debt service (\$16M)
- Bus Stop Development Program (\$50K carryover; program no longer funded by RFFA)
- Employer Outreach Program (~\$475K from RTO)
- East Portland Access to Employment & Education (\$2.3M from REOF)
- Powell-Division Corridor Safety & Access to Transit (\$1.4M)

# STIP Enhance Funds

For FY16, TriMet is also receiving funds for:

- Barbur /99W Corridor Safety & Access to Transit (\$626K)
- OR 8 Corridor Safety & Access to Transit (\$507K)

# Bus Stop Program

## Streamline – Signal Priority Expansion (Gresham)

- Expanded signal priority on Division St (7 signals)
- TSMO program funding next generation platform
- I-84 ICM project

## Sidewalks, Pads & Curb Cuts

- Improve 20 bus stops, 5 in-street pads

## Shelters & Amenities

- 25 new shelters

## Solar Lighting Enhancements

- Install brighter LED light kits at 20 stops



# RFFA Regional Rail Bonds

Capital Grant Receipt bonds sold June 2011 and programmed for:

- \$119.0 million for the PMLR project
- \$13.3 million for WES via bus purchases
- \$6.0 million for SW Corridor project
- \$6.0 million for Lake Oswego – *under consideration*

# Capital Investments

## Portland-Milwaukie Light Rail Project

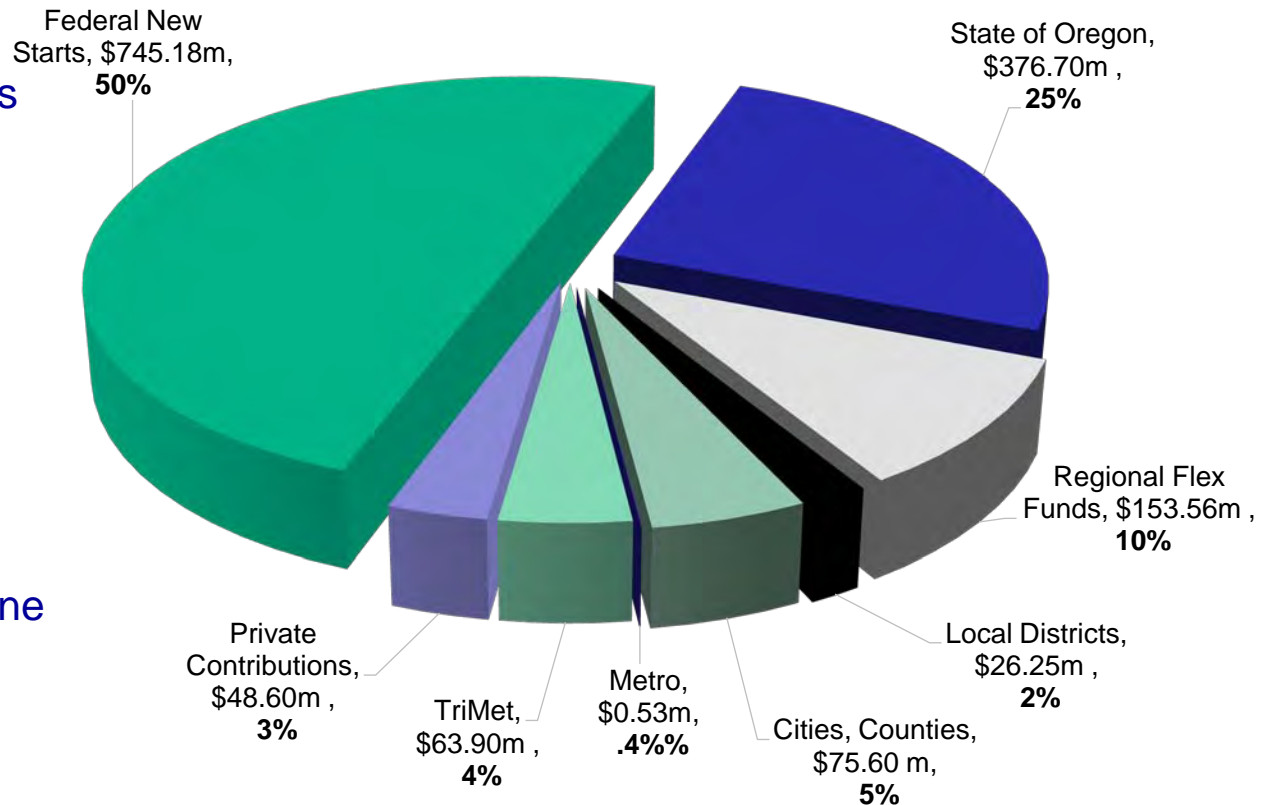
- Orange Line opening September 12, 2015 (on time and under budget)
- FFGA signed May 2012
  - \$85M in FY12 of New Starts funds
  - \$94.5M in FY13
  - \$100M each in FY14-18 (\$115M in FY16)
  - \$65.7M in FY19

# Portland-Milwaukie LRT Funded by Partnerships

State of Oregon/Lottery  
Metro/Regional Flex Funds  
City of Portland  
Portland Development  
Commission  
Clackamas County  
City of Milwaukie  
TriMet

Local property donations:

- Portland
- OHSU
- Willamette Shore Line
- ZRZ
- PCC
- PSU



# MAP-21 Funding Impacts

- 5307 Urban formula stable but vulnerable
- 5337 State of Good Repair added resources
- 5339 helping accelerate bus replacements
- JARC eliminated
- New Freedom → 5310 Elderly & Disabled
  - Formula funds for urbanized areas helping offset declining state funds

# FY16 Program of Proposed Projects using other Federal Funding

- Bus and Rail Preventive Maintenance
  - 5307 Urban Formula: \$37.6M
  - 5337 State of Good Repair: \$18.5M
  - STP: \$3M
- Bus Replacement
  - 5339 Bus and Bus Facilities: \$2.8M
- PMLR Funding
  - 5309 Capital Investment Grants: \$115M
  - STP: \$474K
- E&D Transportation
  - 5310: \$1.9M

# State of Good Repair

- \$59M in 5307 and 5337 formula funds used for Preventive Maintenance on bus and rail
  - Rail, switch, signal, expansion joint inspections and repair, rail lubing, road crossings
  - Repair defects and failures in vehicle mechanical and body systems
  - Update and upgrade Maintenance facilities (40-year old vehicle lifts replaced this year)
- ATI (formerly TE) 1% 5307 sub-allocation
  - Bike Parking Modernization (FY15)
  - Jackson Terminus landscape (FY16)

# 5339 Funds: Bus & Bus Facilities

- To replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities.
- FY16: \$2.8M contributing to purchase of 60 replacement buses (\$28M total)
- 326 new buses on the road since FY13
- All low-floor buses by end of 2017
- 8 year average fleet age (industry standard)

# Job Access Reverse Commute (JARC)

- Transportation to jobs for low-income individuals
- Program eliminated under MAP-21
- Final disbursement of \$1M in remaining funds for FY15-17 awarded to continue operating shuttles (Tualatin, Forest Grove, Swan Island, Clackamas)
- Considering new funding mechanisms for Community & Jobs Connectors envisioned in Service Enhancement Plans
- Regional position on Authorization recognizes need



# 5310 Funds: Elderly & Disabled

- Address mobility needs beyond ADA paratransit services (absorbed New Freedom eligibility)
- Coordinated by Special Transportation Fund Advisory Committee through the Coordinated Transportation Plan
- FY16: \$1.9M for replacement of 49 LIFT vehicles
- Also funding other community services (Ride Connection and other providers)

# Summary

- TriMet programming aligned with MAP-21 focus on State of Good Repair to ensure reliability and support regional goals
- Public engagement opportunities provided in programming of projects and budget processes
- Coordinating with MPO staff on proposed programming for 2015-18 MTIP

# Questions and Discussion

- Are you comfortable with programming of federal funds and processes to allocate them to specific projects?
- Any future follow up on specific items desired?
- Questions on progress of current Regional Flex Fund transit projects?
- Other questions or discussion?