

Council meeting agenda

Thursday, May 16, 2019

2:00 PM

Metro Regional Center, Council chamber

1. Call to Order and Roll Call

2. Safety Briefing

3. Public Communication

4. Consent Agenda

- 4.1 Resolution No. 19-4981, For the Purpose of Amending the [RES 19-4981](#)
Non-System License for City of Roses Disposal & Recycling,
Inc. to Increase the Tonnage Limit for Transport and
Disposal of Putrescible Waste at the Wasco County Landfill
and, Under Certain Unusual Circumstances, Cowlitz
County Headquarters Landfill

Attachments: [Resolution No. 19-4981](#)
[Exhibit A to Resolution No. 19-4981](#)
[Staff Report](#)

- 4.2 Resolution No. 19-4979, For the Purpose of Adopting the [RES 19-4979](#)
Fiscal Year 2019-20 Unified Planning Work Program

Attachments: [Resolution No. 19-4979](#)
[Exhibit A to Resolution No. 19-4979](#)
[Staff Report](#)

- 4.3 Considerations of the Council Meeting Minutes for May 9, [18-5226](#)
2019

5. Ordinances (Second Reading)

- 5.1 Ordinance No. 19-1435, For the Purpose of Approving a Solid Waste Facility Franchise Application and Authorizing City of Roses Disposal & Recycling, Inc. to Operate a Transfer Station

[ORD 19-1435](#)

Presenter(s): Roy Brower, Metro
Hila Ritter, Metro

Attachments: [Ordinance No. 19-1435](#)
[Exhibit A to Ordinance No. 19-1435](#)
[Staff Report](#)
[Attachment 1 to Staff Report](#)
[Attachment 2 to Staff Report](#)

6. Chief Operating Officer Communication

7. Councilor Communication

8. Adjourn

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ការគោរពសិទ្ធិពលរដ្ឋរបស់ ។ សំរាប់ព័ត៌មានអំពីកម្មវិធីសិទ្ធិពលរដ្ឋរបស់ Metro ឬស្នើសុំទទួលបានកាតបណ្តឹងរើសអើងសូមចូលទស្សនាគេហទំព័រ www.oregonmetro.gov/civilrights។ បើលោកអ្នកត្រូវការអ្នកបកប្រែភាសានៅពេលអង្គប្រជុំសាធារណៈ សូមទូរស័ព្ទមកលេខ 503-797-1700 (ម៉ោង 8 ព្រឹកដល់ម៉ោង 5 ល្ងាច ថ្ងៃធ្វើការ) ប្រាំពីរថ្ងៃ ថ្ងៃធ្វើការ មុនថ្ងៃប្រជុំដើម្បីអាចឲ្យគេសម្រួលតាមសំណើរបស់លោកអ្នក។

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Resolution No. 19-4981, For the Purpose of Amending the Non-System License for City of Roses Disposal & Recycling, Inc. to Increase the Tonnage Limit for Transport and Disposal of Putrescible Waste at the Wasco County Landfill and, Under Certain Unusual Circumstances, Cowlitz County Headquarters Landfill

Consent Agenda

Metro Council Meeting
Thursday, May 16, 2019
Metro Regional Center, Council Chamber

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE NON-	)	RESOLUTION NO. 19-4981
SYSTEM LICENSE FOR CITY OF ROSES)	
DISPOSAL & RECYCLING, INC. TO INCREASE	)	Introduced by Acting Chief
THE TONNAGE LIMIT FOR TRANSPORT AND	)	Operating Officer Andrew Scott in
DISPOSAL OF PUTRESCIBLE WASTE AT THE	)	concurrence with Council President
WASCO COUNTY LANDFILL AND, UNDER	)	Lynn Peterson
CERTAIN UNUSUAL CIRCUMSTANCES,		
COWLITZ COUNTY HEADQUARTERS LANDFILL		

WHEREAS, the Metro Code requires a non-system license of any person that transports solid waste generated from within the Metro Region to a non-system disposal facility; and

WHEREAS, City of Roses Disposal & Recycling filed a solid waste facility franchise application seeking to operate a transfer station and accept up to 15,000 tons of putrescible waste in calendar year 2019; and

WHEREAS, City of Roses Disposal & Recycling holds Metro Solid Waste Facility Non-System License No. N-134-16C, which authorizes City of Roses Disposal & Recycling to transport and dispose of up to 472 tons of putrescible waste per calendar year at Wasco County Landfill and, during certain unusual circumstances and emergency situations, at Cowlitz County Headquarters Landfill; and

WHEREAS, City of Roses Disposal & Recycling seeks to amend the current non-system license to increase the tonnage authorization up to 15,000 tons in calendar year 2019 to align it with the proposed franchise tonnage allocation; and

WHEREAS, Metro Code Chapter 5.05 provides that the Chief Operating Officer will review a request to amend a non-system license for putrescible waste and that Metro Council may approve or deny the amendment; and

WHEREAS, the Chief Operating Officer recommends that Metro Council approve amendment of City of Roses Disposal & Recycling's non-system license to increase the non-system license tonnage authorization to align that waste amount with the facility's franchise tonnage allocation; now therefore,

BE IT RESOLVED that (1) the requested amendment of City of Roses Disposal & Recycling's non-system license is approved subject to the terms, conditions, and limitations contained in this Resolution and Exhibit A, (2) the Chief Operating Officer is authorized to issue an amended Solid Waste Facility Non-System License substantially similar to the one attached as Exhibit A which replaces and supersedes the current non-system license for City of Roses Disposal & Recycling.

ADOPTED by the Metro Council this ____ day of May, 2019.

Lynn Peterson, Council President

Approved as to Form:

Nathan A. S. Sykes, Acting Metro Attorney



600 NE Grand Ave.
Portland, OR 97232-2736
oregonmetro.gov

**METRO SOLID WASTE FACILITY
NON-SYSTEM LICENSE**

No. N-057-16D

LICENSEE:	
	City of Roses Disposal & Recycling, Inc. 4530 NE 138 th Ave. Portland, OR 97230
CONTACT PERSON:	
	Alando Simpson
Phone:	(503) 285-9940
E-mail:	alando@cityofrosesdisposal.com
MAILING ADDRESS:	
	City of Roses Disposal & Recycling, Inc. P.O. Box 301427 Portland, OR 97294

This non-system license replaces and supersedes the provisions of Metro Solid Waste Facility Non-System License No. N-134-16C.

ISSUED BY METRO:

Andrew Scott,
Acting Chief Operating Officer

Date

1	NATURE OF WASTE COVERED BY LICENSE
	Putrescible solid waste and non-recoverable mixed non-putrescible waste generated by commercial customers within the Metro region and collected by City of Roses Disposal & Recycling.
2	CALENDAR YEAR TONNAGE ALLOCATION
	<p>The licensee is authorized to deliver the waste described in Section 1 to the non-system facilities described in Section 3 as follows:</p> <p>For calendar year 2019, beginning January 1, 2019, and ending December 31, 2019, the licensee is authorized to transport up to 15,000 tons.</p>
3	NON-SYSTEM FACILITY
	<p>The licensee is authorized to transport the waste described above in Section 1 to the following non-system facility:</p> <p style="padding-left: 40px;">Wasco County Landfill 2550 Steele Road The Dalles, OR 97058</p> <p>And, during certain unusual circumstances and emergency situations as described in Section 7, the licensee is authorized to deliver the above referenced waste to the following non-system facility:</p> <p style="padding-left: 40px;">Cowlitz County Headquarters Landfill 3434 South Silver Lake Road Castle Rock, WA 98611</p> <p>This license is issued on condition that the non-system facilities named in this section are authorized to accept the type of waste described in Section 1. If Metro receives notice from the Oregon Department of Environmental Quality, Wasco County, Washington Environmental Health Unit, or Cowlitz County that either of these non-system facilities are not authorized to accept such waste, Metro may immediately terminate this license pursuant to Section 7.</p>

4	TERM OF LICENSE
	The term of this license originally commenced on July 1, 2016, and expires on December 31, 2019, unless terminated sooner under Section 7.
5	REPORTING OF ACCIDENTS AND CITATIONS
	The licensee must report to Metro any significant incidents (such as fires), accidents, and citations involving vehicles transporting the solid waste authorized by this license.
6	RECORD KEEPING AND REPORTING
	<p>(a) The licensee must keep and maintain accurate records of the amount of all solid waste that the licensee transports to the non-system facilities described in Section 3. These records must include the information specified in the Metro document titled, <u>Reporting Requirements and Data Standards for Metro Solid Waste Licensees, Franchisees, and Parties to Designated Facility Agreements</u>.</p> <p>(b) The licensee must perform the following no later than fifteen days following the end of each month:</p> <ul style="list-style-type: none"> i. Transmit to Metro the records required under Section 6(a) above in an electronic format prescribed by Metro; ii. Submit to Metro a Regional System Fee and Excise Tax Report, that covers the preceding month; and iii. Remit to Metro the requisite Regional System Fees and Excise Taxes in accordance with the Metro Code provisions applicable to the collection, payment, and accounting of such fees and taxes. <p>(c) The licensee must make available to Metro (or Metro's designated agent) all records from which Sections 6(a) and 6(b) above are derived for its inspection or copying, as long as Metro provides at least three business days written notice of an intent to inspect or copy documents. The licensee must, in addition, sign or otherwise provide to Metro any consent or waiver necessary for Metro to obtain information or data from a third party, including the non-system facilities named in Section 3.</p> <p>(d) Metro may require the licensee to report the information required by this section on a weekly or daily basis.</p>

7	ADDITIONAL LICENSE CONDITIONS
	<p>This license is subject to the following conditions:</p> <ul style="list-style-type: none">(a) The permissive transport of solid waste to the non-system facilities listed in Section 3, authorized by this license, is subordinate to any subsequent decision by Metro to direct the solid waste described in this license to any other facility.(b) The COO may amend or terminate this license in the event that the COO determines that:<ul style="list-style-type: none">i. There has been sufficient change in any circumstances under which Metro issued this license;ii. The provisions of this license are actually or potentially in conflict with any provision in Metro's disposal contract with Waste Management Disposal Services of Oregon, Inc., dba Oregon Waste Systems, Inc.; oriii. Metro's solid waste system or the public will benefit from, and will be better served by, an order directing that the waste described in Section 1 be transferred to, and disposed of at, a facility other than the facilities listed in Section 3.(c) This license is, in addition to subsections (b)(i) through (b)(iii) above, subject to amendment, suspension, or termination pursuant to the Metro Code.(d) The licensee must not transfer or assign any right or interest in this license without prior written approval of Metro.(e) This license will terminate upon the execution of a designated facility agreement with either of the facilities listed in Section 3 that authorizes the acceptance of the waste described in Section 1.(f) This license authorizes the transport of solid waste to the facilities listed in Section 3. The transport of waste generated from within the Metro boundary to any non-system facility other than that specified in this license is prohibited unless authorized in writing by Metro.(g) The COO may direct the licensee's waste flow under this non-system license to Metro Central Transfer Station or Metro South Transfer Station with a minimum of 24 hours written notice. Any redirection of the waste flow by the COO is effective immediately.(h) If the licensee exceeds the calendar year authorization set forth in Section 2, each ton or portion thereof by which the licensee exceeds the limitation constitutes a separate violation subject to a penalty of up to \$500.(i) The licensee is authorized to transport putrescible waste to the Cowlitz County Landfill only during certain unusual circumstances and emergency situations, such as the closure of Interstate 84, which would prevent the licensee from transporting waste to the Wasco County Landfill.

	<p>(j) If the licensee transports putrescible waste to the Cowlitz County Landfill as provided above in Section 7(i), the licensee must:</p> <ul style="list-style-type: none">i. Report the unusual circumstance or emergency situation to Metro within 12 hours of its discovery; andii. Notify Metro in writing if such delivery of waste to the Cowlitz County Landfill continues for more than three consecutive business days. The written notification required by this section shall include a detailed description of the particular circumstance resulting in such deliveries and its expected duration.
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8	COMPLIANCE WITH LAW
	<p>The licensee must fully comply with all applicable local, regional, state and federal laws, rules, regulations, ordinances, orders, and permits pertaining in any manner to this license, including all applicable Metro Code provisions and administrative rules adopted pursuant to Chapter 5.05 whether or not those provisions have been specifically mentioned or cited herein. All conditions imposed on the collection and hauling of the licensee's solid waste by federal, state, regional or local governments or agencies having jurisdiction over solid waste generated by the licensee is deemed part of this license as if specifically set forth herein.</p>

9	INDEMNIFICATION
	<p>The licensee must defend, indemnify and hold harmless Metro, its elected officials, officers, employees, agents and representatives from any and all claims, demands, damages, causes of action, or losses and expenses, arising out of or related in any way to the issuance or administration of this non-system license or the transport and disposal of the solid waste covered by this license. Expenses include, but are not limited to all attorneys' fees, whether incurred before any litigation is commenced, during any litigation or on appeal.</p>

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 19-4981 FOR THE PURPOSE OF AMENDING THE NON-SYSTEM LICENSE FOR CITY OF ROSES DISPOSAL & RECYCLING, INC. TO INCREASE THE TONNAGE LIMIT FOR TRANSPORT AND DISPOSAL OF PUTRESCIBLE WASTE AT THE WASCO COUNTY LANDFILL AND, UNDER CERTAIN UNUSUAL CIRCUMSTANCES, COWLITZ COUNTY HEADQUARTERS LANDFILL.

Date: May 2, 2019
Department: Property and Environmental
Services
Meeting Date: May 16, 2019

Prepared by: Hila Ritter, 503-797-1862,
hila.ritter@oregonmetro.gov
Presenters: Staff is available for questions

ISSUE STATEMENT

City of Roses Disposal & Recycling, Inc. (partner company of CORE Recycling) a Metro-licensed non-putrescible (dry) waste material recovery facility located at 4580 NE 138th Avenue in Portland, (Metro District 1), has applied to Metro for authorization (a solid waste facility franchise) to operate a transfer station and accept putrescible waste at its existing facility. The Metro Council will consider the transfer station franchise application (Ordinance No. 19-1435) at its meeting on May 16, 2019. If that transfer station franchise is approved, then City of Roses Disposal & Recycling seeks to also increase the amount of putrescible waste that it is authorized to transport and dispose at the Wasco County Landfill and the Cowlitz County Headquarters Landfill, as a backup disposal site option during certain unusual circumstances and emergency situations that would otherwise prevent the facility from transporting waste to the Wasco County Landfill. This resolution addresses the transport and disposal of putrescible waste received at City of Roses Disposal & Recycling's proposed transfer station (COR Transfer Station).

Metro Code Section 5.05.110(c) states that the Metro Council may approve or deny a non-system license (NSL) to transport putrescible waste.

ACTION REQUESTED

Review applicable code criteria and Metro policies to determine whether Council should grant an amended NSL for City of Roses Disposal & Recycling to align the license tonnage limit with the tonnage allocation authorized in its proposed franchise. If Metro Council adopts this resolution and companion Ordinance No. 19-1435, then City of Roses Disposal & Recycling's NSL would also be amended increase the tonnage authorization from 472 tons to 15,000 tons for calendar year 2019.

IDENTIFIED POLICY OUTCOMES

This proposed resolution addresses the transport and disposal of waste that the Metro Council will consider under companion Ordinance No. 19-1435 at its meeting on May 16, 2019. These proposed decisions align with the goals of the 2030 Regional Waste Plan and help achieve the transfer system configuration policy objectives that Council adopted in 2016.

POLICY QUESTION

Should the Metro Council approve amending the NSL for City of Roses Disposal & Recycling to increase the amount of putrescible waste that the licensee may transport to a landfill in order to align that waste amount with its proposed franchise tonnage allocation according to the provisions of Metro Code Chapter 5.05.140 and as described in the resolution?

POLICY OPTIONS FOR COUNCIL TO CONSIDER

1. Approve the resolution as proposed to amend the NSL to increase the tonnage authorization up to 15,000 tons for calendar year 2019 or otherwise align the limit with the franchise tonnage allocation.
2. Amend the resolution to grant a different tonnage authorization and disposal site other than that requested by the applicant.
3. Do not approve the resolution.

STAFF RECOMMENDATIONS

Provided Metro Council approves the solid waste facility franchise application in Ordinance No. 19-1435, staff recommends adoption of Resolution No. 19-4981 to increase the non-system license tonnage limit to align that amount with the franchise tonnage allocation. If Council approves this resolution, then the effective date will be aligned with that of the transfer station franchise.

STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION

NSLs are the main vehicles by which Metro manages the flow of solid waste transported to facilities located outside the Metro regional boundary because they allow Metro to closely monitor and potentially guide waste flows to authorized facilities for faster response to changing conditions. Metro and Waste Management are parties to a disposal contract through the end of 2019 that requires Metro to deliver 87 percent of the region's putrescible waste, that is delivered to a general purpose landfill during the calendar year, to a landfill owned by Waste Management (the "flow guarantee"). This proposed NSL covers a portion of the 13 percent of uncommitted waste not guaranteed to Waste Management under the disposal contract because neither Wasco County Landfill nor Cowlitz County Headquarters Landfill are Waste Management owned landfills. Over the last several years, Metro has allocated proportional shares of its uncommitted tonnage to licensees based on Metro's solid waste tonnage forecast.

On July 21, 2016, the Metro Council adopted a transfer system configuration policy. the configuration policy shifts Metro away from its current "tonnage cap" approach, in which the Metro Council establishes annual facility tonnage limits as described above, to a more

systematic and predictable “tonnage allocation” system, in which tonnage authority is proportionally allocated to privately owned stations each year beginning in 2020. Staff is developing the detailed methodology for future tonnage allocations for adoption as administrative rules later this year, which will be effective in 2020. The proposed increase to authorize City of Roses Disposal & Recycling to transport up to 15,000 tons is intended only for calendar year 2019. In the future, Metro will determine and adjust tonnage allocations for all privately-owned transfer stations in the region, including City of Roses Disposal & Recycling, by applying a percentage-based allocation methodology currently being developed using the allocation framework that Metro Council adopted in November 2018. This tonnage allocation methodology will inform any future non-system license authorizations.

This resolution is complimentary to the proposed Ordinance No. 19-1435, which is consistent with Metro’s transfer system configuration policy and the 2030 Regional Waste Plan (goals 12, 13, 16, and 18) because it promotes efficient off-route travel which reduces environmental impacts (goal 12), supports investment in the host community by way of the Community Enhancement Grant program (goal 13), implements the configuration policy (goal 16.7), and supports a small, locally-based business that is part of the region’s solid waste system (goal 18).

Known Opposition/Support/Community Feedback

There is no known opposition to the proposed amendments to the NSL.

Legal Antecedents

Metro Code Chapter 5.05, entitled “Solid Waste Flow Control.” Specifically, section 5.05.140 states the factors to consider regarding NSL issuance:

- (1) *The degree to which prior users of the non-system facility and waste types accepted at the non-system facility are known and the degree to which those wastes pose a future risk of environmental contamination;*

Wasco County Landfill and Cowlitz County Headquarters Landfill are well known to Metro. They are both permitted Subtitle D disposal sites under the Resource Conservation and Recovery Act (RCRA), which establishes national landfill standards. The environmental risk associated with the use of this disposal site is regulated by the appropriate local and state authorities. It has been Metro’s practice to rely on the local land use authority and the state environmental agency to determine whether environmental or human health risks posed are known, reasonable and appropriate.

- (2) *The non-system facility owner’s and operator’s regulatory compliance record with federal, state, and local requirements, including but not limited to public health, safety and environmental regulations;*

Metro staff’s investigation of this company has revealed a good record of compliance with local and state agencies responsible for health, safety, and environmental regulations.

- (3) *The adequacy of the non-system facility's operational practices and management controls;*

The landfills use operational practices and management controls that are typical of RCRA Subtitle D landfills. DEQ and Cowlitz County staff consider the operational practices and controls in place at these landfills appropriate for the proper management and disposal of waste and adequate for the protection of health and the environment.

- (4) *The expected impact on the region's recycling and waste reduction efforts;*

The proposed license authorizes the transport and disposal of putrescible solid waste, which currently has limited recovery potential. The license puts no long-term constraint on the waste if recovery alternatives emerge for the region. Thus, approval of the proposed license extension is not expected to impact the region's recycling and waste reduction efforts.

- (5) *The proposed non-system license's effect with Metro's existing contractual arrangements;*

As previously explained above, Metro and Waste Management are parties to a disposal contract that includes a flow guarantee. NSLs are the main vehicles by which Metro manages this contractual obligation. This proposed NSL controls a portion of the uncommitted waste not guaranteed to Waste Management under the disposal contract. Metro's contract with Waste Management expires at the end of 2019. Provisions in the NSL allow Metro to monitor compliance with its disposal contract.

- (6) *The applicant's record regarding compliance with Metro ordinances and agreements or assistance to Metro in Metro ordinance enforcement and with federal, state and local requirements, including but not limited to public health, safety and environmental regulations;*

City of Roses Disposal & Recycling is currently in compliance with its Metro-issued solid waste facility license and NSL. It has not had any compliance issues with regard to Metro requirements or other regulations related to public health, safety, or the environmental during the term of the current license.

- (7) *Any other factor the Chief Operating Officer considers appropriate.*

Staff finds that it is in the public's interest to increase the tonnage authorization in order to align it with City of Roses Disposal & Recycling's proposed franchise tonnage allocation and to the facility with flexibility to use alternate disposal sites if it is otherwise unable to transport waste to Wasco County Landfill. With the exception of the above-mentioned amendments, the proposed NSL carries forward the current NSL conditions.

Anticipated Effects

Adoption of Resolution No. 19-4981 will amend the NSL for City of Roses Disposal & Recycling to align its NSL tonnage authorization with that of its proposed franchise tonnage allocation. If Council approves this resolution as proposed, the facility will be authorized to transport up to 15,000 tons of putrescible waste for calendar year 2019 to Wasco County Landfill and, under certain unusual circumstances, Cowlitz County Headquarters Landfill. If Council approves this resolution, then the effective date will be aligned with that of the transfer station franchise.

Financial Implications (current year)

As set forth in Metro's contract for disposal of solid waste with Waste Management, the more solid waste that Metro directs to a Waste Management-owned landfill, the cheaper the disposal price is per ton for Metro's transfer stations (aka the "declining block rate"). As mentioned earlier, the Waste Management disposal contract mandates that Metro allocate *at least* 87 percent of the region's putrescible waste to a Waste Management landfill (primarily Columbia Ridge Landfill). Thus, Metro may allocate up to 13 percent to a non-Waste Management landfill. This 13 percent is sometimes referred to as the "uncommitted" waste because it is not committed to a Waste Management landfill, and Metro allocates this waste to other disposal sites via a NSL.

When Metro authorizes the transport of waste to a non-Waste Management owned landfill, this increases the tip fee at Metro's transfer stations because Metro must pay more, per ton, to dispose of Metro South and Metro Central's waste at a Waste Management landfill. As previously explained, the proposed City of Roses Disposal & Recycling's license allocates a portion of the 13 percent uncommitted waste to Wasco County Landfill and Cowlitz County Headquarters Landfill, which are not owned by Waste Management.

Metro generally factors the uncommitted waste allocated by NSLs into its budget when setting Metro transfer station rates. Staff understands that the putrescible waste that City of Roses Disposal & Recycling will initially partner with Waste Connections to receive the uncommitted waste that it currently transports to affiliated disposal sites. Metro's cost and rate model already takes into account that this uncommitted waste will be disposed at a landfill that is not owned by Waste Management. Additionally, all of the waste authorized under the proposed NSL will continue to be subject to Metro's regional system fee and excise tax.

BACKGROUND

The applicant, City of Roses Disposal & Recycling, Inc. is a locally-owned company that has operated a waste hauling service and a Metro-licensed dry waste material recovery facility (CORE Recycling) on NE 109th since 2013. City of Roses Disposal & Recycling applied for and obtained Metro and DEQ authorization to operate a dry waste material recovery facility at its current location, 4530 NE 138th Ave in Portland.

On November 28, 2018, City of Roses Disposal & Recycling submitted to Metro an application seeking authorization to operate a transfer station and accept putrescible waste at its current site. The applicant also requested that Metro amend its NSL (N-134-16C) to authorize the new transfer station to transport putrescible waste to a disposal site and align the NSL tonnage authorization with that of the proposed franchise tonnage allocation. NSL No. N-134-16C was initially issued to City of Roses Disposal & Recycling when it was located at its previous site on NE 109th Avenue in Portland. If approved, the proposed NSL will be amended to cover putrescible waste accepted under the proposed franchise at the current site located at NE 138th Avenue in Portland.

ATTACHMENTS

- A. Exhibit A to Resolution No. 19-4981: Draft Non-System License No. N-057-16D

Agenda Item No. 4.2

Resolution No. 19-4979, For the Purpose of Adopting the Fiscal
Year 2019-20 Unified Planning Work Program

Consent Agenda

Metro Council Meeting
Thursday, May 16, 2019
Metro Regional Center, Council Chamber

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADOPTING THE	)	RESOLUTION NO. 19-4979
FISCAL YEAR 2019-20 UNIFIED PLANNING)	
WORK PROGRAM	)	Introduced by Acting Chief Operating Officer
	)	Andrew Scott with the concurrence of
	)	Council President Lynn Peterson

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) 2019-20; and

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

WHEREAS, the FY 2019-20 UPWP indicates federal funding sources for transportation planning activities carried out by Metro, Southwest Washington Regional Transportation Council, Clackamas County and its cities, Multnomah County and its cities, Washington County and its cities, TriMet, South Metro Area Regional Transit, the Port of Portland, and the Oregon Department of Transportation; and

WHEREAS, approval of the FY 2019-20 UPWP is required to receive federal transportation planning funds; and

WHEREAS, The FY 2019-20 UPWP is consistent with the continuing, cooperative, and comprehensive planning process and has been reviewed through formal consultation with state and federal partners; and

WHEREAS, the FY 2019-20 UPWP is consistent with the proposed Metro Budget submitted to the Metro Council; and

WHEREAS, TPAC recommended approval on April 5, 2019 of the FY 2019-20 UPWP and forwarded their recommended action to JPACT; now therefore

BE IT RESOLVED that:

1. The Metro Council adopts JPACT's May 16, 2019 recommendation to adopt the FY 2019-20 UPWP, attached hereto as Exhibit A.
2. Metro's Acting Chief Operating Officer is authorized to apply for, accept, and execute grants and agreements specified in the UPWP.
3. Staff will update the UPWP budget figures, as necessary, to reflect the final Metro budget.
4. Staff will submit the final UPWP to the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA).

ADOPTED by the Metro Council this 16th day of May 2019.

Lynn Peterson, Council President

Shirley Craddick, Chair of JPACT

Approved as to Form:

Nathan Sykes, Acting Metro Attorney



DISCUSSION DRAFT

2019-2020 Unified Planning Work Program

Transportation planning in the
Portland-Vancouver metropolitan area

April 12, 2019

oregonmetro.gov

Metro respects civil rights

Metro fully complies with Title VI of the Civil Rights Act of 1964 that requires that no person be excluded from the participation in, be denied the benefits of, or be otherwise subjected to discrimination on the basis of race, color or national origin under any program or activity for which Metro receives federal financial assistance.

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If any person believes they have been discriminated against regarding the receipt of benefits or services because of race, color, national origin, sex, age or disability, they have the right to file a complaint with Metro. For information on Metro's civil rights program, or to obtain a discrimination complaint form, visit oregonmetro.gov/civilrights or call 503-797-1536.

Metro provides services or accommodations upon request to persons with disabilities and people who need an interpreter at public meetings. If you need a sign language interpreter, communication aid or language assistance, call 503-797-1700 or TDD/TTY 503-797-1804 (8 a.m. to 5 p.m. weekdays) 5 business days before the meeting. All Metro meetings are wheelchair accessible. For up-to-date public transportation information, visit TriMet's website at trimet.org.

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.

Unified Planning Work Program website: **oregonmetro.gov/unified-planning-work-program**

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

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Unified Planning Work Program (UPWP) overview

Portland Metropolitan Area Unified Planning Work Program (UPWP) 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 2019-2020 (from July 1, 2019 to June 30, 2020).

Metro is the metropolitan planning organization (MPO) designated by Congress and the State of Oregon, for the Oregon portion of the Portland/Vancouver urbanized area, covering 24 cities and three counties. It is Metro's responsibility to meet the requirements of The Fixing America's Surface Transportation FAST Act, the Oregon Transportation Planning Rule (which implements Statewide Planning Goal 12), and the Metro Charter for this MPO area. In combination, these requirements call for development of a multi-modal transportation system plan that is integrated with the region's land use plans, and meets Federal and state planning requirements.

The UPWP is developed by Metro, as the MPO for the Portland metropolitan area. It is a federally-required document that serves as a tool for coordinating federally - funded transportation planning activities to be conducted over the course of each fiscal year, beginning on July 1. Included in the UPWP are detailed descriptions of the transportation planning projects and programs, listings of draft activities for each project, and a summary of the amount and source of state and federal funds to be used for planning activities. Estimated costs for project staff (expressed in full-time equivalent, or FTE) include budget salary and benefits as well as overhead costs per FTE for project administrative and technical support.

The UPWP is organized into three sections: the UPWP Overview, a listing of planning activities by category, and other planning related information including the UPWP for the Southwest Washington Regional Transportation Council.

Planning activities for the Portland metropolitan area are listed in the UPWP by categories to reflect how the activities are administered through planning agreements and the Metropolitan Transportation Improvement Program (MTIP). These categories include: General MPO planning for planning activities that occur on continuous cycles and are administered in the annual Metro-ODOT plan funding agreement, MPO planning projects that are discrete activities with an end date and generally have an individual agreement between ODOT and Metro and unique entry in the TIP (if they have federal funding), other regional planning projects led by agencies other than Metro, and project development planning activities to increase project readiness and prepare project concepts to begin the NEPA and Preliminary Engineering phase of development. Organizing planning activities in this manner facilitates transparent administration of the planning activities by the agreements that provide for their scope and budget and by the MTIP which programs the funding for these activities and ensures funding is constrained (limited) to funds actually available.

The UPWP is developed by Metro with input from local governments, TriMet, SMART, ODOT, FHWA and FTA. Additionally, Metro must 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 the adoption of the MTIP.

This Unified Planning Work Program (UPWP) includes the transportation planning activities of Metro and other area governments using Federal funds for transportation planning activities for the fiscal year of July 1, 2019 through June 30, 2020. During the consultation, public review and adoption process for the 2019-20 UPWP, draft versions of the document were made available to the public through Metro's website, and distributed to Metro's advisory committees and the Metro Council.

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

FEDERAL REQUIREMENTS FOR TRANSPORTATION PLANNING

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

In addition, FAST Act retains the multi-modal emphasis of the federal program by ensuring funding of transit programs as well as the Transportation Alternatives Program. FAST Act builds in the program structure and reforms of the prior federal Transportation Act, MAP-21, which created streamlined and performance-based surface transportation program.

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

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

A. Planning Emphasis Areas (PEAs)

The metropolitan transportation planning process must also incorporate Federal Highway Administration/Federal Transit Administration planning emphasis areas (PEAs).

<https://www.transit.dot.gov/regulations-and-guidance/transportation-planning/joint-fta-fhwa-emphasis-planning-areas-pdf> For FY 2019-2020, these include:

- **Models of Regional Planning Cooperation:** Promote cooperation and coordination across MPO boundaries and across State boundaries to ensure a regional approach to transportation planning. Cooperation could occur through the metropolitan planning agreements that identify how the planning process and planning products will be coordinated, through the development of joint planning products, and/or by other locally determined means. Coordination includes the linkages between the transportation plans and programs, corridor studies, projects, data, and system performance measures and targets across MPO and State boundaries. It also includes collaboration between State DOT(s), MPOs, and operators of public transportation on activities such as: data collection, data storage and analysis, analytical tools, target setting, and system performance reporting in support of performance based planning.
- **Access to Essential Services:** As part of the transportation planning process, identify social determination of transportation connectivity gaps in access to essential services. Essential services include housing, employment, health care, schools/education, and recreation. This

emphasis area could include identification of performance measures and analytical methods to measure the transportation system's connectivity to essential services and the use of this information to identify gaps in transportation system connectivity that preclude access of the public, including traditionally underserved populations, to essential services. It could also involve the identification of solutions to address those gaps.

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

B. Public Involvement

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

C. Regional Transportation Plan

The long-range transportation plan must include the following:

- Identification of transportation facilities (including major roadways, transit, bike, pedestrian and intermodal facilities and intermodal connectors) that function as an integrated metropolitan transportation system.
- A discussion of types of potential environmental mitigation activities and potential areas to carry out these activities.
- A financial plan that demonstrates how the adopted transportation plan can be implemented.
- Operational and management strategies to improve the performance of existing transportation facilities to manage vehicular congestion and maximize the safety and mobility of people and goods.
- Capital investment and other strategies to preserve the existing and projected future metropolitan transportation infrastructure and provide for multimodal capacity increases based on regional priorities and needs.
- Proposed transportation and transit enhancement activities.
- Recognition of the 2016 Coordinated Transportation Plan for Seniors and People with Disabilities
- Addressing required federal planning factors: improving safety, supporting economic vitality, increasing security, increasing accessibility and mobility, protecting the environment and promoting consistency between transportation investments and state and local growth plans, enhancing connectivity for people and goods movement, promoting efficient system management and operations, emphasizing preservation of existing transportation infrastructure, improving resiliency and reliability and enhancing travel and tourism.
- A performance-based planning process, including performance measures and targets.

D. Metropolitan Transportation Improvement Program (MTIP)

The short-range metropolitan TIP must include the following:

- A priority list of proposed federally supported projects and strategies to be carried out within the MTIP period.
- A financial plan that demonstrates how the MTIP can be implemented.
- Descriptions of each project in the MTIP.
- A performance-based planning process, including performance measures and targets.

E. Transportation Management Area (TMA)

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

- Transportation plans must be based on a continuing and comprehensive transportation planning process carried out by the MPO in cooperation with the State and public transportation operators.
- A Congestion Management Process (CMP) must be developed and implemented that provides for effective management and operation, based on a cooperatively developed and implemented metropolitan-wide strategy of new and existing transportation facilities, through use of travel demand reduction and operational management strategies.
- A federal certification of the metropolitan planning process must be conducted at least every 4 years. At least every 4 years, the MPO must also self-certify concurrent with submittal of an adopted TIP. See Section V. Other Planning Related Information for a table displaying Metro's progress and future actions to address Federal Corrective Actions.

F. Air Quality Conformity Process

As of October 2017, the region has successfully completed its second 10-year maintenance plan and has not been re-designated as non-attainment for any other criteria pollutants. As a result, the region is no longer subject to demonstrating transportation plans, programs, and projects are in conformance, but will continue to be subject to meeting federal air quality standard and provisions within the State Implementation Plan.

STATUS OF METRO'S FEDERALLY REQUIRED PLANNING DOCUMENTS

Plan Name	Last Update	Next Update
Unified Planning Work Program (UPWP)	Adopted in May 2019	Scheduled for adoption in April 2020
Regional Transportation Plan (RTP)	Adopted in December 2018	Scheduled for adoption in December 2023
Metropolitan Transportation Improvement Program (MTIP)	Adopted August 2017	Scheduled for adoption in July, 2020
Annual Listing of Obligated Projects Report	Completed at the end of each calendar year	Scheduled for December 31, 2019
Title VI/ Environmental Justice Plan	Updated July 2017	Scheduled for July 2020
Public Participation Plan	Adopted January 2019	July 2022
ADA Self-Evaluation & Facilities Update Plan	Self-Evaluation completed in July 2018	Facilities Update Plan scheduled for completion in June 2019

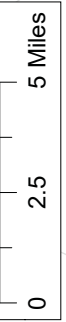
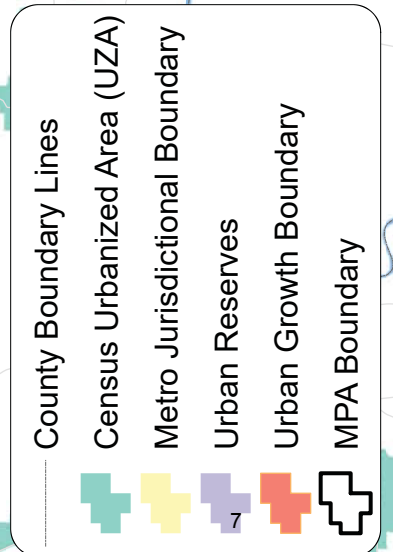
METRO OVERVIEW

Metro was established in 1979 as the MPO for the Portland metropolitan area. Under the requirements of FAST Act, Metro serves as the regional forum for cooperative transportation decision-making as the federally designated Metropolitan Planning Organization (MPO) for Oregon portion of the Portland-Vancouver urbanized area.

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

Metropolitan Planning Area Boundary

2019-2020 Unified Planning Work Program for the Portland-Vancouver metropolitan area



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

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

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

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

The federally-designated AQMA boundary includes former non-attainment areas in the metropolitan region that are subject to federal air quality regulations. As a former carbon monoxide and ozone non-attainment region, the Portland metropolitan region had been subject to a number of transportation conformity requirements. As of October 2017, the region has completed and is not longer required to perform transportation conformity requirements for carbon monoxide. Transportation conformity requirements related to ozone were lifted in the late 2000’s due to the revocation of the 1-hour ozone standard, which was the standard the region had been in non-attainment.

REGIONAL POLICY FRAMEWORK

The 2018 RTP plays an important role in implementing the 2040 Growth Concept, the region's adopted blueprint for growth. To carry out this function, the RTP is guided by a six desired regional outcomes adopted by the Metro Council, which in turn are implemented through the goals and objectives that make up the policy framework of the plan. These are the six desired outcomes:

- Equity
- Vibrant Communities
- Economic Prosperity
- Safe and Reliable Transportation
- Clean Air and Water
- Climate Leadership

While these broad outcomes establish a long-term direction for the plan, the near-term investment strategy contained in the 2018 RTP focuses on key priorities within this broader vision for the purpose of identifying transportation needs, including projects and the planning activities contained in the UPWP.

These investment priorities include a specific focus on:

- Equity
- Safety
- Managing Congestion
- Climate

The planning activities described in this UPWP were prioritized and guided by these focus areas as a way to make progress toward the desired outcomes, and each project narrative includes a discussion of one or more of these planning priorities. Regional planning project included in the UPWP are also described in detail within the 2018 RTP, itself, in terms of their connection to the broader outcomes envisioned in the plan. These descriptions are included in Chapter 8 of the 2018 RTP, which serves as the starting point for Metro's annual work plan for transportation planning.

METRO GOVERNANCE AND COMMITTEES

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

Joint Policy Advisory Committee on Transportation (JPACT)

JPACT is a 17-member policy committee 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 MPO transportation-related actions are recommended by JPACT to the Metro Council. The Metro Council can ratify the JPACT 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)

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 FAST Act, but also the Oregon Transportation Planning Rule and Metro Charter requirements, with input from both MPAC and JPACT. This ensures proper integration of transportation with land use and environmental concerns.

Transportation Policy Alternatives Committee (TPAC)

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)

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.

Metro Public Engagement Review Committee (PERC) and Committee on Racial Equity (CORE)

The [Metro Public Engagement Review Committee \(PERC\)](#) advises the Metro Council on engagement priorities and ways to engage community members in regional planning activities consistent with adopted public engagement policies, guidelines and best practices. The [Committee on Racial Equity \(CORE\)](#) provides community oversight and advises the Metro Council on implementation of the Metro's [Strategic Plan for Advancing Racial Equity, Diversity and Inclusion](#). Adopted by the Metro Council in June 2016 with the support of MPAC, the strategic plan leads with race, committing to concentrate on eliminating the disparities that people of color experience, especially in those areas related to Metro's policies, programs, services and destinations.

PLANNING PRIORITIES IN THE GREATER PORTLAND REGION

FAST Act, the Clean Air Act Amendments of 1990 (CAAA), the Oregon Metropolitan Greenhouse Gas Reduction Targets Rule, the Oregon Transportation Planning Rule, the Oregon Transportation Plan and modal/topic plans, the Metro Charter, the Regional 2040 Growth Concept and Regional Framework Plan together have created a comprehensive policy direction for the region to update

land use and transportation plans on an integrated basis and to define, adopt, and implement a multi-modal transportation system.

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

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

Among the policy directives in the RTP and state and federal requirements are the region's six desired outcomes:

- Equity – The benefits and burdens of growth and change are distributed equally
- Vibrant communities – People live, work and play in vibrant communities where their everyday needs are easily accessible
- Economic prosperity – Current and future residents benefit from the region's sustained economic competitiveness and prosperity.
- Safe and reliable transportation – People have save and reliable transportation choices that enhance the quality of their life.
- Clean air and water – Current and future generations enjoy clean air, clean water and healthy ecosystems
- Climate leadership – The region is a leader in minimizing contributions to global warming.

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

- The 2018 RTP update refined our outcomes-based policy framework that not only allows our decision makers that base regulatory and investment decisions on desired outcomes, but will also allow us to meet new federal requirements for performance base planning.
- The 2018 Regional Freight Strategy addresses rapidly changing port conditions in our region, including a gap in container cargo service, while also addressing FAST Act goals for implementing a national freight system.
- The 2018 Regional Safety Strategy responds to strong public demand for immediate action to improve multimodal safety on our major streets while also helping establish measures to help track safety to meet state and federal performance monitoring.
- The 2018 Regional Transit Strategy not only expands on our vision for a strong transit system to help shape growth in our region, but will also help ensure that we continue to meet state and federal clean air requirements.
- The 2018 Emerging Technology Strategy identifies steps that Metro and its partners can take to harness new developments in transportation technology; and the increasing amount of data available to both travelers and planners - to support the regions goals.

A Climate Smart Strategy was adopted in December 2014, as required by the Oregon Metropolitan Greenhouse Gas Reduction Targets Rule, and is currently being implemented through the 2018 RTP. The Congestion Management Process (CMP) was adopted as part of 2018 RTP in December 2018 (see Appendix L). 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 2018 RTP update.

Metro's annual development of the UPWP is part of the core MPO function. The core MPO functions are contained within the MPO Management and Services section of the work program. Other MPO activities that fall under this work program are air quality conformity analysis, quarterly reports for FHWA, FTA and other funding agencies, management of Metro's advisory committees, management of grants, contracts and agreements and development of the Metro budget. Quadrennial certification review took place in February 2017 and is covered under this work program.

UPWP AMENDMENT PROCESS

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

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

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

Administrative amendments to the UPWP can occur for the following:

- Changes to TOTAL UPWP project costs that do not exceed the thresholds for legislative 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.

GLOSSARY OF RESOURCE FUNDING TYPES

- PL – Federal FHWA transportation planning funds allocated to Metropolitan Planning Organizations (MPO's).
- STBG– 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. Also known as: "TA Set aside."
- 5303 – Federal FTA transportation planning funds allocated to MPOs and transit agencies.
- ODOT MPO Funding – Funding from ODOT to support regional transportation planning activities (currently \$225,000 per year).
- TriMet MPO Funding - Funding from TriMet to support regional transportation planning activities (currently \$240,000 per year).
- Metro – Local match support from Metro general fund or solid waste revenues.
- Other – Anticipated revenues pending negotiations with partner agencies.

Placeholder for Metro Resolution Adopting 2019-2020 UPWP

Page 2 Resolution



I. General metropolitan planning organization (MPO) transportation planning

Recurring projects and programs that Metro leads

Transportation Planning

Staff Contact: Tom Kloster, tom.kloster@oregonmetro.gov

Description

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

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

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

- Policy and technical planning support for the Metro Council
- Administration of the regional framework & transportation functional plans
- Ongoing compliance with State greenhouse gas emission targets
- Compliance with federal performance measures
- Periodic urban growth report support
- Ongoing support for Metro's local partnerships program
- Support for local Transportation System Planning
- Ongoing support for Metro's Transportation Snapshots
- Periodic support for other programs in the Planning & Development Department on transportation issues
- Collaboration in statewide transportation planning and rulemaking activities

Overall Objectives

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

Previous Work *(through June 2019)*

- Adopted a major update to the Regional Freight Strategy as part of the 2018 RTP Update.
- Adopted a Regional Transit Strategy as part of the 2018 RTP Update.
- Adopted a major update to the Regional Safety Strategy as part of the 2018 RTP Update.
- Completed a major update to the Designing Livable Streets program of best practice tools.

- Supported the Powell-Division Transit & Development Project adoption and amendment to the RTP.
- Collaborated on state rulemaking amendments to the Oregon Transportation Planning Rule.
- Coordinated with ODOT and local city and county partners to develop a regional revenue forecast for 2040.
- Provided policy and technical support for freight enhancements to the regional travel demand model funded through a national grant.
- Provided ongoing support for Metro's local partnerships program, including monthly training meetings and individual support for staff liaisons.
- Provided support for local Transportation System Plan updates in several local jurisdictions.

Methodology

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

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

Major Project Deliverables/ Milestones	
Ongoing	<ul style="list-style-type: none"> • Policy and technical planning support for the Metro Council • Periodic amendments to the RTP (as needed) • General support for regional safety planning • General support for regional corridor planning • Ongoing transportation model updates and enhancements • Policy support for regional Mobility and CMP programs • Administration of the regional framework & transportation functional plans • Ongoing compliance with State greenhouse gas emission targets • Collaboration in statewide transportation planning and rulemaking activities • Periodic urban growth report support • Ongoing support for Metro's local partnerships program • Support for local Transportation System Planning • Ongoing support for Metro's Transportation Snapshots program • Periodic support for other programs in the Planning & Development Department on transportation issues

Project Lead

- Metro Planning & Development Department

Project Partners

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

FY 2019-20 Cost and Funding Sources

Requirements:			Resources:		
Personal Services	\$	667,309	PL	\$	285,685
Interfund Transfers	\$	357,678	STBG	\$	471,095
Materials & Services	\$	16,600	Metro	\$	53,919
			Additional Local Contribution	\$	230,887
TOTAL \$ 1,041,586			TOTAL \$ 1,041,586		

Full Time Equivalent Staffing:

Regular Full Time FTE:	4.517
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Regional Transportation Plan Implementation

Staff Contacts: Kim Ellis, kim.ellis@oregonmetro.gov

Description

Federal regulations require an update to the Regional Transportation Plan (RTP) five years. The 2018 RTP was the most recent update, and was adopted in December 2018 and includes an ambitious work program for implementing the plan over the coming years. This includes ongoing coordination with state and local agencies to demonstrate that the plan complies with statewide planning goals and is reflected in local transportation plan.

Overall Objectives

- Ongoing coordination with the Oregon Department of Transportation (ODOT) and Department of Land Conservation and Development (DLCD) to ensure continued compliance with state planning goals.
- Coordination with cities and counties to ensure the 2018 policies and projects are reflected in required updates to local transportation system plans.
- Periodic support for regional planning projects and programs related to implementation of the 2018 RTP.

Previous Work *(through June 2019)*

- Adopted 2018 RTP in December 2018.
- Adopted regional safety, transit, freight and emerging technology strategies that support the 2018 RTP in December 2018.
- Submitted findings of compliance with state planning goals as part of the 2018 RTP adoption.

Methodology

Metro works directly with federal, state and local agencies to implement the RTP. This includes outreach and education on RTP requirements for cities and counties, interpretation of RTP policy for planning efforts at the state, regional and local level and collaboration on local transportation system plan development.

Major Project Deliverables/ Milestones	
1 st Quarter	•
2 nd Quarter	•
3 rd Quarter	•
4 th Quarter	•
Ongoing	• Provide technical and policy support for RTP implementation at the local, regional and state level

Project Lead

- Metro

Project Partners

- Oregon Department of Transportation
- Oregon Department of Land Conservation and Development
- Transit Agencies (TriMet, SMART, C-TRAN)
- Cities and Counties
- SW Washington Regional Transportation Council

FY 2019-20 Cost and Funding Sources

Requirements:

Personal Services	\$	61,076
Interfund Transfers	\$	32,737

TOTAL	\$	93,812
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Resources:

STBG	\$	84,178
Metro	\$	9,635

TOTAL	\$	93,812
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Full Time Equivalent Staffing:

Regular Full Time FTE:	0.375
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Regional Transit Planning Strategy

Staff Contacts: Jamie Snook, jamie.snook@oregonmetro.gov

Description

This is a critical time to consider how transit fits into our larger regional goals. The Climate Smart Strategy, adopted in 2014, provided clear direction to invest more in our transit system in order to meet regional goals and objectives related to sustainability and carbon emissions. Current growth rates will require us to expand transit service in order to provide people with transportation options and minimize congestion. Significant and coordinated investment is needed to continue to provide equivalent service as our region grows; increasing service and access will require dedicated funding, policies, and coordination from all jurisdictions. Transit also helps the region meet its equity and access goals as it is a primary mode of transportation for people with disabilities and youth, providing them with a way to get to work, school, and attain access to daily needs. Investments in transit will increase access to jobs and other community places, provide more transportation options for residents and workers, improve air quality, and reduce greenhouse gas emissions.

Metro has been working together with regional technical and policy advisory committees and community, business and elected leaders across the region to develop the Regional Transit Strategy creating a coordinated vision and strategy for transit in the Portland metropolitan area. The Regional Transit Strategy was a comprehensive look at transit service, operations and high capacity transit. The Regional Transit Strategy informed the transit element of the 2018 Regional Transportation Plan.

Overall Objectives

- Ongoing coordination with transit providers, cities and counties to ensure implementation of the policies and strategies reflected in the Regional Transit Strategy.
- Coordination with cities and counties to ensure the transit policies and projects are reflected in required updates to local transportation system plans.
- Periodic support for regional planning projects and programs related to implementation of the Regional Transit Strategy.
- Support policy framework established by the Oregon Public Transportation Plan

Previous Work *(through June 2019)*

- Adopted 2018 Regional Transportation Plan and Regional Transit Strategy in December 2018.
- Adopted updated Regional Transportation Functional Plan (RTPFP) requirements in December 2018 to guide required city and county transportation system plan updates.

Methodology

Metro works directly with federal, state and local agencies to implement the Regional Transit Strategy.

Major Project Deliverables/ Milestones	
1 st Quarter	•
2 nd Quarter	•
3 rd Quarter	•
4 th Quarter	•
Ongoing	• Provide technical and policy support for RTP implementation at the local, regional and state level

Project Lead

- Metro
- Transit Agencies (TriMet, SMART, C-TRAN)
- Cities and Counties

Project Partners

- Oregon Department of Transportation
- Transit Agencies (TriMet, SMART, C-TRAN)
- Cities and Counties
- SW Washington Regional Transportation Council

FY 2019-20 Cost and Funding Sources

Requirements:			Resources:		
Personal Services	\$	51,878	PL	\$	29,149
Interfund Transfers	\$	27,807	STBG	\$	28,898
			5303	\$	16,448
			Metro	\$	5,190
TOTAL		\$ 79,685	TOTAL		\$ 79,685

Full Time Equivalent Staffing:

Regular Full Time FTE: 0.325

Metropolitan Transportation Improvement Program

Staff Contact: Ted Leybold, Ted.Leybold@oregonmetro.gov

Description

The Metropolitan Transportation Improvement Program (MTIP) is a critical tool for implementing and monitoring the progress of the Regional Transportation Plan (RTP) and 2040 Growth Concept. The MTIP programs and monitors funding for all regionally significant projects in the metropolitan area and all projects and activities using federal transportation funding, including those administered by ODOT, TriMet and SMART.

The MTIP program also administers the allocation of three on-going federal funding programs: urban Surface Transportation Block Grant (STBG) Program and its Transportation Alternatives (TA) program set aside, the Congestion Mitigation Air Quality (CMAQ) Improvement Program, and any special funding directed by federal law to be distributed by a Metropolitan Planning Organization. These funds are awarded together to projects and activities through the Metro Regional Flexible Fund Allocation (RFFA) process.

Development and management of the MTIP is governed by 23 CFR 450.300-336, Metropolitan Transportation Planning and Programming. The MTIP reflects the RTP's first four-year implementation priorities to meet regional transportation strategies. Metro staff is considering adding two years of "informational" programming to the MTIP, to better show the true schedule of projects proposed for funding, rather than artificially constrain the project programming schedule to a four-year program. If undertaken, staff understands and will clearly articulate that these two additional years are not a part of the official TIP programming and program analysis but are for information purposes only.

The MTIP is a project implementation financial document used to verify and obligate all federal project transportation funding to be spent within the metropolitan planning area. It reflects how funding for projects and their specific phases will be expended to implement the project as part of the first four years of the RTP. The MTIP must be fiscally constrained and demonstrate the programming of project funding does not exceed the funding capacity in any single year of the MTIP.

Through its major update, the MTIP verifies the region's compliance with federal requirements and informs the region on progress in implementation of the RTP. Between major MTIP updates, the MPO amends the MTIP for new projects and major changes in existing project's scope, schedule or budget. Minor changes may be addressed through administrative modifications.

Overall Objectives

Develop, adopt, and administer the MTIP in a cooperative, continuous, and comprehensive process with:

- agencies that allocate federal transportation funding (ODOT, TriMet, SMART),
- agencies that implement regionally significant transportation projects/programs, and
- the public and public interest organizations.

Maximize advancement of the goals and objectives of the RTP through the allocation of 2022-24 regional flexible funds (STBG, CMAQ, and TA) to priority projects and program activities.

Demonstrate expected progress toward achieving transportation performance targets by the projects and programs included in the MTIP.

Demonstrate compliance with federal regulations (e.g. financial constraint, air quality planning, etc.) for federal funding used within the MPO planning area.

Provide the public with understanding of investments proposed for inclusion in the MTIP and the opportunity to provide timely input to decision makers regarding those investment's impacts on program requirements, goals and objectives.

Previous Work *(through June 2019)*

Work completed in the 2018-19 fiscal year included:

- Implementation of the 2019-21 RFFA policy direction and investment decisions.
- Adoption of the 2021-2024 MTIP policy and the 2022-24 RFFA policy to provide MPO policy direction and input to the various funding allocation programs for allocating federal funds to ensure progress in implementing the goals and objectives of the RTP (spring 2019).
- Addressed the corrective action on the RTP financial plan and strategy. This work provides the foundation to address a second corrective action for demonstration of financial constraint of the MTIP.
- Adoption of a project charter for the development of the 2021-24 MTIP and coordination with ODOT, TriMet and SMART in the allocation and programming of funding to projects administered by those agencies.
- Administration of the MTIP, including reviewing, evaluating, and processing of MTIP amendments, project selection, financial plan and scope/schedule adjustments, including addressing a federal corrective action on the definition and processing of amendments.
- Collaborate and assist ODOT Local Agency Liaisons (LAL) with development and execution of RFFA project funded IGAs and obligation of federal funding.
- Support in administering local project development plans (UPWP Regionally Significant projects)

Methodology

The Metropolitan Transportation Improvement Program is administered through the following methods:

- Collaborate with partner TIP administering agencies to document roles and responsibilities utilizing tools such as planning agreements, project charters, regular coordination meetings, and other resources.
- Develop and document the cooperative revenue estimation process that ensures adequate funding is available by year to operate and maintain the system, adequate revenue is available to deliver projects on the schedule proposed in the TIP, and all other financial planning and fiscal constraint requirements are met.
- Program transportation projects in the region consistent with Federal rules and regulations.

- Ensure funding in the first two years of the MTIP is available or committed and that costs are programmed in year-of-expenditure dollars.
- Verify activities are an eligible use of the funding identified (the multiple federal funding programs each have unique restrictions on how they can be used)
- Ensure projects will meet federal and state air quality regulations such as transportation control measures (TCMs) as defined in the Region's element of the State Implementation Plan for air quality.
- Ensure projects are consistent with the Regional Transportation Plan, including inclusion of the project on RTP financially constrained project list.
- Documentation of any impacts towards meeting transportation performance targets.
- Ensure opportunity for public comment is provided.

Specifically ensure and document how MTIP procedures address the federal corrective action regarding fiscal constraint.

- Report annually on the obligation (the acceptance by FHWA of an executed agreement between ODOT and the local lead agency to approve spending or the execution of a grant agreement between FTA and the local transit agency) of federal funds to individual projects and programs.
- Utilize the Congestion Management Process (CMP) in analyzing the existing transportation system and developing the priority projects for inclusion in the 2021-24 MTIP.
- Develop the resource capacity, technical evaluation and reporting tools, and process methods to implement new performance measurement requirements as part of the 2021-24 MTIP.
- Allocate the 2022-24 fiscal year regional flexible funds to projects and programs within the region to advance the goals and objectives of the Regional Transportation Plan.
- Consult with program stakeholders, including formal consultation with required entities in compliance with federal regulations.
- Provide accessible materials and timely opportunities for public comment on the 2022-24 RFFA, 2021-24 MTIP processes and MTIP amendments.
- Continue the MTIP public awareness program to include updated printed materials, web resources and other material to increase understanding of the MTIP process.
- Analyze project and programming data, document, and adopt the 2021-24 MTIP for submission to the Governor and inclusion in the Statewide TIP. This includes extensive cooperation with ODOT, TriMet and SMART on the programming of funds and documentation of allocation processes that collectively meet federal requirements.
- Continue improvements to the on-time and on-budget delivery of the local program of projects selected for funding through the Transportation Priorities process, including improved evaluation of project readiness as part of the 2019 allocation process.
- Provide administrative and technical support to local project development and construction, as needed. This includes support of initial project development tasks performed as a planning phase activity.
- Collaboration on the development of statewide process improvements and administrative tools to improve TIP administration, including: ODOT's local agency certification program

improvements for project delivery, development of a statewide TIP and financial planning database platform, and updates to obligation policies.

- Until a statewide TIP and financial data platform is fully operational, maintain TransTracker database with project programming, amendment, obligation information and revenue information.

Major Project Deliverables/ Milestones	
1st Quarter	<ul style="list-style-type: none"> • Adopt Policy framework for 2021-24 MTIP update and 2022-24 RFFA • Call for Projects for 2022-24 RFFA • Evaluation of RFFA project applications for risk and responsiveness to desired policy outcomes, including safety, equity, climate change and congestion.
2nd Quarter	<ul style="list-style-type: none"> • Completion of the FFY 2019 Obligation Report. • Allocation of the 2022-24 regional flexible funds to projects and activities.
3rd Quarter	<ul style="list-style-type: none"> • Draft programming and evaluation of the 2021-24 MTIP for meeting federal, state and regional requirements.
4th Quarter	<ul style="list-style-type: none"> • Adoption draft of the 2021-24 Metropolitan Transportation Improvement Program document.
Ongoing	<ul style="list-style-type: none"> • Amendments to the 2018-21MTIP. • Monitoring and reporting on project implementation of CMAQ, STBG, and TA funded projects and project development (planning) activities. • Implementation of a new project programming and financial planning data platform (TBD pending statewide MPO & ODOT scheduling)

Project Lead

- Metro

Project Partners

- Oregon Department of Transportation and Oregon Transportation Commission – Cooperate/Collaborate
- TriMet – Cooperate/Collaborate
- South Metro Area Regional Transit – Cooperate/Collaborate
- Southwest Washington Regional Transportation Council
- Federal Highway Administration (FHWA)
- Federal Transit Administration (FTA)
- Joint Policy Advisory Committee on Transportation (JPACT)
- Transportation Policy Alternatives Committee (TPAC)
- Oregon Transportation Commission (OTC)
- Oregon Department of Environmental Quality (DEQ)
- Oregon Metropolitan Planning Organization Consortium (OMPOC)
- US Environmental Protection Agency (EPA)

FY 2019-20 Cost and Funding Sources

Requirements:

Personal Services	\$	646,805
Interfund Transfers	\$	346,687
Materials & Services	\$	75,500

Resources:

PL	\$	125,128
STBG	\$	162,789
5303	\$	684,141
Metro	\$	96,935

TOTAL	\$	1,068,992
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TOTAL	\$	1,068,992
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Full Time Equivalent Staffing:

Regular Full Time FTE:	4.575
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Air Quality Monitoring

Staff Contacts: Grace Cho, grace.cho@oregonmetro.gov

Description

The Air Quality Monitoring Program ensures the Regional Transportation Plan (RTP) and the Metropolitan Transportation Improvement Program (MTIP) address state and federal regulations and are carrying out the commitments and rules set forth as part of the Portland Area State Implementation Plan (SIP). The program also coordinates with other air quality and climate change initiatives in the region and the Federal Transportation Performance and Congestion Management Monitoring and Reporting Program.

Overall Objectives

- Maintain the region's attainment status for National Ambient Air Quality Standards (NAAQS).
- Ensure MPO activities, including the Regional Transportation Plan and the Metropolitan Transportation Improvement Program, comply with federal and state laws pertaining to the reduction of mobile source emissions of air pollutants.
- Monitor MPO Programs to ensure the region is meeting regional air quality emissions reduction goals.
- Comply with requirements outlined in the Portland area SIP, including implementation of transportation control measures.
- Monitor and report on the region's vehicle miles traveled per capita and air pollution levels.
- Remain competent in analytical tools and techniques to evaluate future mobile source emissions of air pollutants, including criteria pollutants and air toxics.
- Work in partnership with resource agencies and jurisdictional partners to address transportation-related air pollution and other local air quality initiatives.
- Coordinate with Oregon Department of Environmental Quality (DEQ) and Oregon Department of Energy (DOE) and Oregon Department of Transportation (ODOT) regarding consistency with statewide Greenhouse Gas planning and monitoring

Previous Work *(through June 2019)*

- Conducted an annual "year-in-review" on various air quality issues impacting the region and Oregon in partnership with ODEQ and EPA Region X.
- Reported on the annual vehicle miles per capita as part of meeting SIP monitoring requirements.
- Completed updates to the emissions model (MOVES2014b), consistent with EPA guidance.
- Collaboration in statewide and EPA Region 10 air quality coordination meetings to track the current state of air quality regulations, data and analytical tools, NAAQS updates, trainings, etc.
- Documented fleet and technology assumptions used in the regional emissions model (MOVES2014b) for the 2018 RTP emissions analysis.
- Identified policies and programs in 2018 RTP that reduce emissions.

Methodology

Metro conducts and organizes a set of on-going planning, technical analysis, data collection, and

coordination activities throughout the fiscal year for the Air Quality and Climate Change Monitoring Program. In fiscal years where a Regional Transportation Plan (RTP) update or the development of a new four-year Metropolitan Transportation Improvement Program (MTIP) is under way, additional planning, technical analysis, data collection, and coordination activities usually take place and are documented. These may include formal monitoring reports submitted to state and federal agencies. The program related work is typically presented and discussed with the Transportation Policy Alternatives Committee (TPAC), as the official local consultation body identified in the Portland area SIP. Other technical and policy committees, including the Metro Technical Advisory Committee (MTAC), the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Policy Advisory Committee (MPAC), and the Metro Council are consulted as appropriate or required.

Major Project Deliverables/ Milestones	
1st Quarter	<ul style="list-style-type: none"> • Work with ODOT to request to FHWA for a reassessment of the applicability of MAP-21 CMAQ performance monitoring and reporting requirements.
2nd Quarter	<ul style="list-style-type: none"> • Annual Metro-DEQ work program coordination meeting as part of MOU implementation
3rd Quarter	<ul style="list-style-type: none"> • (see ongoing)
4th Quarter	<ul style="list-style-type: none"> • (see ongoing)
Ongoing	<ul style="list-style-type: none"> • Implementation of Metro and DEQ Memorandum of Understanding (MOU). • Consult, coordinate, and collaborate on air quality related items with Oregon DEQ, local, regional, state, and federal partners as well as interested community-based organizations. • Continue to implement Transportation Control Measures and other commitments outlined in the Portland area SIP. • Collaboration in statewide and EPA Region 10 air quality meetings as they are scheduled. • Voluntarily report on mobile source emissions from transportation with the RTP and MTIP. • Build partnership with DEQ, public health and other stakeholders to work toward a sub-regional air quality analysis

Project Lead

- Metro

Project Partners

- U.S. Environmental Protection Agency
- Federal Highway Administration - Oregon Division
- Federal Transit Administration - Region X
- Oregon Department of Transportation
- Oregon Department of Environmental Quality
- Oregon Department of Energy
- Oregon Department of Land Conservation and Development
- Transit Agencies (TriMet, SMART, C-TRAN)
- Cities and Counties
- SW Washington Regional Transportation Council

FY 2019-20 Cost and Funding Sources

Requirements:

Personal Services	\$	31,290
Interfund Transfers	\$	16,772

Resources:

PL	\$	48,062
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TOTAL	\$	48,062
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TOTAL	\$	48,062
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Full Time Equivalent Staffing:

Regular Full Time FTE:	0.23
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Climate Smart Implementation

Staff Contacts: Kim Ellis, kim.ellis@oregonmetro.gov

Description

The Climate Smart implementation program is an ongoing effort to monitor and report on the region's progress in achieving the policies and actions set forth in the 2014 Climate Smart Strategy and the Oregon Metropolitan Greenhouse Gas Emissions Reduction Target Rule. The program also includes technical support and collaboration with other regional and statewide climate initiatives.

Overall Objectives

- Ensure MPO activities, including the Regional Transportation Plan and the Metropolitan Transportation Improvement Program, comply with state laws pertaining to the reduction of greenhouse gases.
- Ensure MPO activities support greenhouse gas emissions reduction goals.
- Monitor and report on the region's vehicle miles traveled per capita and greenhouse gas emissions.
- Monitor and report on Climate Smart Strategy implementation as required by the Metropolitan Greenhouse Gas Emissions Reduction Target Rule and to support monitoring of the Statewide Transportation Strategy.

Previous Work *(through June 2019)*

- Completed updates to the emissions model (MOVES2014b), consistent with EPA guidance.
- Provided communications and legislative support to the Metro Council and agency leadership on issues specific to greenhouse gas emissions.
- Completed the first Climate Smart Strategy monitoring report, as part of the 2018 Regional Transportation Plan Appendix J, to report on the region's progress implementing key elements of the Climate Smart Strategy and expected outcomes.
- Documented fleet and technology assumptions used in the regional emissions model (MOVES2014b) for the 2018 RTP emissions analysis.

Methodology

Metro conducts and organizes a set of on-going planning, technical analysis, data collection, and coordination activities throughout the fiscal year for the Climate Smart Implementation Program. In fiscal years where a Regional Transportation Plan (RTP) update or the development of a new four-year Metropolitan Transportation Improvement Program (MTIP) is under way, additional planning, technical analysis, data collection, and coordination activities usually take place and are documented. These includes periodic monitoring reports submitted to state agencies. The program related work is typically presented and discussed with the Transportation Policy Alternatives Committee (TPAC), as the official local consultation body identified in the Portland area SIP. Other technical and policy committees, including the Metro Technical Advisory Committee (MTAC), the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Policy Advisory Committee (MPAC), and the Metro Council are consulted as appropriate or required.

Major Project Deliverables/ Milestones	
1 st Quarter	•
2 nd Quarter	•
3 rd Quarter	•
4 th Quarter	•
Ongoing	• Provide technical and policy support for Climate Smart implementation activities at the local, regional and state level

Project Lead

- Metro

Project Partners

- Oregon Department of Transportation
- Oregon Department of Land Conservation and Development
- Transit Agencies (TriMet, SMART, C-TRAN)
- Cities and Counties
- SW Washington Regional Transportation Council

FY 2019-20 Cost and Funding Sources

Requirements:			Resources:		
Personal Services	\$	33,883	PL	\$	52,044
Interfund Transfers	\$	18,161			
TOTAL	\$	52,044	TOTAL	\$	52,044

Full Time Equivalent Staffing:

Regular Full Time FTE:	0.2
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Civil Rights and Environmental Justice

Staff Contact: Clifford Higgins, clifford.higgins@oregonmetro.gov

Description

Metro's transportation-related planning policies and procedures respond to mandates in Title VI of the 1964 Civil Rights Act and related regulations; Section 504 of the 1973 Rehabilitation Act and Title II of the 1990 Americans with Disabilities Act; the federal Executive Order on Environmental Justice; the United States Department of Transportation (USDOT) Order; the Federal Highway Administration (FHWA) Order; Goal 1 of Oregon's Statewide Planning Goals and Guidelines and Metro's organizational values of Respect and Public Service.

The Civil Rights and Environmental Justice program works to continuously improve practices to identify, engage and improve equitable outcomes for historically marginalized communities, particularly communities of color and people with low income, and develops and maintains processes to ensure that no person be excluded from the participation in, be denied the benefits of, or be otherwise subjected to discrimination on the basis of race, color, national origin, sex, age or disability.

Overall Objectives

- Identify communities and populations that are historically under-represented in decision-making and have been marginalized by government action
- Engage communities of color, people with low income and other historically marginalized communities in plan and program development and in decision-making
- Assess outcomes of regional transportation plans and programs on historically marginalized communities in order to improve decisions, inform communities and increase equity outcomes
- Develop and maintain accessible processes to file discrimination complaints against Metro and its subrecipients

Previous Work *(through June 2019)*

- Transportation Equity Analysis for the 2018 Regional Transportation Plan (RTP) to determine future benefits, burdens and potential disparate impacts for historically marginalized communities
 - Sought input of communities of color on 2018 RTP through community leader forums and other means.
 - Limited English Proficiency Plan and Implementation Plan update
 - Civil rights non-discrimination notice update to specifically underscore compliance with Title II of the 1990 Americans with Disabilities Act
 - Vital document translations for languages identified during the Factor 1 analysis for the Limited English Proficiency Plan
 - City- and county-level demographic analyses to aid in local transportation system plan development and civil rights assessments
 - Americans with Disabilities Act facility accessibility self-evaluation and action plan for Metro Regional Center
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Methodology

Metro researches best practices and works with federal, state and local government partners and community partners to develop processes to identify, engage and assess outcomes for historically marginalized communities.

Major Project Deliverables/ Milestones	
1 st Quarter	<ul style="list-style-type: none">Annual Title VI Compliance Report, July 1, 2018, through July 30, 2019
2 nd Quarter	
3 rd Quarter	<ul style="list-style-type: none">Transportation Equity Assessment on the Metropolitan Transportation Improvement ProgramCreate method for and perform assessment of demographic change for mid-cycle of decennial censuses
4 th Quarter	<ul style="list-style-type: none">Title VI Plan update
Ongoing	<ul style="list-style-type: none">Coordinate practices with Metro's racial equity strategy and Planning and Development equity planConduct focused engagement with communities of color, English language learners and people with low income for transportation plans and programsReceive, report and investigate, as appropriate, civil rights discrimination complaints against Metro and its subrecipientsLanguage resources, including translated vital documents, on the Metro website for all languages identified as qualifying for the Department of Justice Safe Harbor provisionLanguage assistance guide and training for staff to assist and engage English language learnersBuild partnership with DEQ, public health and other stakeholders to work toward a sub-regional air quality analysis

Project Lead

- Metro

Project Partners

- Oregon Department of Transportation, Office of Civil Rights
- U.S. Department of Transportation/ Federal Transit Administration, Office of Civil Rights
- Local jurisdictions and agencies

FY 2019-20 Cost and Funding Sources

Requirements:			Resources:		
Personal Services	\$	107,491	PL	\$	165,107
Interfund Transfers	\$	57,615			
TOTAL	\$	165,107	TOTAL	\$	165,107

Full Time Equivalent Staffing:

Regular Full Time FTE: 0.7

Public Engagement

Staff Contact: Clifford Higgins, clifford.higgins@oregonmetro.gov

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 integrate, address and respond to the ideas and concerns raised by the community. Public engagement activities for decision-making processes are documented and given full consideration.

Metro performs focused engagement to hear the perspectives of historically marginalized communities to inform decisions and meet the objectives of its Civil Rights and Environmental Justice program.

Overall Objectives

- Promote participation of individuals and of community, business and other stakeholder groups
- Provide communications that are understandable, timely and broadly distributed to support transparency, demonstrate relevance and encourage public participation
- Provide the public with opportunities to being involved early and throughout policy, plan, project and program development
- Comply with federal and state laws, regulations and guidance regarding public participation and notice of comment opportunities in transportation and land use decision
- Conduct public participation consistent with the adopted Public Participation Plan for Transportation Planning

Previous Work *(through June 2019)*

- Public engagement review process through the Public Engagement Review Committee to ensure that Metro's public involvement is effective, reaches diverse audiences and harnesses emerging best practices
- Robust public engagement through the Southwest Corridor Light Rail Project Draft Environmental Impact Statement
- Robust public engagement through the development of the 2018 Regional Transportation Plan
- Produced multiple Regional Snapshots to better communicate issues and opportunities for greater Portland in the areas of transportation, land use and jobs
- Update to the Public Involvement Policy for Transportation Planning as part of a planned update to the agency's Public Engagement Guide
- Regional Snapshot on jobs including data on historically marginalized populations

Methodology

Major Project Deliverables/ Milestones	
1st Quarter	<ul style="list-style-type: none"> • Annual agency public engagement report, July 1, 2018, to June 30, 2019 • Regional Snapshot, transportation or land use topic
2nd Quarter	<ul style="list-style-type: none"> • Update to the agency's Public Engagement Guide • Regional Snapshot, transportation or land use topic • Annual community summit
3rd Quarter	<ul style="list-style-type: none"> • Annual agency public engagement report, July 1, 2018, to June 30, 2019
4th Quarter	
Ongoing	<ul style="list-style-type: none"> • Engagement and public comment on transportation planning projects, including the Southwest Corridor Light Rail, regional flexible funds and Metropolitan Transportation Improvement Project, mobility policy refinement, regional travel options strategy, corridor refinement and project development • Marketing, awareness-raising and capacity-building support for regional travel options partners • Content to build awareness, transparency and trust through Metro News and other channels

Project Lead

- Metro

Project Partners

- Local jurisdictions
- TriMet
- Oregon Department of Transportation
- U.S. Department of Transportation/ Federal Transit Administration

FY 2018-19 Cost and Funding Sources

Public Engagement is spread throughout other project budgets. Please refer to the MTIP, Corridor Planning, Civil Rights, MPO Management & Services budget summaries.

Transportation System Management and Operations – Regional Mobility Program

Staff Contact: Caleb Winter, caleb.winter@oregonmetro.gov

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.

Overall Objectives

- Coordinate Regional Mobility strategies and investments, following regional plans including the Congestion Management Process (CMP).
- Manage allocation of regional flexible funds for TSMO projects.
- Coordinate and collaborate with 2020 TSMO Strategy update, Regional Travel Options and ODOT Region 1 Planning for Operations activities (see separate UPWP entries)
- Guide investments in ITS communications infrastructure based on the data Communications Master Plan, regional resources and regional partnerships.
- Update the region's ITS Architecture Plan for consistency with the National and State ITS Architecture Plans.
- Continue to strengthen the Transportation Policy Alternatives Committee's (TPAC) institutional capacity, and a regional understanding, regarding TSMO especially in the area of joint demand and system management, connected vehicles and automated vehicles.
- Serve as a regional liaison to advance research, education and training on transportation management and operation issues relevant to the region.
- Maintain ongoing communication with counterparts at Federal Highway Administration (FHWA) and Oregon Department of Transportation (ODOT) regarding CMP implementation as it relates to TSMO.

Previous Work *(through June 2019)*

- Managed TSMO project sub-allocations from the 2012-15 MTIP and 2016-2018 MTIP.
- Continued TSMO related work from the Congestion Management Process (CMP).
- Shared the regional ITS Architecture and supported training on new ARC-IT tools.
- Led agency stakeholders to prioritize regional data communications investments based on the regional Communications Master Plan.
- Managed, coordinated and collaborated in monthly TransPort meetings. Drafted an update to TransPort Bylaws and elected new Chair and Vice Chair.
- Collaborated in PORTAL TAC, ITS Network Management Team, Cooperative Telecommunications Infrastructure Committee and the Traffic Incident Management (TIM) Coalition.
- Coordinated TSMO-related professional development and training opportunities.
- Conducted project selection process for FY 2018-2021 MTIP TSMO Program funds.

Methodology

With the intent of supporting TSMO investments and activities in the Portland metropolitan region, the TSMO Regional Mobility Program encompasses three activity areas for Metro that include regional policy development and support; MTIP grant management; and system performance management. The Regional Mobility Program supports implementation following the systems engineering process, ensuring consistency with regional and national Intelligent Transportation Systems Architecture, supporting the Congestion Management Process and following federal fund requirements and ODOT procedures. The Regional Mobility supports performance measures by continuing to implement the Arterial Performance Management Regional Concept of Traffic Operations and supports the archiving and utilization of data through PORTAL and other sources.

Major Project Deliverables/ Milestones	
1 st Quarter	•
2 nd Quarter	•
3 rd Quarter	•
4 th Quarter	•
Ongoing	<ul style="list-style-type: none">• Manage regionally-funded projects consistent with the 2010-2020 Regional TSMO Plan and subsequent regional policies and plans.• Provide strategic and collaborative program management in coordination with TransPort, ODOT Region 1 Planning for Operations (see separate UPWP entry), PORTAL Technical Advisory Committee, ITS Architecture, ITS Network Management Team, Traffic Incident Management (TIM) Coalition, Central Signal System Users Group, Cooperative Telecommunications Infrastructure Committee and other regional TSMO-related forums.• Support implementation of the Arterial Performance Measure Regional Concept of Operations (RCTO) to expand real-time, multimodal traffic and performance data collection capabilities including signal controllers.• Continue to collaborate in the regional project led by City of Portland to upgrade or replace the Regional Central Signal System.• Continue regional advancement of Automated Traffic Signal Performance Measures and next generation Transit Signal Priority.• Identify and pursue opportunities to implement the Emerging Technology Strategy (e.g., regional data sources; systems for connected and automated vehicles).• Continue TSMO Strategy Update (For more info, see separate UPWP entry on TSMO Strategy update).• Support development of alternative strategies recommended in the I-84 Multimodal Integrated Corridor Management (ICM) report.• Collaborate in developing the concept of operations for Clackamas Multimodal ICM (led by Clackamas County; details will be amended into UPWP).• Support TSMO related elements of the Congestion Management Process.

Project Lead

- Metro

Project Partners

- FHWA, FTA, ODOT, TriMet, Port of Portland, counties, cities, emergency managers, Wilsonville SMART, WSDOT, Southwest Washington Regional Transportation Council, C-Tran

FY 2019-20 Cost and Funding Sources

Requirements:			Resources:		
Personal Services	\$	96,118	STBG	\$	135,121
Interfund Transfers	\$	54,468	Metro	\$	15,465
TOTAL	\$	150,586	TOTAL	\$	150,586

Full Time Equivalent Staffing:

Regular Full Time FTE:	0.55
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Regional Travel Options (RTO) and Safe Routes to School Programs

Staff Contact: Dan Kaempff, daniel.kaempff@oregonmetro.gov

Description

Regional Travel Options (RTO) and Safe Routes to School (SRTS) Programs

The Regional Travel Options Program implements RTP policies and the Regional Travel Options Strategy 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 greenhouse gas emissions and air pollution by carrying out the travel demand management components of the RTP. The program maximizes investments in the transportation system and eases traffic congestion by managing travel demand, particularly during peak commute hours. Specific RTO strategies include promoting transit, shared trips, bicycling, walking, telecommuting and the Regional Safe Routes to School Program. The program is closely coordinated with other regional transportation programs and region-wide planning activities.

RTO is an ongoing program for over the past two decades. It is the demand management element of the region's Congestion Management Process and the Transportation System Management and Operations strategy. It has evolved from a series of programs aimed at reducing commute trips through carpooling and transit use, to its current iteration as a coordinated effort to encourage people to reduce single-occupant auto trips across the spectrum of travel purposes. Since 2003, the program has been coordinated and guided by a strategic plan. In 2018, the RTO Strategy was updated to better align the program with the updated goals, objectives and performance targets of the 2018 RTP, and to create goals and objectives for the new SRTS program.

Overall Objectives

- Increase access to and use of travel options to reduce vehicle miles traveled, provide cleaner air and water, improve health and safety, and ensure people have choices for travelling around the region.
- Reach existing and new participants more effectively by expanding the RTO program and working with new partners.
- Encourage families to walk and bicycle to school safely by implementing a regional Safe Routes to School (SRTS) program.
- Measure, evaluate and communicate the RTO program's impacts to continually improve the program.
- Coordinating grant funding with a wide range of partners and organizations.

Previous Work (through June 2019)

- Completed grant-funded projects awarded to partners through the 2017-19 RTO grant solicitation process. Awarded grants to 18 projects, totaling \$2.5 million.
- Enhanced coordination between regional partners engaged in employer outreach activities. Provided technical assistance and materials to support partners work.
- Implemented new SRTS regional program, consisting of grants and technical assistance to

support partners' work, and direct outreach to school districts to implement new SRTS education programs.

- Conducted research and evaluation work to better understand the impact of the program's efforts at changing travel behavior, and to inform future program grant making and to ensure alignment with RTP goals and objectives.

Methodology

A new three-year round of RTO grant-funded projects will commence July 1, 2019. These will be the first grants awarded under the new 2018 RTO Strategy, which outlined a new program direction intended to strengthen existing partner's work, while expanding the program's reach both demographically as well as geographically. Six different grant programs are aimed at providing a variety of opportunities for partners to receive funding and carry out RTO activities in the region, depending on their organization's interests, abilities, experience and capacity.

Marketing coordination and technical support is carried out at the regional level. Metro provides support to partners through a variety of methods to develop marketing and outreach tools that deliver a consistent, coordinated message about travel choices. It also provides information, education, and other means of enhancing and supporting partners' work.

The RTO program uses a broad evaluation framework to better capture the range of outcomes delivered by RTO grant partners and to align projects with RTP performance measures. In keeping with the RTP mode share targets, a primary RTO performance measure is shifting mode share to approximately 40% non-drive-alone trips among RTO program participants by 2028.

Major Project Deliverables/ Milestones	
1 st Quarter	•
2 nd Quarter	•
3 rd Quarter	•
4 th Quarter	•
Ongoing	<ul style="list-style-type: none">• Quarterly review grantee deliverables and reporting, pay invoices.• Host bimonthly partner's meetings, aimed at education and coordination of activities. Lead regional marketing efforts to support partner's work and provide a consistent message throughout the region. Compile data and prepare evaluation reports to measure program effectiveness.

Project Lead

- Metro Planning and Development Department (Regional Travel Options staff)

Project Partners

- Metro Council – Policy making
- Joint Policy Advisory Committee on Transportation (JPACT) – Policy making
- Transportation Policy Alternatives Committee (TPAC) – Policy making
- Transportation Research and Education Center (TREC) – Cooperate/Collaborate
- Oregon Transportation Commission (OTC) – Cooperate/Collaborate
- Federal Highway Administration (FHWA) – Cooperate/Collaborate
- Federal Transit Administration (FTA) – Cooperate/Collaborate

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- Oregon Department of Transportation (ODOT) – Cooperate/Collaborate
 - SW Regional Transportation Council (RTC) – Cooperate/Collaborate
 - Washington State Department of Transportation (WSDOT) – Cooperate/Collaborate
 - Beaverton School District – Grant Recipient
 - City of Milwaukie – Grant Recipient
 - City of Portland – Grant Recipient
 - City of Tigard – Grant Recipient
 - City of Vancouver – Cooperate/Collaborate
 - City of Wilsonville/Wilsonville SMART – Grant Recipient
 - Clackamas Community College – Grant Recipient
 - Community Cycling Center – Grant Recipient
 - C-TRAN – Cooperate/Collaborate
 - Explore Washington Park – Grant Recipient
 - Go Lloyd – Cooperate/Collaborate
 - Multnomah County – Grant Recipient
 - Oregon Walks – Grant Recipient
 - Portland Community College – Grant Recipient
 - Ride Connection – Grant Recipient
 - The Street Trust – Grant Recipient
 - TriMet – Grant Recipient, Cooperate/Collaborate
 - West Columbia Gorge Chamber of Commerce – Grant Recipient
 - Westside Transportation Alliance – Grant Recipient

FY 2019-20 Cost and Funding Sources

Requirements:			Resources:		
Personal Services	\$	723,807	FTA	\$	3,502,717
Interfund Transfers	\$	387,960	ODOT – FHWA – STBG	\$	182,332
Materials & Services	\$	2,733,147	Metro	\$	159,864
TOTAL	\$	3,844,914	TOTAL	\$	3,844,914

Full Time Equivalent Staffing:

Regular Full Time FTE: 5.9

Regional Freight Program

Staff Contact: Tim Collins, tim.collins@oregonmetro.gov

Description

The Regional Freight Program manages updates to and implementation of multimodal freight elements in the Regional Transportation Plan (RTP) and supporting Regional Freight Strategy. The program provides guidance to jurisdictions in planning for 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. Ongoing freight data collection, analysis, education, and stakeholder coordination are also key elements of Metro's freight planning program.

Metro's freight planning program also coordinates with the updates for the Oregon Freight Plan. Metro's coordination activities include ongoing collaboration with the Oregon Freight Advisory Committee (OFAC), and Portland Freight Committee (PFC). The program ensures that prioritized freight projects are competitively considered within federal, state, and regional funding programs. The program is closely coordinated with other regional transportation programs and region-wide planning activities.

Overall 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 Strategy, including the action items identified in Chapter 9, 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.
- Track industrial land use planning efforts to monitor whether current and future freight movement needs are addressed.
- Continue to work with Oregon Freight Advisory Committee to identify statewide freight project needs.
- Maintain a Regional Freight Program outreach component including web page, presentations, and informational materials.
- Provide data analysis and tracking of performance measures, like the FAST Act provisions

Projects

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

- Track regional projects with significant implications for freight movement.

Previous Work (through June 2019)

- Updated the regional freight vision and policies for the 2018 Regional Transportation Plan.
- Replaced the regional freight performance measure and target with the federal performance measure for freight movement and economic vitality, which measures the percent of Interstate System miles with reliable truck travel times.
- Set 2020 and 2022 regional targets for the percent of Interstate System miles with reliable truck travel times (using the same methodology as the federal performance measure)
- Finalized the Regional Freight Strategy as part of the 2018 Regional Transportation Plan.
- Developed a draft work plan that outlines which near-term action items within the regional freight action plan (chapter 8 of the Regional Freight Strategy) will be addressed in FY 2019-20.
- Developed a draft scope of work for applied uses of the Regional Freight Model including improved evaluation of the cost of congestion, benefits of freight project improvements and better understanding of truck related environmental impacts.

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 2019-20 will continue to be on coordination with freight stakeholders, local jurisdictions and partners; and enhancing data collection and analysis tools. Continue to seek additional funding and partnership opportunities which will allow us to further implement the regional freight strategy and stimulate jobs and economic activity.

Major Project Deliverables/ Milestones	
1st Quarter	<ul style="list-style-type: none"> • Begin the work on the identified near-term action items within the regional freight action plan for completion by June of 2020. • Coordinate work on the applied uses of the Regional Freight Model with travel forecasting staff. • Write a draft scope of work and a RFP for the Regional Freight Delay and Commodities Movement Study.
2nd Quarter	<ul style="list-style-type: none"> • Write 2020-21 UPWP narrative for Regional Freight Program that continues implementation of the Regional Freight Strategy. • Finalize the scope of work and select a contractor for the Regional Freight Delay and Commodities Movement Study.
3rd Quarter	<ul style="list-style-type: none"> • Complete a report on applied uses of the Regional Freight Model with input from travel forecasting staff. • Manage the contract for the Regional Freight Delay and Commodities Movement Study (CMS).
4th Quarter	<ul style="list-style-type: none"> • Manage the contract for the Regional Freight Delay and Commodities Movement Study.
Ongoing	<ul style="list-style-type: none"> • Provide freight planning support for the Regional Mobility Policy. • Represent Metro at quarterly meetings and work with the Oregon Freight Advisory Committee.

	<ul style="list-style-type: none"> • Represent Metro at monthly meetings and work with the Portland Freight Committee. • Work on identified near-term action items within the regional freight action plan.
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Project Lead

- Metro Planning and Development Department

Project Partners

- City and county transportation agencies
- Port of Portland
- Oregon Department of Transportation
- U.S. Department of Transportation/ Federal Highway Administration
- Oregon Modeling Steering Committee – Freight Subcommittee
- Portland Freight Committee and other community groups focused on freight and goods movement

FY 2019-20 Cost and Funding Sources

Requirements:			Resources:		
Personal Services	\$	90,321	STBG	\$	125,203
Interfund Transfers	\$	48,412	Metro	\$	14,330
Materials & Services	\$	800			
TOTAL	\$	139,533	TOTAL	\$	139,533

Full Time Equivalent Staffing:

Regular Full Time FTE: 0.575

Data Management and Visualization

Staff Contact: Karen Scott-Lowthian, karen.scott-lowthian@oregonmetro.gov

Description

Metro's Research Center (RC) provides Metro departments and the region with spatial and other data services including: data acquisition, aggregation, and standardization; data storage systems, software applications, and system analysis; and analytic products that visualize data to support planning, decision-making, performance measurement, and other purposes.

Overall Objectives

- Provide a data-driven and valid analytic foundation for decision support, planning support, and program management support to Metro and the region. This includes more-detailed objectives that augment and support P&D objectives:
- Provide performance measurement data and easy access to it via products and systems that visualize data as useful information supporting land use planning, transportation planning & programming, program management, and other Metro programs and policy goals.
- Provide foundation data upon which analytics and other processes can depend for performance measurement, planning, and operational support.
- Provide land use and transportation data to support Metro's transport and land use forecasting models (see separate sections describing land use and transport forecasting).
- Provide decision-support, analytic, and operational-support software applications by procurement or in-house development.
- Innovate to enhance Metro's ability to use data for planning, performance measurement, and decision-making.
- Coordinate with local jurisdictions, state agencies, private entities, and other partners to ensure efficient data development and data management.

Previous Work *(through June 2019)*

- Supported Metro Planning and Development Department by providing data, advanced analysis, technical expertise, and analytic and cartographic products for the Regional Transportation Plan, Metropolitan Transportation Improvement Program, Southwest Corridor Plan, Regional Transportation Options program, Regional Transit Strategy, Regional Housing Bond, and other efforts.
- Updated and improved the Land Development Monitoring System (LDMS), including tax lot, housing and employment data, building permits, etc.
- Conducted regional Factor 1 limited English proficiency analysis for Metro's Title VI reporting and updated regional demographic and socio-economic data.
- Provided data, analysis, technical expertise and tool support to the Economic Value Atlas(EVA)
- Coordinated and processed updates and annexations to jurisdictional boundaries as well as Census geographies
- Updated and published Regulated Affordable Housing Inventory
- Provided review and support of regional crash data.
- Provided technical review of new ancillary data sources (Sidewalk Labs, housing, etc.)

- Published quarterly updates and enhancements to the Regional Land Information System (RLIS)

Methodology

- Coordinate and cooperate closely with internal Metro and external partners to ensure optimal data acquisition and utilization and craft analytics that well serve Metro's Planning and Development activities.
- Using best enterprise practices, develop and maintain robust data systems infrastructure, software, and staff capacity for data analysis and visualization
- Integrate data management, visualization, and analysis with the forecasting elements of the UPWP (described elsewhere)
- Monitor developments of and suggest directions for data- and analytic-related policy at the regional, state, and national level

Major Project Deliverables/ Milestones	
1 st Quarter	<ul style="list-style-type: none"> • Publish quarterly update and enhancements to RLIS • Complete work plan for enhanced safety data, analysis and tool development in support of Vision Zero
2 nd Quarter	<ul style="list-style-type: none"> • Publish quarterly update and enhancements to RLIS • Complete scope for enhanced bike and pedestrian data in support of the Regional Active Transportation program • Complete scope for next phases of EVA
3 rd Quarter	<ul style="list-style-type: none"> • Publish quarterly update and enhancements to RLIS • Complete first phase of platform for development and display of performance measures in support of regional performance measurement including Map 21 • Update data that informs the Land Development Monitoring System (LDMS), including tax lot, housing and employment, building permits, etc • Update and publish regional demographic and socio-economic data (e.g., income, race, ethnicity, age, employment, education)
4 th Quarter	<ul style="list-style-type: none"> • Publish quarterly update and enhancements to RLIS • Publish coordinated database/tool of safety related data? • Displacement Monitoring tool? (RTP 8.5.3.6 - SWEDS)
Ongoing	<ul style="list-style-type: none"> • Provide new data evaluation and acquisition, analysis, technical support and tools in support of Planning and Development programs • Provide technical support, data, analysis and cartographic products to Regional Housing Bond • Continue providing ad hoc data, analysis, and visualization services to members of the public and private entities through RC public information support

Project Lead

- Metro Research Center

Project Partners

- Metro planners
- Local governments

FY 2019-20 Cost and Funding Sources

Requirements:

Personal Services	\$	998,586
Interfund Transfers	\$	535,242
Materials & Services	\$	61,000

Resources:

PL	\$	279,091
ODOT Support	\$	157,193
TriMet Support	\$	134,233
Metro	\$	1,024,311

TOTAL	\$	1,594,828
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TOTAL	\$	1,594,828
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Full Time Equivalent Staffing:

Regular Full Time FTE:	7.66
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Economic, Demographic and Land Use Forecasting Program

Staff Contact: Dennis Yee, dennis.yee@oregonmetro.gov

Description

The **Economic, Demographic and Land Use Forecasting Program** complements the **Economic, Demographic, and Land Forecasting Development and Application Program**. The Land Use Analytics Team (LUAT) assembles historical data and future forecasts of population, land use, and economic activity that support Metro's planning needs. LUAT provides forecasts at various geographies, ranging from regional (MSA) to Transportation Analysis Zone (TAZ) level, and across time horizons ranging from 20 to 50 years into the future.

Metro planning staff use the forecasts and projections to manage solid waste policy, study transportation corridor needs, formulate regional transportation plans, analyze the economic impacts of potential climate change scenarios, and to develop land use planning alternatives. Local jurisdictions across the region also rely on the forecast products to inform their comprehensive plan and system plan updates.

Overall Objectives

- Provide employment, population, and land use forecasts and projections to regional policy makers.
- Apply the best available tools to carry out forecasting efforts and support planning projects.
- Maintain econometric models that produce regional growth projections for economic and demographic data series.
- Update land use forecasting tools on a regular basis.

Previous Work *(through June 2019)*

- **Census Data:** Created a repository of key Census data and advised local partners on Census activities such as the local update of community addresses (LUCA) process and the Census' participant statistical areas program (PSAP) (Survey, Data Acquisition, and Research).
- **Economic Data:** Maintained and tracked key economic indicators that inform economic conditions and are used for regional forecasts (Survey, Data Acquisition, and Research).
- **Land Development Monitoring System (LDMS):** Developed process for extracting land consumption information from the Metro RLIS database (Regional Land information system). (Survey, Data Acquisition, and Research).
- Updated regional economic and demographic modeling components and completed an aggregate regional economic/demographic forecast (Regional Macro-Forecast and Modeling).
- Analyzed reference case and alternative growth scenarios to inform the 2018 urban growth management decision (Land Use Forecast and Modeling).
- Initiated a Land Use Model Scoping Project. This is a multi-year, consultant-assisted project that will result in the following deliverables (Land Use Forecast and Modeling):
 - Land Use Model Design Plan and Final Report
 - Mid-Cycle UGB Decision Model Design Plan
 - Land Use Model/ABM Integration Design Plan
 - Residential Survey Design Plan

- Completed additional validation and sensitivity analytics on the housing sub model of the MetroScope land use model (Land Use Forecast and Modeling).
- Developed a prototype Housing and Transportation Cost Index tool to estimate the number of cost burdened households, the cost burdened condition of the median household, and cost burden estimates for above average, average and below average income bracket households. This information was used to support the Housing Needs Analysis of the most recent Urban Growth Boundary decision (Land Use Forecast and Modeling).
- Updated the MetroScope land use model visualization tool and dashboard indicator tools. (Land Use Forecast and Modeling).

Methodology

Metro will utilize its set of forecast models and tools to prepare a disaggregate forecast at the TAZ (traffic analysis zones) level for regional transportation planning and projects. Metro will consult with state and local partners, engage stakeholders in reviewing forecast inputs, provide needed forecast details, before producing the final disaggregate forecast product.

Metro will review and recommend modernization and upgrades to its land use modeling tools to help maintain and to provide timely policy and forecast information to future policy makers and stakeholders.

Metro will develop a new aggregate industrial demand forecast models to predict future land development needs.

Major Project Deliverables/ Milestones	
1st Quarter	<ul style="list-style-type: none"> • Develop work plan for disaggregate TAZ forecast: <ul style="list-style-type: none"> ○ Engage stakeholders ○ Convene a regional land use advisory group ○ Review forecast inputs ○ Review policy inputs • Modernization of land use model: <ul style="list-style-type: none"> ○ Review / Revise / Accept consultant report – a recommendations to update land use modeling ○ Develop a Metro RC work plan based on the consultant recommendations of the needs assessment report • Development of an aggregate industrial land use model – oversee consultant work tasks
2nd Quarter	<ul style="list-style-type: none"> • Disaggregate forecast preparations <ul style="list-style-type: none"> ○ Update as needed forecast inputs (e.g., Buildable Land Inventory, update with adopted RTP assumptions) ○ Update as needed policy inputs (e.g., redevelopment assumption, update concept / zoning plans of UGB expansions, review and update prospective UGB assumptions) • Modernization of land use model: <ul style="list-style-type: none"> ○ Implementation of Metro land use model work plan elements (TBD from Q1) • Review / Revise / Accept the aggregate industrial land use model

	<ul style="list-style-type: none"> • Test (Metro RC) and validate the aggregate industrial land use model under typical Metro forecast usage
3rd Quarter	<ul style="list-style-type: none"> • Produce DRAFT disaggregate forecast <ul style="list-style-type: none"> ○ Engage stakeholders with disaggregate forecast review • Modernization of land use model: <ul style="list-style-type: none"> ○ Review / Revise / Accept consultant recommendations – consultant will recommend the best available land use modeling practices for addressing new state legislation allowing Metro to revise the UGB prior to the typical 6-year periodic review interval. ○ Develop a Metro RC workplan based on the consultant recommendations for a mid-cycle UGB expansion. Develop appropriate modeling and forecasting tools.
4th Quarter	<ul style="list-style-type: none"> • FINAL disaggregate forecast • Council adoption of FINAL forecast products • Modernization of land use model: <ul style="list-style-type: none"> ○ Review / Revise / Accept consultant report – recommendations on best practices to integrate land use model with an activity based transport model; recommendation on best practices in designing a residential survey for a land use model development effort ○ Develop a Metro RC workplan based on the consultant's recommendations
Ongoing	<ul style="list-style-type: none"> • Annual Land development monitoring system • Census data – provide local assistance to upcoming 2020 Census activities • Economic data – update databases to support regional forecasting efforts • Land use model improvements in operation and efficiency • Regional land use indicators and benchmarks

Project Lead

Modeling and Forecasting Division of the Metro Research Center.

Project Partners

- Cities and counties in and adjacent to Metro
- State of Oregon
- Stakeholders: Portland State University, Port of Portland, Trade Associations, NGO's

FY 2019-20 Cost and Funding Sources

Requirements:			Resources:		
Personal Services	\$	145,379	PL	\$	242,601
Interfund Transfers	\$	77,923			
Materials & Services	\$	19,300			
TOTAL	\$	242,601	TOTAL	\$	242,601

Full Time Equivalent Staffing:

Regular Full Time FTE: 0.989

Travel Forecast Maintenance

Staff Contact: Chris Johnson, chris.johnson@oregonmetro.gov

Description

The **Travel Forecast Maintenance Program** includes the supporting work elements and activities necessary to keep the travel demand model and ancillary tools responsive to policy questions and investment decisions that emerge during the regional transportation planning process. The major projects and tasks included within this program are differentiated from the **Travel Forecast Development and Application Program** in that they are on-going effort as opposed to significant one-time initiatives.

Note: The Travel Forecast Maintenance and the Travel Forecast Development and Application Programs were combined programs up until the FY 2018-19 UPWP, so the apparent similarities in the program narratives below are an artifact of their prior combined status. Moving forward from the FY 2018-19 UPWP, the differences between the programs can be explicitly identified by comparing the Major Project Deliverables/Milestones sections of the respective narratives.

Overall Objectives

- Ensure the continued validity and utility of the travel demand modeling methods, techniques and tools.
- Ensure that travel demand modeling methods, techniques and tools are consistent with the guidelines and requirements of the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and Environmental Protection Agency (EPA).

Previous Work (through June 2019)

- Conducted periodic household travel behavior surveys.
- Updated existing trip-based travel demand models.
- Developed a dynamic activity-based travel demand model platform.
- Developed a next generation behavioral-based freight travel demand model.
- Simplified routing algorithm for the bicycle assignment tool.
- Developed a working Multi-Criterion Evaluation toolkit.
- Developed a prototype Housing + Transportation Cost Index toolkit.
- Reviewed and updated travel demand model input data and assumptions.
- Streamlined travel demand model application computer code and scripts.
- Collaboration with the Oregon Model Steering Committee.
- Collaboration with Transportation Research Board Committees and Conferences.
- Developed automated procedures for performance monitoring requirements.

Methodology

The Modeling and Forecasting Division of the Metro Research Center will manage the Travel Forecast Maintenance Program. A combination of the activities listed below will be utilized to achieve the objectives of the Travel Forecast Maintenance Program:

- In-house research and development.
- Strategic visioning and scoping.

- Consultant and contractor assistance.
- Collaboration and data-sharing with regional partners.
- Purchase of 3rd party data products and/or proprietary software.
- Staff training for computer software development and coding.
- Collaboration at national conferences and peer exchanges.

Major Project Deliverables/ Milestones	
1 st Quarter	
2 nd Quarter	
3 rd Quarter	
4 th Quarter	
Ongoing	<ul style="list-style-type: none"> • Updates to travel demand model networks. Input data, and code base. • Development of a Micro Analysis Zone (MAZ) system and associated data attributes for the activity-based travel demand model framework. • Continued collaboration on various Oregon Model Steering Committee subcommittees and work groups. • Continued collaboration on Transportation Research Board committees and conferences.

Project Lead

- Modeling and Forecasting Division of the Metro Research Center.

Project Partners

- Oregon Department of Transportation.
- TriMet.
- City and county transportation agencies.
- Federal Highway and Transit Administrations.
- Oregon Department of Environment Quality.
- Federal Environmental Protection Agency.
- Oregon Health Authority.
- Port of Portland.
- State and regional universities.

FY 2019-20 Cost and Funding Sources

Requirements:			Resources:		
Personal Services	\$	535,146	PL	\$	515,078
Interfund Transfers	\$	286,838	ODOT Support	\$	45,187
Materials & Services	\$	35,585	TriMet Support	\$	98,527
			Metro	\$	198,777
TOTAL	\$	857,569	TOTAL	\$	857,569

Full Time Equivalent Staffing:

Regular Full Time FTE: 3.689

Technical Assistance Program

Staff Contact: Cindy Pederson, cindy.pederson@oregonmetro.gov

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.

Overall Objectives

- US Department of Transportation (USDOT) protocols require the preparation of future year regional travel forecasts to analyze project alternatives. The primary objective of this program is to provide travel modeling tools and services to clients for local project needs.

Previous Work (through June 2019)

- Provided custom modeling services to a consultant analyzing multimodal access to requested locations in the region
- Distributed transportation networks and trip tables from the most current Regional Transportation Plan to regional partners
- Purchased and maintained modeling software for ODOT Region 1, City of Portland, City of Gresham, City of Hillsboro, Clackamas County, Multnomah County and Washington County

Methodology

Data and modeling services are provided to jurisdictions, regional agencies and the private sector upon request. Transportation network modeling software is purchased and maintained for regional agencies upon request. There are currently seven agencies that participate in this program.

Major Project Deliverables/ Milestones	
1 st Quarter	<ul style="list-style-type: none">• Funds to the local governmental agencies to purchase and pay maintenance on transportation modeling software (upon request).
2 nd Quarter	
3 rd Quarter	
4 th Quarter	
Ongoing	<ul style="list-style-type: none">• Technical assistance work is completed upon request.

Project Lead

- Metro Research Center – Modeling Services Division

Project Partners

- Oregon Department of Transportation
- TriMet
- City of Portland

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- Washington County
 - Clackamas County
 - Multnomah County
 - City of Gresham
 - Port of Portland
 - Private consultants and other non-governmental clients

FY 2019-20 Cost and Funding Sources

Requirements:			Resources:		
Personal Services	\$	50,863	STBG	\$	60,515
Interfund Transfers	\$	27,262	ODOT Support	\$	22,620
Materials & Services	\$	19,176	TriMet Support	\$	7,240
			Metro	\$	6,926
TOTAL \$ 97,301			TOTAL \$ 97,301		

Full Time Equivalent Staffing:

Regular Full Time FTE: 0.33

MPO Management and Services

Staff Contact: Tom Kloster, tom.kloster@oregonmetro.gov,
Margi Bradway, margi.bradway@oregonmetro.gov

Description

Metropolitan Planning Organization (MPO) Management and Services provides overall management and administration of Metro's Metropolitan Planning Organization (MPO) role. Overall department administration includes:

- preparation and administration of the Unified Planning Work Program (UPWP),
- procurement,
- contract administration,
- grants administration,
- internal and external reporting,
- quadrennial review and regular self-certification (with MTIP adoption) 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 the Metro Council, Joint Policy Advisory Committee on Transportation (JPACT), Transportation Policy Alternatives Committee (TPAC) and other project-specific working groups and advisory committees

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

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

As the MPO, Metro is responsible for preparing the annual Unified Planning Work Program (UPWP), a document that coordinates activities for all federally funded planning efforts in the Metro region. Once adopted, the UPWP is a living document, and Metro makes periodic amendments, as needed, under procedures established in the UPWP.

Metro also maintains intergovernmental agreements (IGAs) and memorandums of understanding (MOUs) with local on general planning coordination and special planning projects. These agreements include:

- South Metro Area Rapid Transit (SMART) MOU (*effective through June 30, 2020*)
- Southwest Washington Regional Transportation Council (RTC) MOU (*effective through June*

30, 2021)

- Oregon Department of Environmental Quality MOU (*effective through March 7, 2023*)
- 3-Way Planning IGA with ODOT and TriMet (*effective through June 19, 2021*)

Metro belongs to the Oregon MPO Consortium (OMPOC), a coordinating body made up of representatives of all eight Oregon MPO boards, and Metro staff also collaborates with other MPOs and transit districts in quarterly staff meetings districts convened by ODOT.

Overall Objectives

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

- Maintain an updated UPWP, including annual updates and periodic amendments, as needed, to advance regional planning projects
- Complete semi-annual and year-end planning progress reports to be submitted to FTA and FHWA via ODOT
- Complete an annual self-certification review of compliance with federal transportation planning requirements in conjunction with completing the MTIP
- Complete the 4-year federal certification review by FHWA, FTA and EPA (next review in 2021)
- Complete annual recruitment of community representatives for TPAC's six community member seats (three seats are filled annually for 2-year terms)
- Maintain planning intergovernmental agreements and memorandums of understanding with regional planning partners to ensure timeline delivery of planning program products and funding
- Staff and provide information to JPACT and TPAC to develop MPO policies
- Consistency with RTP and MTIP on an ongoing basis

Previous Work (*through June 2019*)

- Adoption of the 2019-20 UPWP.
- Completion of semi-annual and year-end planning progress reports for 2018-19 submitted to FTA and FHWA via ODOT.
- Coordination of the UPWP with the 2019-20 Metro budget.
- Completion of the 2018 annual self-certification.
- Organization of twelve JPACT meetings, twelve TPAC meetings and several TPAC workshops as well as coordination of agenda items on Metro Council, MPAC, MTAC meetings as needed.
- Complete recruitment of TPAC community representatives for the 2019-20 (calendar year) cycle.
- Collaboration with other MPOs and Transit staff at quarterly meetings convened by ODOT and at quarterly OMPOC meetings.
- Complete scheduled updates to IGAs and MOUs.
- Provision of MPO staff support, as needed.

Methodology

MPO services and support is organized around two thematic teams. A team of planning professionals manages the ongoing MPO planning functions, including development of UPWP and leading our various regional planning projects and programs. A second team of finance professionals lead our budget, contracts, procurements and intergovernmental agreements. These teams work closely within Metro's Planning and Development Department.

Major Project Deliverables/ Milestones	
1st Quarter	<ul style="list-style-type: none"> • Collaboration with other MPOs and transit agencies at quarterly Oregon MPO and Transit meeting • Collaboration with other MPOs at OMPOC meeting
2nd Quarter	<ul style="list-style-type: none"> • Collaboration with other MPOs and transit agencies at quarterly Oregon MPO and Transit meeting • Collaboration with other MPOs at OMPOC meeting • Completion of draft 2019-20 UPWP
3rd Quarter	<ul style="list-style-type: none"> • Collaboration with other MPOs and transit agencies at quarterly Oregon MPO and Transit meeting • Collaboration with other MPOs at OMPOC meeting • Consultation for draft 2019-20 UPWP
4th Quarter	<ul style="list-style-type: none"> • Collaboration with other MPOs and transit agencies at quarterly Oregon MPO and Transit meeting • Collaboration with other MPOs at OMPOC meeting • Adoption of 2019-20 UPWP (including a transmittal to ODOT with the list of projects that require individual IGAs) • Self-Certification • Update to RTP and MTIP amendment processes
Ongoing	<ul style="list-style-type: none"> • Organization of monthly JPACT and TPAC Meetings • Provision of MPO support, as needed • UPWP administration • Contract administration • Grants administration • Procurement

Project Lead

- Metro Planning & Development Department

Project Partners

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

FY 2019-20 Cost and Funding Sources

Requirements:			Resources:		
Personal Services	\$	181,368	PL	\$	308,082
Interfund Transfers	\$	97,213			
Materials & Services	\$	29,500			
TOTAL	\$	308,082	TOTAL	\$	308,082

Full Time Equivalent Staffing:

Regular Full Time FTE:	1.32
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Federal Transportation Performance and Congestion Management Monitoring and Reporting

Staff Contact: Tim Collins, tim.collins@oregonmetro.gov

Description

MAP-21/FAST Act Performance Measures and Targets for the Portland Metro Region

The U.S. Department of Transportation issued new regulations for states and MPOs that require greater monitoring of mobility on our throughway system and setting targets for system performance. Metro will address federal MAP-21 and FAST Act transportation performance management requirements that were adopted as part of the 2018 Regional Transportation Plan (RTP), for the following areas:

- Safety
- Asset Management
- System Performance
- Freight Movement
- Congestion Mitigation and Air Quality Program
- Transit Asset Management

The performance targets are for federal monitoring and reporting purposes and will be coordinated with the Oregon Department of Transportation (ODOT), TriMet, South Metro Area Regional Transit (SMART) and C-TRAN. The regional targets support the region's Congestion Management Process and complement other performance measures and targets contained in Chapter 2 of the 2018 RTP.

Congestion Management Process

Congestion management is the application of strategies to improve transportation system performance and reliability by reducing the adverse impacts of congestion on the movement of goods and people. A congestion management process (CMP) is a systematic objectives driven approach for managing congestion that provides accurate, up-to-date information on transportation system performance for all modes of travel. These multimodal strategies include, but are not limited to, operational improvements, travel demand management, policy approaches, and additions to capacity. The CMP, as defined by federal regulation, is intended to move these congestion management strategies into the funding and implementation stages.

A CMP is required in metropolitan areas with greater than 200,000 people, and are known as Transportation Management Areas (TMAs). Federal requirements also state that in all TMAs, the CMP shall be developed and implemented as part of the transportation planning process such that CMP strategies are reflected in the regional transportation plan (RTP).

The goal of the region's CMP is to provide for the safe and effective management and operation of new and existing transportation facilities through a combination of reducing drive alone trips, increasing transit ridership, bicycling, and walking, supporting freight mobility, and expanding the use of operational system management and demand management strategies.

The Regional Transportation Plan calls for strategic widening of existing roads and throughways to address congestion bottlenecks, increasing street network connectivity, expanding travel options, and using system and demand management strategies to help improve reliability and better connect

goods to market. Prior to adding new motor vehicle capacity beyond the planned system of arterial and throughway through lanes, the region's CMP and RTP policy require an analysis of travel demand reduction and operational management strategies. They also require an analysis of planned transit service and multimodal connectivity improvements to demonstrate that these strategies cannot adequately address arterial or throughway deficiencies and bottlenecks.

The Mobility Corridor Atlas is the main tool Metro uses for the Congestion Management Process and MAP-21 reporting.

Overall Objectives

MAP-21/FAST Act Performance Measures and Targets for the Portland Metro Region

- Continue monitoring and reporting for the federal MAP-21 and FAST Act transportation performance management requirements that include: Safety, Asset Management, Performance, Freight Movement, Congestion Mitigation and Air Quality, and Transit Access Management.
- Review current regional performance measure targets for 2020 and 2022 and evaluate if the regional targets need to be adjusted.

Congestion Management Process

The 2018 RTP's goals, objectives and policies provide a framework for the region's Congestion Management Process (CMP). The 2018 RTP outlines a series of 11 goals which Metro will monitor. Some RTP objectives related to the goals and specific to the CMP are:

- Walkable Communities
- A Connected Region
- Access to Industry and Freight Intermodal Facilities
- Travel Choices
- Regional Mobility
- Transportation Safety
- Clean Air
- Performance-based Planning

Previous Work (through June 2019)

MAP-21/FAST Act Performance Measures and Targets for the Portland Metro Region

- In 2018, Metro worked with ODOT to set MAP-21 performance measure targets.
- Coordinated with ODOT and obtained ODOT review of the target setting for the region on Safety, National Highway System Asset Management, National Highway System Performance, National Freight Movement on the Interstate System, and the Congestion Mitigation and Air Quality Program.
- Coordinated target reporting for Transit Asset Management with TriMet, SMART and C-TRAN.

Congestion Management Process

- Developed congestion management objectives and policies as part of the RTP, Transportation System Management and Operations Action Plan, and Regional Travel Options Strategy.
- Identified geographic areas and regional transportation networks using the Mobility Corridor Atlas to apply the CMP.
- Established multimodal performance measures for the CMP as part of the RTP Performance Targets (Chapter 2) and Performance Evaluation (Chapter 7).
- Other transportation monitoring measures have been developed as part of the 2018 RTP and have been calculated and evaluated.

Methodology

Metro calculated, gather from other agencies, and organized the data for reporting purposes, on the federal MAP-21 and FAST Act transportation performance management requirements for the region. Most of the regional targets match the statewide MAP-21/FAST Act Performance targets. Where the regional targets differ from the statewide targets, the regional targets were set based on the 2016 and 2017 Baseline data that showed the state target was not achievable by 2022. Metro asked ODOT for review of the draft regional targets before finalizing the targets.

The Congestion Management Process (CMP) relies on performance measures in the RTP and provides a framework for ongoing data collection and monitoring of system performance with the Mobility Corridor Atlas as the reporting vehicle.

Major Project Deliverables/ Milestones	
1 st Quarter	
2 nd Quarter	
3 rd Quarter	
4 th Quarter	
Ongoing	<ul style="list-style-type: none">• MAP-21 performance monitoring and reporting.• Review of MAP-21 targets for the region based on new reporting data.• Development of the Mobility Corridor Atlas tool.• Collect data and monitor system performance for the CMP.• Identify and evaluate the effectiveness of the CMP strategies• Implement selected CMP strategies and manage the transportation system.

Project Lead

- Metro Planning and Development Department

Project Partners

- Oregon Department of Transportation
- U.S. Department of Transportation/ Federal Highway Administration
- City and county transportation agencies
- TriMet
- South Metro Area Regional Transit (SMART) and C-TRAN

FY 2019-20 Cost and Funding Sources

Requirements:			Resources:		
Personal Services	\$	29,258	PL	\$	44,941
Interfund Transfers	\$	15,682			
TOTAL	\$	44,941	TOTAL	\$	44,941

Full Time Equivalent Staffing:

Regular Full Time FTE: 0.2

Regional Transportation Safety Program

Staff Contact: Lake McTighe, lake.mctighe@oregonmetro.gov

Description

Working with partners in the region Metro has completed an updated 2018 Regional Transportation Safety Strategy. To implement the strategy, Metro is formalizing regional transportation safety activities in a Regional Transportation Safety Program to support achieving national, state, regional and local safety goals, objectives, policies and performance targets.

A two-year work plan will be developed to guide Metro activities related to transportation safety in coordination with federal, state and local partners. The work plan will be based on the strategies and actions identified in the 2018 Regional Transportation Safety Strategy and the Regional Safe Routes to School Program.

Tasks in the Regional Transportation Safety Program work plan will include annual reports to the Metro Council and JPACT, schedules to update regional plans and the Regional Transportation Functional Plan to reflect current policy direction, activities to coordinate with partners and increase awareness of Vision Zero and Safe Routes to School, identifying legislative priorities and refining regional funding criteria, and developing and maintaining relevant crash data and analysis tools.

Overall Objectives

- Reduce and eliminate fatalities from traffic crashes in region
- Develop and implement a two-year work plan for a traffic safety program to support implementation of the 2018 Regional Transportation Safety Strategy, Safe Routes to School Program and local, national and state transportation safety plans
- Support and be consistent with the Oregon Transportation Safety Plan

Previous Work *(through June 2019)*

- Establishment of ad-hoc Regional Safety Workgroup in 2009 in response to a Federal Highway Administration recommendation to better incorporate safety into the MPO planning process
- Metro worked with local governments, ODOT, TriMet, practitioners and researchers to draft the region's first Regional Transportation Safety Plan
- Adoption of regional safety performance targets in 2010 Regional Transportation Plan
- Completion of the 2011 Metro State of Safety Report
- Completion of the 2012 Regional Transportation Safety Plan
- Adoption of the 2014 Climate Smart Strategy, which included recommended actions for safety
- Updated safety targets and policy in the 2014 Regional Transportation Plan
- Adoption of the 2018 Regional Transportation Safety Strategy, including updated Vision Zero safety target, annual safety targets to meet federal requirements, safety performance measures, strategies and actions, developed with guidance from technical safety work group, Metro technical and policy advisory committees, and Metro Council
- Identification regional high injury corridors and intersections using ODOT and regional data and replicable GIS based methodology, and completion of the 2017 Regional High Injury Corridors and Intersections Report

- Completion of the 2018 Metro State of Safety Report
- Development of new safety policy section in the 2018 Regional Transportation Plan
- Developed draft work plan for Transportation Safety Program
- Updated, host and maintain a publicly available Metro crash map analysis tool with 2012-2018 crash data. The tool was developed in 2014 with ODOT 2007-2011 crash data and provided a simple format to visually explore crash data.

Methodology

Metro will manage the Regional Transportation Safety Program and the development of a two-year work plan. Metro will also consult with partners listed under Project Partners in the development of the work plan and implementing actions and will coordinate internally with other programs and projects at Metro.

Major Project Deliverables/ Milestones	
1st Quarter	<ul style="list-style-type: none"> • Finalize draft work plan • Develop regional safety/performance-based street design workshop in coordination Metro Active Transportation and Complete Streets programs
2nd Quarter	<ul style="list-style-type: none"> • Convene regional transportation safety work group, refine draft work plan • Develop regional approach for future transportation safety legislation, including level of effort and feasibility analysis to address equity in fines and enforcement
3rd Quarter	<ul style="list-style-type: none"> • Finalize work plan • Draft annual report for Metro Council and JPACT • Develop visualizations and graphics of data analysis, crash statistics, logo and other material for annual reports, plans, and regional transportation safety webpage. To inform elected officials, the public and other stakeholders and support public understanding of Vision Zero. • Develop crash data and analysis business plan in partnership with Metro Research Department.
4th Quarter	<ul style="list-style-type: none"> • Update key crash data findings • Visual display of data • Update High Injury Corridors and report back for annual report. • Report back on selected safety projects in the region • Finalize annual report • Develop understanding of level of effort to develop posted speed data set.
Ongoing	<ul style="list-style-type: none"> • Track implementation activities • Develop and maintain crash data and analysis tools: CrashMap, sidewalk and bikeway data, traffic, bike and pedestrian counts, crash prediction and crash risk exposure models • Develop and maintain web, video and printed materials to clearly communicate • Coordinate with other Metro programs and departments, including transit, active transportation, freight, Complete Streets and Data Resource Center

Project Lead

- Metro Planning and Development Department

Project Partners

- City and county transportation agencies
 - Oregon Department of Transportation
 - Oregon Department of Land Conservation and Development
 - Police, fire and public health departments
 - TriMet, SMART and other transit operators in the region
 - U.S. Department of Transportation/ Federal Highway Administration
 - Non-profit and community groups focused on traffic safety
 - Refer to the 2018 Regional Transportation Safety Strategy for an extensive list of potential partners
-

FY 2019-20 Cost and Funding Sources

Requirements:			Resources:		
Personal Services	\$	30,556	STBG	\$	42,114
Interfund Transfers	\$	16,378	Metro	\$	4,820
TOTAL	\$	46,934	TOTAL	\$	46,934

Full Time Equivalent Staffing:

Regular Full Time FTE:	0.2
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Regional Active Transportation Program

Staff Contact: John Mermin, john.mermin@oregonmetro.gov

Description

The Regional Active Transportation Program manages updates to and implementation of pedestrian, bicycle and access to transit in the Regional Transportation Plan (RTP) and the Regional Active Transportation Plan. The program provides guidance to jurisdictions in planning for safe, efficient and comfortable active transportation access and mobility on the regional transportation system (including regional trails and multi-use paths).

Additionally, the program supports coordination with local, regional, state, and federal plans to ensure consistency in approach to active travel needs and issues across the region. The program ensures that prioritized regional bicycle and pedestrian projects are competitively considered within federal, state, and regional funding programs. Ongoing data collection, analysis, education, and stakeholder coordination are also key elements of Metro's Active Transportation program.

Overall Objectives

- Develop and implement a Regional Active Transportation work plan to support the implementation of the Regional Active Transportation Plan
- Coordinate with and support other regional programs and planning projects such as Regional Safety program, Enhanced Transit Concept Pilot Program, Jurisdictional Transfer Assessment Program, Regional Mobility Policy Update, Investment areas planning and Metro's Return on Investment analysis of active transportation projects.
- Support RTP implementation at local TSP level and within technical advisory committees for Regionally funded active transportation projects
- Technical support for regional funding measures
- Convene regional partners for biannual active transportation / safety summits
- Annually attends local Bicycle or Pedestrian advisory committees and county coordinating committees to provide updates on Metro projects and collect input.

Previous Work *(through June 2019)*

- Development of 2014 Regional Active Transportation Plan (ATP)
- Implementation of the ATP within regional plans and projects, e.g. 2014 and 2018 Regional Transportation Plans, Southwest Corridor Plan, Powell-Division Plan, East Metro Connections Plan.
- Spring 2019 regional safety / performance-based street design workshop in coordination Metro Safety and Complete Streets programs

Methodology

Metro Planning & Development manages the program and coordinates with the Metro's Parks and Nature department and other regional partners.

Major Project Deliverables/ Milestones	
1st Quarter	<ul style="list-style-type: none"> • Support planning and development of active transportation projects • Develop work program for Active transportation program
2nd Quarter	<ul style="list-style-type: none"> • Host Active Transportation / Safety workshop sharing new Regional street design guidance in coordination with Metro Safety and Complete Streets programs
3rd Quarter	<ul style="list-style-type: none"> • Host active transportation / safety workshop
4th Quarter	<ul style="list-style-type: none"> • Annual report to JPACT & Metro Council
Ongoing	<ul style="list-style-type: none"> • Coordination with Metro's Return on Investment analysis of active transportation projects. • Coordination with other Metro programs and projects and with various regional partners

Project Lead

- Metro

Project Partners

- Local Cities and Counties
- Oregon Department of Transportation
- Port of Portland
- TriMet, SMART and other transit operators in the region
- Non-profit and community groups focused on active transportation
- U.S. Department of Transportation / Federal Highway Administration

FY 2019-20 Cost and Funding Sources

Requirements:			Resources:		
Personal Services	\$	15,278	STBG	\$	21,057
Interfund Transfers	\$	8,189	Metro	\$	2,410
TOTAL	\$	23,467	TOTAL	\$	23,467

Full Time Equivalent Staffing:

Regular Full Time FTE: 0.1

Enhanced Transit Concept Pilot Program

Staff Contact: Jamie Snook, jamie.snook@oregonmetro.gov

Description

This is a critical time in our region to consider how transit fits into our larger regional goals. As our region deals with significant population and employment growth, we must turn to more efficient modes of moving people around in order to ensure that our freeway system meets a basic level of mobility. The Climate Smart Strategy, adopted by JPACT and the Metro Council in 2014, provided clear direction to invest more in our transit system in order to meet regional goals and objectives related to sustainability and carbon emissions.

To meet the greater Portland region's environmental, economic, livability and equity goals today and as we grow over the next several decades, new partnerships are needed to deliver transit service that provides increased capacity and reliability yet is relatively low-cost to construct, context-sensitive, and able to be deployed quickly throughout the region where needed. Producing "Enhanced Transit," through the co-investment of multiple partners could be a major improvement over existing service such as our region's existing and future Frequent Service bus lines, but less capital-intensive and more quickly implemented than larger scale high capacity transit projects the region has built to date.

Investments serve our many rapidly growing mixed-use centers and corridors and employment areas that demand a higher level of transit service but may not be good candidates for light rail, or bus rapid transit with fully dedicated lanes at this time.

On October 2017, JPACT authorized utilization of bond proceed revenue of \$5 million to support the funding of the Enhanced Transit Concept Pilot Program. The program will support the development of ETC projects and build partnerships between transit agencies and jurisdictions to implement improvements quickly. ETC can include regional scale, corridor scale, and/or spot-specific improvements that enhance the speed and reliability for buses or streetcar.

Overall Objectives

- Increase transit ridership to a level that will be sufficient to meet regional and local mode split goals by improving transit reliability, speed, and capacity through hotspot bottleneck locations in congested corridors and throughout the region. This will be accomplished through moderate capital and operational investments from both local jurisdictions and transit agencies.
- Identify and design a set of Enhanced Transit projects with local jurisdictions and facility owners where improvements are most needed and can be deployed quickly to produce immediate results.

- Develop a pipeline of Enhanced Transit projects so they are ready to advance forward to construction as jurisdictions identify funding.
- Pilot new and innovative ideas to increase transit travel times.

Previous Work (through June 2019)

- Coordinated with partners to identify potential in right-of-way projects.
- Conducted ETC workshops with partners around the region to gauge ripeness of selected projects.
- Issued a request for interest to identify ETC projects that are ripe for design and implementation.
- Identified projects to fast track towards construction and projects to advance into project development.

Major Project Deliverables/ Milestones	
1st Quarter	<ul style="list-style-type: none"> • Assist to advance projects to construction by end of 2019
2nd Quarter	<ul style="list-style-type: none"> • Assist to advance projects to construction by end of 2019
3rd Quarter	<ul style="list-style-type: none"> • Assist to advance project development on projects
4th Quarter	<ul style="list-style-type: none"> • Assist to advance project development on projects
Ongoing	<ul style="list-style-type: none"> • Assist to advance projects to construction • Assist to advance project development • Continue to work with regional partners • Monitor success of pilot projects

Project Lead

- Jamie Snook, Metro
- Kelly Betteridge, TriMet

Project Partners

- TriMet
- City of Portland
- City of Beaverton
- Multnomah County
- Washington County
- Clackamas County
- ODOT

FY 2019-20 Cost and Funding Sources

Requirements:			Resources:		
Personal Services	\$	103,019	Metro	\$	158,237
Interfund Transfers	\$	55,218			
TOTAL	\$	158,237	TOTAL	\$	158,237

Full Time Equivalent Staffing:

Regular Full Time FTE: 0.7

Complete Streets Program

Staff Contact Lake McTighe, lake.mctighe@oregonmetro.gov

Description

Metro's Complete Streets Program was established to provide transportation design guidelines, regional arterial and throughway design classifications and tools to support local jurisdictions to design streets that implement context-sensitive design solutions. Context driven performance-based design supports the 2040 Growth Concept and achieving regional goals, including: Vision Zero, increased transportation options for people of all ages and abilities, efficient and reliable travel for all modes, healthy people and environment, security, reduced green house gas emissions, sustainable economic prosperity, racial and income equity, vibrant communities, resiliency and fiscal stewardship.

Program elements include providing resources, tools and technical assistance to cities and counties as transportation projects go through project development and design and convening workshops, forums and tours to increase understanding and utilization of best practices in transportation design. The program is closely coordinated with other regional transportation programs, with region-wide planning activities, and with Metro's Parks and Nature Department.

An update of the regional street and green street (stormwater management) design guidelines and new regional trail design guidelines are nearly finalized and provide design elements and a Performance-Based Design Decision Making Framework. The updated guidelines reflect the state of the practice in transportation and incorporate missing topics, including designing for safety, age friendly communities, relationship of transportation design to public and environmental health, providing for effective freight and goods movements in multimodal environments, trail design, separated bikeways and bicycle and transit interaction.

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

Overall Objectives

- Finalize and release updated regional green street and trail design guidance to provide cities, counties and agencies with up-to-date, state of the practice, context sensitive and performance based guidance.
- Finalize updated Metro web presence for Complete Streets Program.
- Implement complete streets program activities to support performance-based design of transportation projects.

Previous Work *(through June 2019)*

- Updated design policy section of the 2018 Regional Transportation Plan.
- Completed draft content for the updated and new guidelines, consistent with annotated outline developed by technical work group, including: performance-based decision making framework; land use and transportation transect; diagrams, tables and graphics; white paper on nine design elements; design elements template and content; glossary; resource list; photographs and schematics.
- Convened technical work group to review and provide input on draft content.
- Provided update to and received input from Metro technical advisory committees and Metro Council.
- Held Performance-Based Planning and Design workshop, coordinated with safety and active transportation programs.
- Developed draft updated web page for Complete Streets Program.
- Developed publicly available Livable Streets photo library.
- Coordinated with Regional Flexible Fund program on criteria related to design and green infrastructure.
- Drafted case study to illustrate performance-based design decision making process.

Methodology

Metro with local jurisdictions in project-development activities for regionally funded transportation projects. During FY 2019-21, the Complete Streets Program will continue to focus on projects that directly relate to implementation of Region 2040 land use components, including projects funded through the Metropolitan Transportation Improvement Program (MTIP) and will coordinate as needed on the Regional Flexible Funds program and other regional transportation funding activities as needed.

Finalizing the updated street, green street and new trail design guidelines will be led by Metro's Planning and Development Department in coordination and collaboration with Metro's Park and Nature Department, the Technical Work Group with representatives from the Oregon Department of Transportation, TriMet and SMART, and cities and counties. Metro staff will work with experts within Metro, with the Consultant team and with the Technical Work Group to review and revise content for design guidance and programmatic activities. The Technical Work Group will conclude meeting in the first quarter of FY2019-21 once the updated design guidelines are finalized, but may be convened on an ad hoc basis to collaborate on regional street and trail design issues. Technical Work Group meetings are open to the public.

Periodic updates will be given to the Transportation Policy Alternatives Committee (TPAC), the Metro Technical Advisory Committee (MTAC), the Metro Policy Advisory Committee (MPAC), the Joint Policy Advisory Committee on Transportation (JPACT), and the Metro Council. Overarching direction from the Metro Council and the technical and policy advisory committees will inform the project.

Updates to county and city transportation coordinating technical advisory committees and other stakeholder groups will be made to increase awareness of the project and receive input.

Metro will maintain an interested parties email distribution list for the Complete Street Program and provide information to that list as needed on topics relevant to the program.

Major Project Deliverables/ Milestones	
1st Quarter	<ul style="list-style-type: none"> Finalize updated regional street, green street and new trail design guidelines. Release updated and new design guidelines. Activate Complete Streets webpage on Metro's website. Develop timeline to review and update the design policy section of the 2018 RTP. Update of the design policy section will reflect the regional design guidelines and better integrate green infrastructure and natural resource protection. Update must be completed prior to completion of the next RTP update.
2nd Quarter	<ul style="list-style-type: none"> Develop timeline and work scope to complete one or more local, national or international case studies to illustrate performance-based design decision making process and to support implementation of regional street and trail design guidance. Develop timeline for presentations, forums and workshops for Complete Street program.
3rd Quarter	<ul style="list-style-type: none"> Implement, dependent on scoped timeline, activities associated with case studies and presentations/forums/workshops.
4th Quarter	<ul style="list-style-type: none"> Implement, dependent on scoped timeline, activities associated with case studies and presentations/forums/workshops.
Ongoing	<ul style="list-style-type: none"> Continue to expand publicly accessible on-line photo and image library. Update Metro Complete Streets program website as needed, adding case studies, new resources as they are available. Provide technical assistance as needed on transportation plans and processes.

Project Lead

- Metro – Lead Agency (Planning and Development Department)

Project Partners

- Metro Parks and Nature Department - Cooperate/Collaborate
- Oregon Department of Transportation - Cooperate/Collaborate
- TriMet, SMART –Cooperate/Collaborate
- Cities, Counties, Special Districts, Agencies - Cooperate/Collaborate

FY 2019-20 Cost and Funding Sources

Requirements:		Resources:	
Personal Services	\$ 87,014	STBG	\$ 120,695
Interfund Transfers	\$ 46,640	Metro	\$ 28,559
Materials & Services	\$ 15,600		
TOTAL	\$ 149,254	TOTAL	\$ 149,254

Full Time Equivalent Staffing:

Regular Full Time FTE: 0.55

Fund Swap Management and Monitoring

Staff Contact: Grace Cho, grace.cho@oregonmetro.gov

Description

In Metro's responsibilities as a metropolitan planning organization (MPO) for the Portland region, the agency has allocation and programming authority of certain federal surface transportation funds. These funds are often referred to as the Regional Flexible Funds, which are federal surface transportation block grant (STBG) and congestion mitigation and air quality (CMAQ) monies, but at times Metro receives notification of new or additional federal funding allocation authority. Metro must document and develop the schedule of planned expenditure for the funds in which the MPO has allocation authority as well as all other federal surface transportation funds to be expended in the region. That document and schedule, known as the Metropolitan Transportation Improvement Program (MTIP) is approved by JPACT and the Metro Council.

In early 2017 and in autumn 2018, JPACT and the Metro Council approved and directed Metro staff to pursue a number of funding swaps of Regional Flexible Funds and Highway Infrastructure Program funds in which Metro has allocation authority. The funding swaps were in part to reduce the number of transportation projects to undergo the federal aid process and to support flexibility in project development on a number of active transportation projects and other regional planning studies.

Overall Objectives

- Track delivery of fund swapped projects.
- Track and monitor project progress of fund swapped projects
- Manage and administer the local funds in a manner that is efficient, transparent and with established protocols that would sufficiently meet an audit.

Previous Work *(through June 2019)*

- Executed in total three IGAs (two with TriMet and one with the City of Portland) to exchange federal Regional Flexible Funds or Highway Infrastructure Program funds for local funds
- Executed seven (7) IGAs with local jurisdictions which address the delivery of 12 projects across the IGAs (FY 2018-2019)
- Procured Zoom Grants software license and set up the grant management tools and system
- Developed and documented the business process for the Metro administered funding

Methodology

Metro administers the swapped funding and monitors the delivery of the projects. Each project which was identified for swapping federal funds with local funds was done so in a specific selection process based on the type of federal funds being swapped and the local funds available. The selection process is described in the business process. Intergovernmental agreements (IGAs) are used to define the scope of work and establish the deliverables and schedule/timeline for the project. Information from the IGAs has been entered into a grant management database for monitoring progress and managing reimbursement requests for work completed on the project. As necessary, any MTIP amendments or UPWP entries are undertaken and coordinated by staff and with the jurisdiction delivering the project.

The following projects which have been identified for funding swaps and conducting planning activities:

- Connected Lents – City of Portland
- Connected Division Midway – City of Portland
- Connected Cully Phase 2 – City of Portland
- 148th Avenue Safety and Access to Transit – City of Portland
- Stark/Washington Corridor Improvements – City of Portland
- I-84 Path Extension – City of Portland
- Fanno Creek Regional Trail – Bonita Road to Tualatin Bridge – City of Tigard
- Westside Trail Bridge Design – Tualatin Hills Parks and Recreation District
- Bike-Pedestrian Access through the Union Pacific Rail Bridge on 223rd Avenue – Multnomah County
- Division Complete Street – City of Gresham
- Active Transportation Economic ROI Analysis – Metro
- Oak Grove – Lake Oswego (OGLO) Pedestrian/Bike Bridge Feasibility study– Clackamas County
- TV Highway – Washington County

Major Project Deliverables/ Milestones	
1 st Quarter	<ul style="list-style-type: none"> • Collect project quarterly reports
2 nd Quarter	<ul style="list-style-type: none"> • Collect project quarterly reports
3 rd Quarter	<ul style="list-style-type: none"> • Collect project quarterly reports
4 th Quarter	<ul style="list-style-type: none"> • Collect project quarterly reports
Ongoing	<ul style="list-style-type: none"> • Receive and review deliverable products • As necessary, manage and work through change management requests (e.g. scope change requests, etc.) and ensure the original project • Produce regular monitoring and progress reports • Continue to execute intergovernmental agreements (IGAs) with the jurisdictions delivering locally funded projects • Submit any additional regular reporting to document the funding expenditures and cost of administering the fund swap program

Project Lead

- Metro

Project Partners

- TriMet
- Port of Portland
- Cities and Counties

FY 2019-20 Cost and Funding Sources

Requirements:			Resources:		
Personal Services	\$	14,374	Additional Local Contributions	\$	22,079
Interfund Transfers	\$	7,705			
TOTAL	\$	22,079	TOTAL	\$	22,079

Full Time Equivalent Staffing:

Regular Full Time FTE: 0.1



II. Metropolitan planning organization (MPO) planning projects

One time projects that Metro leads

Regional Mobility Policy Update

Staff Contact: Kim Ellis, kim.ellis@oregonmetro.gov

Description

In 2018, Metro completed an update to the regional transportation plan. Congestion and its impacts on mobility and the region's economic prosperity and quality of life are a top public concern. The update identified current traffic congestion on many of the region's throughways and arterials, and predicts that many of these facilities are unlikely to meet adopted interim regional mobility policy targets in the future, including I-5, I-205, I-84, OR 217 and US 26.

Recognizing a number of limitations with the current adopted mobility policy, ODOT and Metro prioritized moving forward with a focused look at the *Interim Regional Mobility Policy* adopted in the RTP and the Oregon Highway Plan (OHP) Policy IF3 (Highway Mobility Policy) in advance of the next update to the RTP (due in 2023).

The purpose of this effort is to update the interim mobility policy framework for the Portland metropolitan area in the RTP and OHP Policy 1F, including development of alternative mobility measures and targets. The updated policy framework will define clear mobility expectations and a decision-making framework that will guide the development of and updates to regional and local transportation system plans and the evaluation of plan amendments subject to the Transportation Planning Rule (TPR) -0060 during development review. The updated framework will also guide future monitoring and reporting in support of the region's congestion management process and MAP-21/FAST Act performance-based planning.

The project is expected to result in amendments to the RTP and regional functional plans and OHP Policy 1F3 for consideration by JPACT, the Metro Council and the Oregon Transportation Commission prior to initiating the 2023 RTP update.

Additional background information on this project can be found in Chapter 8 (Section 8.2.3.1) of the 2018 RTP.

Overall Objectives

- Metro Council and Oregon Transportation Commission consider approval of the updated mobility policy framework prior to initiating the 2023 RTP update.
- Develop an alternative mobility policy and associated measures, targets and methods for the Portland metropolitan region that define mobility expectations for multiple modes users, and time periods, and that:
 - Clearly and transparently communicate mobility expectations and provide clear targets for local, regional and state decision-making
 - Addresses all modes of transportation and both people and goods movement
 - Distinguish between throughway and arterial performance
 - Are financially realistic
 - Reflect and are consistent with adopted state, regional and community policy objectives
 - Support implementation of the Statewide Transportation Strategy for Reducing Greenhouse Gas Emissions and Climate Smart Strategy and related policies

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- Address growing motor vehicle congestion in the region and its impacts on transit, freight and other modes of travel
 - Are innovative and advance the state of the art beyond the current motor vehicle v/c-based measures and targets
 - Consider system and facility performance for all modes in the alternative mobility policy, as well as financial, environmental and community impacts of the policy, including impacts of the policy on traditionally underserved communities
 - Are applicable and useful at the system plan, mobility corridor, and plan amendment (development review) scale
 - Ground policy development and implementation in community, regional and state goals for land use and transportation, public values and mobility expectations, sound technical analysis and input from partners, stakeholders and the public.
 - Communicate complete, accurate, understandable, and timely information to partners and stakeholders throughout the project.
 - Ensure an inclusive engagement approach that provides meaningful opportunities for input from policymakers, community and business leaders and organizations, local jurisdictions, transit and Port districts and the public prior to key milestones.
 - Build broad local government buy-in and support for the updated policy and implementation.
 - Increase collaboration and coordination among state, regional and local partners.
 - Ensure compliance with all public participation requirements and consistency with state requirements and plans, including relevant statewide planning goals, the State Agency Coordination Program (OAR 731-015-0055) and the OHP Policy 1F3 and associated Operational Notice PB-02.

Previous Work (through June 2019)

- Adoption of the Oregon Highway Plan in 1999.
- Adoption of the Interim Regional Mobility Policy for the region in the 2000 RTP.
- Ongoing implementation of the region's CMP since adoption of the 2000 RTP.
- Adoption of the Interim Regional Mobility Policy in Table 7 and Policy 1F3 in the OHP in 2002.
- Adoption of the Oregon Transportation Plan (OTP) in 2006, the policy document that frames and organizes all of the state's modal plans for transportation.
- Adoption of the "Regional Mobility Corridors Concept" and "System Completion" policy frameworks in the 2010 RTP as tools for diagnosing and monitoring mobility needs in 24 subareas that contain the region's multimodal travel corridors – an integrated multimodal transportation system of throughways, arterials, transit routes, freight routes and regional active transportation routes, including regional trails, that serve planned land uses identified in the 2040 Growth Concept and Regional Framework Plan.
- Publication of the Regional Mobility Corridor Atlas in 2010 and 2015 to identify gaps and deficiencies for all modes of travel within each regional mobility corridor.
- Updates to the Oregon Transportation Planning Rule (TPR) and Oregon Highway Plan (OHP) in 2011.
- Publication of the ODOT Region 1 Corridor Bottleneck Operations Study (CBOS) in 2013 to identify bottleneck locations on the region's throughway system and potential solutions.
- Publication of the ODOT Region 1 Active Traffic Management (ATM) Atlas in 2016.
- Publication of ODOT Region 1 Portland Transportation Performance Report in 2016 and 2018, documenting growing congestion and crash rates on the region's throughways and impacts on system reliability.

- Publication of Regional Transportation Snapshots in 2016 and 2017, documenting changes in travel behavior and overall transportation system performance for all modes of travel.
- Collaboration with ODOT, TriMet and SMART to meet federal performance-based planning requirements in 2017 and 2018.
- Adoption of the Regional Transportation Safety Strategy, the Regional Freight Strategy and the Regional Transit Strategy in 2018.
- Adoption of the 2018 Regional Transportation Plan, including near-term safety and congestion-related performance monitoring targets as required by MAP-21/FAST Act and long-term performance targets related to safety, congestion, system completion, mode share, vehicle miles traveled and vehicle emissions. The RTP also identifies the need to update the Interim Regional Mobility Policy prior to the next scheduled RTP update (due in 2023).
- Project agreement between Metro and ODOT.

Methodology

This effort will be completed in two broad phases:

- **Phase 1 | Project Scoping | May to September 2019** Metro and ODOT work together with assistance from a consultant to engage local, regional and state partners and stakeholders to develop a refined problem statement, glossary of terms, work plan and public engagement plan to be for considered for adoption by JPACT and the Metro Council. Engagement activities in this phase will include stakeholder interviews, TPAC workshop(s), a Community Leader's Forum, Metro Council briefings and local elected official briefings through JPACT and City of Portland and County Coordinating Committees.
- **Phase 2 | Project Implementation | October 2019 to June 2021** Metro and ODOT work together with assistance from a contractor, to engage local, regional and state partners and stakeholders to develop the alternative regional mobility policy, measures, targets, and methods for consideration by JPACT, Metro Council and the Oregon Transportation Commission.

The project will rely on existing regional technical and policy advisory committees and decision-making processes that is supplemented with briefings to the OTC and targeted outreach to coordinating committees, business and freight associations, transportation, environmental justice and environmental advocacy groups and historically marginalized communities.

The project will produce two major policy amendments to the RTP and Policy 1F3 in the OHP:

- A mobility policy framework will be developed for the region's throughways, which generally correspond with expressways designated in the Oregon Highway Plan (OHP). This policy will be incorporated into the RTP, Regional Transportation Functional Plan and OHP Policy 1F3 for the purpose of evaluating the performance of throughways in the region.
- A mobility policy framework will be developed for regional arterial streets. This policy will be incorporated into the RTP and Regional Transportation Functional Plan for county and city-owned arterials, and in OHP Policy 1F3 for the purpose of evaluating the performance of state-owned arterials.

Together, the new policy frameworks will guide transportation system planning as part of future RTP and local TSP updates in support of the region's ongoing congestion management process. The policy frameworks will also be applied to the evaluation of transportation impacts of plan amendments during development review, and will provide guidance for operational decisions.

The project will follow the process set forth in OHP Policy 1F3 and associated Operational Notice PB-

02 and must include findings to demonstrate compliance. That means the project will set forth a Portland area-specific process(es) and documentation requirements and identify measures and targets for identifying needs and for demonstrating the adequacy of regional and local actions and projects in transportation system plans, and of mitigation measures for plan amendments during development review.

Proposed measures and targets will generally be taken from existing measures and past research efforts, including the RTP, Climate Smart Strategy, ODOT Key Performance Measures, Federal performance measures and targets, Washington County TGM project on performance measures and standards, and the ODOT Region 1 Highway Performance Project and Traffic Performance Report. A targeted review of best practices from California, Washington, Florida, and other states and MPOs will be conducted.

Measures to explore may include motor vehicle, freight and transit travel time and reliability, active transportation network completeness, street connectivity, transit coverage and frequency, mode share, accessibility, trip length, vehicle miles traveled, and mobility corridor person and goods movement capacity and throughput. Measures, targets, and methods may vary in how they apply system-wide, to multimodal mobility corridors, to throughways, to arterials, and to plan amendments, but will not result in 24 mobility corridor-specific measures or targets.

The project will apply the proposed measures and targets to selected mobility corridors at the mobility corridor and development review scale through case studies. The case studies will involve a technical assessment to determine the feasibility and adequacy of the proposed measures and targets. Following the case studies, the project will define an updated alternative mobility policy for the Portland region, including measures and targets for use in the 2023 RTP update.

In addition to becoming a part of the 2023 RTP, this effort will be coordinated with and supportive of other state and regional initiatives, including the ODOT Value Pricing Project, 2020 Transportation System Management and Operations (TSMO) Strategy, Regional Congestion Pricing Technical Analysis, Enhanced Transit Corridors implementation, the Jurisdictional Transfer Assessment Project and ongoing implementation of the region's congestion management process.

This work is anticipated to continue in FY 20-21, concluding in June 2021 prior to initiating the 2023 RTP update.

Major Project Deliverables/ Milestones	
1st Quarter	<ul style="list-style-type: none"> • Work plan and public engagement plan with a refined problem statement, project approach and glossary of terms • Contractor scope(s) of work • Background report(s) including existing regional and state mobility policy framework and performance measures, and related studies and plans by ODOT Region 1, Washington County, and others. • Scoping public engagement report
2nd Quarter	<ul style="list-style-type: none"> • Guiding principles for updating regional mobility policy framework
3rd Quarter	<ul style="list-style-type: none"> • Policy framework elements defined (e.g., desired performance targets, evaluation measures and methods)
4th Quarter	<ul style="list-style-type: none"> • Direction for case studies • Public engagement report
Ongoing	<ul style="list-style-type: none"> • Quarterly reports

	<ul style="list-style-type: none"> • Maintain project website
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Project Leads

- Metro and the Oregon Department of Transportation

Project Partners

- Oregon Transportation Commission
- Metro Council
- Joint Policy Advisory Committee on Transportation
- Transportation Policy Alternatives Committee
- Oregon Department of Land Conservation and Development
- Cities and Counties
- Ports of Portland and Vancouver
- TriMet, SMART, C-TRAN and other transit providers in the region
- SW Washington Regional Transportation Council
- Bi-State Coordination Committee
- Federal Highway Administration
- Federal Transit Administration
- Business associations, community-based organizations, transportation and environmental advocacy groups

FY 2019-20 Cost and Funding Sources

Requirements:		Resources:	
Personal Services	\$ 354,894	STBG	\$ 501,337
Requirement	\$ 190,223	Metro	\$ 57,380
Materials & Services	\$ 13,600		
TOTAL \$ 558,718		TOTAL \$ 558,718	

Full Time Equivalent Staffing:

Regular Full Time FTE: 2.6

Transportation Systems Management and Operations – Strategic Plan Update

Staff Contact: Caleb Winter, caleb.winter@oregonmetro.gov

Description

The Transportation System Management and Operations (TSMO) program currently follows a 10-year plan that ends 2020. The plan update will be known as the 2020 TSMO Strategy, and will serve as the strategy to implement key components of the 2018 RTP. The TSMO Strategy will guide program investments using RFFA funding, state funding, additional federal grant funds and local funds, building on investments in transportation system efficiency and supporting innovations.

Overall Objectives

- Lead process for updating and adoption of the TSMO Strategy. Strategy will provide direction for new regional funding investments aimed at reducing greenhouse gas emissions.
- The Strategy update process will review past TSMO investments and the state of TSMO in the region to understand the safety, livability, multimodal and reliability outcomes achieved.
- The process will look at how advances in information technology have changed methods to manage and operate the transportation system, including emerging technology.
- Analyze what investments provide system efficiency.

Previous Work *(through June 2019)*

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

Methodology

Engage stakeholders to understand issues and needs from operators and the traveling public. Analyze multimodal performance data to advance the region's ability to diagnose and address congestion, support multimodal operations, reduce climate and other impacts and incorporate safety connected to Vision Zero. Refine regional strategy to guide TSMO investments and activities in the Portland metropolitan region. When needed, identify and recommend policy to leverage the strategy.

Major Project Deliverables/ Milestones	
1st Quarter	<ul style="list-style-type: none"> • Develop a project management plan to ensure smooth delivery of the 2020 TSMO Strategy utilizing the partner-agency staff and consultant resources effectively. • Develop a common way to understand equity in the context of TSMO. • Prepare public and stakeholder engagement plan. • Review regional progress under the current TSMO plan
2nd Quarter	<ul style="list-style-type: none"> • Update regional vision for TSMO while aligning with the 2018 RTP and supporting strategies. • Assess the future of TSMO through understanding the region's current capabilities, scanning peers and reviewing policies to address long-term needs. • Identify technologies useful to TSMO in our region. • Do financial planning to define the best use of TSMO funds. • Develop TSMO Strategy projects.
3rd Quarter	<ul style="list-style-type: none"> • Create the companion pieces to the strategy to smoothly implement the new 2020 TSMO Strategy. • Produce the 2020 TSMO Strategy, to be considered for regional adoption.
4th Quarter	
Ongoing	

Project Lead

- Metro

Project Partners

- FHWA, ODOT, TriMet, Port of Portland, counties, cities, Southwest Washington Regional Transportation Council, WSDOT, emergency managers

FY 2019-20 Cost and Funding Sources

Requirements:			Resources:		
Personal Services	\$	100,000	TSMO Strategic Plan	\$	271,728
			STBG		
Consultants	\$	202,828	Metro/Match	\$	31,100
TOTAL	\$	302,828	TOTAL	\$	302,828

Full Time Equivalent Staffing:

Regular Full Time FTE: 0.5

Economic, Demographic, and Land Forecasting Development and Application Program

Staff Contact: Chris Johnson, chris.johnson@oregonmetro.gov

Description

The **Economic, Demographic, and Land Forecasting Development and Application Program** complements the **Economic, Demographic and Land Use Forecasting Program**. The Land Use Analytics Team (LUAT) is responsible for the carrying out the activities related to long-term forecast tool development and application that support Metro's planning responsibilities. LUAT regularly updates long-range economic and demographic projections in order to incorporate the latest observed changes in demographic, economic, and real estate development conditions.

Overall Objectives

- Build capacity of land use forecasting models, data, and knowledge.
- Apply land use forecasting tools and data to Metro planning projects such as the Urban Growth Management process and the Regional Transportation Plan.

Previous Work *(through June 2019)*

- Creation of the Land Use Technical Advisory Group (LUTAG) to advise Metro staff on the data, local conditions, and forecast validity of Metro's land use toolkit (Stakeholder Outreach).
- Conducted a Residential Housing Preference Survey to determine if tastes and preferences for housing might shift in future years as regional demographics evolve (Survey, Data Acquisition, and Research).
- Validation and sensitivity analysis of MetroScope – Metro's long-range land use forecast model. This work also included convening an independent expert review panel to review the model methods and structure, and analyze the results from the validation and sensitivity report (Survey, Data Acquisition, and Research).
- Refined Buildable Land Inventory to better incorporate the regulatory framework, development constraints, and development incentives for the Metro region (Survey, Data Acquisition, and Research).
- Implemented new redevelopment model that replaces obsolete redevelopment filters in the old BLI methodology. The redevelopment model should provide greater accuracy in estimating the Buildable Land Inventory and therefore better land supply information to the UGR analysis and results (Survey, Data Acquisition, and Research).
- Developed a prototype Housing and Transportation Cost Index tool to estimate the number of cost burdened households, the cost burdened condition of the median household, and cost burden estimates for above average, average and below average income bracket households. This information was used to support the Housing Needs Analysis of the most recent Urban Growth Boundary decision (Survey, Data Acquisition, and Research).

Methodology

The Modeling and Forecasting Division of the Metro Research Center will manage the Economic, Demographic, and Land Forecasting Development and Application Program. A combination of the activities listed below will be utilized to achieve the objectives of the Economic, Demographic, and Land Forecasting Development and Application Program:

- Survey, Data Acquisition, and Research:
 - Stakeholder Involvement via LUTAG
 - Buildable Land Inventory
 - Market Research
 - Performance Measurement
- Model and Analytic Tool Improvements:
 - Model Development
 - Innovation
- Risk Management

Major Project Deliverables/ Milestones	
1 st Quarter	<ul style="list-style-type: none"> • Land Use Model Design Plan
2 nd Quarter	<ul style="list-style-type: none"> • Land Use Model Scoping Final Report (Phase I)
3 rd Quarter	<ul style="list-style-type: none"> • Mid-Cycle UGB Decision Model Design Plan
4 th Quarter	<ul style="list-style-type: none"> • Land Use Model/ABM Integration Design Plan • Residential Survey Design Plan
Ongoing	<ul style="list-style-type: none"> • Distributed Forecast • Housing and Transportation Cost Index Tool (Post-Prototype)

Project Lead

- Modeling and Forecasting Division of the Metro Research Center.

Project Partners

- Metro Council/Staff
- Metro Planning and Development Department
- Oregon Office of Economic Analysis
- Oregon Department of Land Conservation and Development
- Portland State University Population Research Center
- Local Governments and Jurisdictional Partners

FY 2019-20 Cost and Funding Sources

Requirements:			Resources:		
Personal Services	\$	72,497	PL	\$	111,355
Interfund Transfers	\$	38,858			
TOTAL	\$	111,355	TOTAL	\$	111,355

Full Time Equivalent Staffing:

Regular Full Time FTE: 0.481

Travel Forecast Development and Application

Staff Contact: Chris Johnson, chris.johnson@oregonmetro.gov

Description

The **Travel Forecast Development and Application Program** includes the supporting work elements and activities necessary to keep the travel demand model and ancillary tools responsive to policy questions and investment decisions that emerge during the regional transportation planning process. The major projects and tasks included within this program are differentiated from the **Travel Forecast Maintenance Program** in that they are significant one-time initiatives as opposed to on-going efforts.

Note: The Travel Forecast Development and Application and the Travel Forecast Maintenance Programs were combined programs up until the FY 2018-19 UPWP, so the apparent similarities in the program narratives below are an artifact of their prior combined status. Moving forward from the FY 2018-19 UPWP, the differences between the programs can be explicitly identified by comparing the Major Project Deliverables/Milestones sections of the respective narratives.

Overall Objectives

- Ensure the continued validity and utility of the travel demand modeling methods, techniques and tools.
- Ensure that travel demand modeling methods, techniques and tools are consistent with the guidelines and requirements of the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and Environmental Protection Agency (EPA).

Previous Work (through June 2019)

- Conducted periodic household travel behavior surveys.
- Updated existing trip-based travel demand models.
- Developed a next generation dynamic activity-based travel demand model platform.
- Developed a next generation behavioral-based freight travel demand model.
- Simplified routing algorithm for the bicycle assignment tool.
- Developed a working Multi-Criterion Evaluation toolkit.
- Developed a prototype Housing + Transportation Cost Index toolkit.
- Reviewed and updated travel demand model input data and assumptions.
- Streamlined travel demand model application computer code and scripts.
- Collaboration with the Oregon Model Steering Committee.
- Collaboration with Transportation Research Board Committees and Conferences.

Methodology

The Modeling and Forecasting Division of the Metro Research Center will manage the Travel Forecast Development and Application Program. A combination of the activities listed below will be utilized to achieve the objectives of the Travel Forecast Development and Application Program:

- Plan, coordinate, (and conduct) a household travel behavior survey during 2020-21 timeframe.
- Investigate and/or acquire emerging data products (e.g., Sidewalk Labs Replica) to complement and/or replace traditional data sources.

- Updating, refine, and enhance current generation of travel demand models (e.g., trip-based travel demand model) and tools.
- Test and refine the next generation of model platforms (e.g., activity-based passenger travel demand model, behavior-based freight travel demand model) and toolkits (e.g., Multi-Criterion Evaluation tool, Housing + Transportation Cost Index tool) currently under development.

Major Project Deliverables/ Milestones	
1 st Quarter	
2 nd Quarter	
3 rd Quarter	
4 th Quarter	
Ongoing	<ul style="list-style-type: none"> • Scope and work plan for 2021 regional household travel survey. • Final report on the Replica data pilot/evaluation. • Validated activity-based travel demand model. • Integrated behavior-based freight and activity-based travel demand models. • Integrated Multi-Criteria Evaluation (MCE) tool and activity-based travel demand models. • Application version of Housing + Transportation Cost Index tool.

Project Lead

- Modeling and Forecasting Division of the Metro Research Center.

Project Partners

- Oregon Department of Transportation.
- TriMet.
- City and county transportation agencies.
- Federal Highway and Transit Administrations.
- Oregon Department of Environment Quality.
- Federal Environmental Protection Agency.
- Oregon Health Authority.
- Port of Portland.
- State and regional universities.

FY 2019-20 Cost and Funding Sources

Requirements:			Resources:		
Personal Services	\$	282,574	PL	\$	434,033
Interfund Transfers	\$	151,459			
TOTAL	\$	434,033	TOTAL	\$	434,033

Full Time Equivalent Staffing:

Regular Full Time FTE: 1.966

Corridor Refinement and Project Development (Investment Areas)

Staff Contact: Malu Wilkinson, Malu.Wilkinson@oregonmetro.gov

Description

Metro has traditionally collaborated on local project-development activities for regionally funded transportation projects. In support of that function, the Investment Areas program completes system planning and develops multimodal projects in major transportation corridors identified in the Regional Transportation Plan (RTP) and concurrently works with jurisdictional 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. Investment Areas can provide resources necessary to fund major project work that occurs prior to a formal funding agreement between Metro and a jurisdiction. Such critical early work includes project scoping, preparation of purpose and need statements, development of evaluation criteria, and developing public involvement plans.

Metro also provides assistance to local jurisdictions for the development of specific projects as well as corridor-based programs identified in the RTP. The Investment Areas program coordinates with those efforts to ensure consistency with regional projects, plans, and policies. Investment Area projects typically support compact transit oriented development (TOD) in the region's mixed use areas, conduct multijurisdictional planning processes to evaluate high capacity transit and/or other transportation improvements, and work to integrate freight and active transportation projects into multimodal corridors.

In recent years, the 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. It has also focused on developing shared investment strategies to align local, regional and state investments in economic investment areas that support the region's growth economy. In the future, it will support initiation of new corridor planning efforts to be led or supported by Metro in collaboration with partners. 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.

Overall Objectives

- Ensure consistency with regional plans and policies related to major transportation corridors by collaborating with local jurisdictions in local planning and project development activities, including technical advisory committees, workshops and charrettes, as well as provide formal comment on proposed projects.
- 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.
- Advance transit projects identified in the High Capacity Transit Plan as part of the RTP
- Collaboration in the development of projects not yet funded by other grants or contracts.

Previous Work *(through June 2019)*

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 2018-19, the program provides additional support for the Division Transit Project and Southwest Corridor Light Rail Project and the Southwest Corridor Plan and Shared Investment Strategy and the study of an Enhanced Transit Corridor approach for the region. The program allows development and support of new investment areas as defined in the implementation chapter of the Regional Transportation Plan, including improvements for the Tualatin Valley Highway, transit capacity improvements through Portland's central city, enhancements to the Max Red Line, and projects to support economic development in the area surrounding the Columbia River.

Accomplishments in FY 2018-19 include:

- Worked with TriMet and ODOT to define and develop new projects in priority high capacity transit (HCT) or Mobility Corridors. These could include on-street bus rapid transit projects or urban circulators.
- Worked with local jurisdictions in regional HCT priority corridors to develop land use plans that support the System Expansion Policy elements of the RTP.
- Supported local project development efforts on mobility corridors, including supporting the study of an Enhanced Transit Corridor approach for the region.
- Provided additional unanticipated support for the Division Transit project and the Southwest Corridor Light Rail project.
- Continued support for the Regional Transit Strategy as part of the 2018 RTP Update (2017-2018).
- Worked with jurisdictions and community partners in a new economic investment area along McLoughlin Boulevard.
- Worked with bi-state partners to initiate a coordinated effort to define a shared investment strategy to support economic development goals.
- Partnered with TriMet and others to develop a scope of work for assessing approaches to improve transit capacity through Portland's central city.

Methodology

Metro's Investment Areas program has been connecting the planning for major transportation projects with the community's broader goals and needs by providing a process to leverage the strengths of multiple partners to accomplish shared goals. While each area's conditions and needs are different, the approach of bringing together government, community, and business partners provides a framework to produce a shared plan of action to guide the investments and decisions of multiple agencies. Including a broader set of stakeholders in a collaborative decision making process allows for decisions that once seemed unclear or unfair to stakeholders to be more transparent. This approach improves our ability to involve and include those who are affected by these decisions and investments.

Investment areas can set the stage for a range of major capital investments beyond high capacity transit. Other Metro investment areas have focused on freight routes connecting major highways through small communities, redevelopment of brownfields in employment areas, and leveraging the

opportunities of a regionally significant riverfront destination. The following areas are complete or are underway:

East Metro Connections Plan
Southwest Corridor
Division Transit Project
McLoughlin Investment Area

The investment areas approach is intended to leverage transportation or other major public investments to address four potential elements: workforce and economic development, environment and parks, affordable housing and vibrant community development. The selection of investment areas starts with the foundation of the 2040 Growth Concept and the Regional Transportation Plan. Decision makers and staff then have opportunity to apply filters for equity, economic significance, and readiness to sort through potential investment areas and identify the next one for regional attention.

There is interest throughout the region in applying the investment areas approach to other geographies where multiple major investments with major impacts are planned or contemplated. The region uses the Regional Transportation Plan to evaluate transportation needs and help prioritize investments in major corridors that connect various cities and counties. As regional partners define potential Enhanced Transit Corridors and develop a regional transportation investment strategy future investment areas will be identified. Investment areas staff will continue to work with partners across the region to ensure we make the most to align local, regional and state investments to support our goals.

Major Project Deliverables/ Milestones	
1 st Quarter	
2 nd Quarter	
3 rd Quarter	
4 th Quarter	
Ongoing	<ul style="list-style-type: none">• 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.• Work with local jurisdictions in regional HCT priority corridors to develop land use plans that support the System Expansion Policy elements of the RTP.• Continue to support local project development efforts on mobility corridors and enhanced transit corridors.• Provide unanticipated additional support for the Division Transit project and the Southwest Corridor Light Rail project.• Work with jurisdictions and community partners in an economic investment area along McLoughlin Boulevard.• Build on existing bi-state collaborations, forming a new level of coordination between transportation and land use agencies and economic and workforce interests in the national freight and commerce corridor where I-5 and I-205 span the Columbia River.• In partnership with TriMet, explore approaches to improve transit capacity through Portland's central city, including ways to alleviate transit operational issues caused by the Steel Bridge.

Project Lead

- Metro – Lead Agency

Project Partners

- TriMet – cooperate/collaborate
 - ODOT – cooperate/collaborate
 - Multnomah, Clackamas and Washington Counties – cooperate/collaborate
 - Other Local Cities – cooperate/collaborate
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FY 2019-20 Cost and Funding Sources

Requirements:			Resources:		
Personal Services	\$	424,548	Regional Corridor Planning STBG	\$	904,489
Interfund Transfers	\$	223,964	Metro	\$	103,523
Materials & Services	\$	359,500			
TOTAL	\$	1,008,012	TOTAL	\$	1,008,012

Full Time Equivalent Staffing:

Regular Full Time FTE:	3.05
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City of Portland Transit and Equitable Development Assessment

Staff Contact: Brian Harper, Metro, brian.harper@oregonmetro.gov

Description

The project seeks to create a transit-oriented development plan for a future East-West transit line. This includes identifying affordable housing, economic development and business stabilization opportunities along the 6.1-mile transit extension to Montgomery Park, linking Portland's central eastside to an underserved area of Northwest Portland.

Project partners will examine how transit and TOD and transportation investments can better support inclusive development, affordable housing and access. The workplan will focus on planning for compact development along the corridor with an emphasis on identifying tools to help advance equitable development.

Overall Objectives

- Identify appropriate transit mode to connect Central Eastside to NW Portland and identify equitable development outcomes desired by the community.

Previous Work (through June 2019)

- Draft Scope

Methodology

- Metro: Grant administration and oversight, communication with the Federal Transit Administration (FTA), consultant procurement, disbursement of grant funds
- PSI: Project leadership and management
- BPS: Community engagement, land use existing conditions and analysis, City adoption of plan amendments
- PBOT: Transportation existing conditions, transportation analysis, transportation implementation, City adoption of plan amendments.

Major Project Deliverables/ Milestones	
1 st Quarter	<ul style="list-style-type: none">• Intergovernmental Agreement• Grant progress report to FTA• Consultant procurement• Documentation of grant compliance• Final Scope• Community Engagement Plans• Solicit proposals for small contracts or grants with community-based organizations• Project website and communication materials• Form 6-10 person Project Advisory Committee
2 nd Quarter	<ul style="list-style-type: none">• Existing Conditions Reports

	<ul style="list-style-type: none"> ○ Land Use ○ Transportation
3rd Quarter	<ul style="list-style-type: none"> ● Housing inventory and needs assessment report ● Employment and economic development impacts and opportunities report
4th Quarter	<ul style="list-style-type: none"> ● Benefits and costs summary report ● Multi-modal street plan for project corridor ● Transit analysis of mode and network changes ● Alignment and land use assessment ● Urban design frameworks ● Opportunity site evaluations ● Equity Analysis report ● Preferred Urban Design Concept ● Preferred Land use Concepts
Ongoing	<ul style="list-style-type: none"> ● Project manager meeting agendas and minutes ● Coordination of RTP and 2040 Comprehensive Plan ● Engagement of under-represented communities ● Communications ● Advisory Committee meetings ● Future Phases: <ul style="list-style-type: none"> ○ Transportation System Plan amendments ○ Conceptual planning level designs and cost estimates ○ Preliminary infrastructure funding plan ○ Funding plan for implementing equity recommendations ○ Legislative Adoption ○ Zoning code amendments ○ Community engagement summary and equity evaluation ○ Development Agreement

Project Lead

- City of Portland

Project Partners

- Metro, Portland Streetcar, TriMet

FY 2019-20 Cost and Funding Sources

Requirements:			Resources:		
Personal Services	\$	48,890	FTA TOD Planning	\$	1,076,000
Interfund Transfer	\$	26,205			
Materials & Services	\$	1,000,905			
TOTAL	\$	1,076,000	TOTAL	\$	1,076,000

Full Time Equivalent Staffing:

Regular Full Time FTE: 0.32

Southwest Corridor Transit Project

Staff Contact: Chris Ford, chris.ford@oregonmetro.gov

Description

The Southwest Corridor Transit Project is the cornerstone of the Southwest Corridor Plan, a comprehensive effort to identify and implement public realm investments and incentive desired development in support of local land use visions within a fast growing area. This corridor extends from Central City Portland south to cities of Sherwood and Tualatin in the vicinity of Highway 99W and Interstate 5. The plan is a partnership between Metro, Washington County, the Oregon Department of Transportation, TriMet and the cities of Portland, Sherwood, Tigard, Tualatin, Beaverton, Durham, and King City.

The light rail project would be a 12-mile MAX extension from the Portland Transit Mall to serve SW Portland, Tigard, Tualatin and the surrounding communities. The proposed project also includes bicycle, pedestrian and roadway projects to improve access to light rail stations, and improved connections to the educational opportunities and services on Marquam Hill and the Portland Community College Sylvania campus. In conjunction, Metro is working with project and community partners on the Southwest Corridor Equitable Development Strategy to support inclusive outcomes including affordable housing, workforce development, and access to education and other ladders of opportunity aligned with this major regional investment.

Overall Objectives

- Develop a light rail project concept to connect Tualatin, downtown Tigard and Southwest Portland to the existing MAX network to improve mobility and create the conditions that will allow communities in the corridor to achieve their land use vision.
- Undertake necessary steps for implementation of the light rail project, including completion of federal environmental review, collaborative transit and urban design, permitting, commitment of non-federal funding, participation in the Federal Transit Administration (FTA) New Starts program, and attainment of a medium-high project rating from FTA.
- Identify and implement policies, strategies and investments to promote equitable outcomes for existing and future residents, workers and visitors to the SW Corridor.
- Coordinate funding opportunities for other public realm investments in the SW Corridor, including transportation improvements and parks, trails and habitat projects.

Previous Work *(through June 2019)*

- In 2011, the Southwest Corridor Steering Committee was created by Metro Council to help identify a high capacity transit investment for the SW Corridor.
- In 2013, the Southwest Corridor Steering Committee recommended a Shared Investment Strategy identifying transit investments; transportation improvements (roadway, bicycle and pedestrians); parks, trails and habitat projects; and regulations, policies and incentives to achieve desired development consistent with adopted land use visions.
- In 2015-16, the project steering committee substantially narrowed the high capacity transit alignment options still under consideration, and recommended light rail over bus rapid transit as the transit mode.
- In 2016, the federal environmental review process began to evaluate the remaining light rail

alignment options.

- In 2017, the SW Equitable Development Strategy began, including formation of a project oversight committee that meets bimonthly.
- In June 2018, the Draft Environmental Impact Statement (EIS) was released for public review and comment, leading to a Southwest Corridor Steering Committee recommendation on the preferred alternative that took into account the Draft EIS and public input.
- In November 2018, a locally Preferred Alternative (LPA) for the SW Corridor Light Rail project was adopted into the Regional Transportation Plan.
- In December 2018, Metro Council approved a Land Use Final Order for the Southwest Corridor Light Rail Project, streamlining the land use permitting process.
- In December 2018, TriMet requested to enter the Project Development phase of FTA's New Starts program.
- In winter 2019, TriMet received approval from FTA to enter Project Development.
- In winter/spring 2019, a new project steering committee issued recommended for elements of the LRT project not covered by the LPA, plus any adjustments to station location and park-and-rides.
- TriMet issued a Conceptual Design Report showing the proposed built outcome of the LRT project.
- Ongoing post-LPA transit design advancement in support of the Final EIS.

Methodology

Metro will continue to manage the federal environmental review process and equitable development strategy. TriMet will manage the design of the light rail project, guided by a steering committee and a community advisory committee, in consultation with project partners.

Major Project Deliverables/ Milestones	
1 st Quarter	<ul style="list-style-type: none">• Submit Southwest Equitable Development Strategy to FTA• LRT project capital cost estimate
2 nd Quarter	<ul style="list-style-type: none">• Publish Final Environmental Impact Statement for SW Corridor LRT project
3 rd Quarter	<ul style="list-style-type: none">• Record of Decision issued for SW Corridor LRT project
4 th Quarter	<ul style="list-style-type: none">• Sign intergovernmental agreements for non-federal funding of LRT project
Ongoing	<ul style="list-style-type: none">• Continued ODOT and project partner staff meetings to review and discuss project planning and designs• Continued public engagement process• Continued collaboration with project partners to support local community land use visions• Work toward identifying funding and implementation options for SW Corridor transportation improvements (roadway, bicycle and pedestrians) and parks, trails and habitat projects listed in the Southwest Shared Investment Strategy but not included in the LRT Preferred Alternative

Project Lead

- TriMet / Metro

Project Partners

- ODOT, Washington County, City of Portland, City of Tigard, City of Tualatin, FTA

FY 2019-20 Cost and Funding Sources

Requirements:

Personal Services \$ 643,938

Interfund Transfers \$ 345,151

Materials & Services \$ 1,023,700

TOTAL \$ 2,012,789**Resources:**

Metro \$ 355,785

Other Anticipated \$ 1,657,004
Funds**TOTAL \$ 2,012,789****Full Time Equivalent Staffing:**

Regular Full Time FTE: 5.03

Division Transit Project

Staff Contact: Elizabeth Mros-O'Hara, Elizabeth.Mros-OHara@oregonmetro.gov

Description

The Division Transit Project is a bus rapid transit project that would run between downtown Portland to downtown Gresham. 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 supporting the community goals.

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

The LPA was adopted by the local jurisdictions in December 2016, and Metro Council in June 2017. With local adoption of the LPA, TriMet began leading the design, traffic, and outreach with support from Metro and other project partners. Metro continued to lead the NEPA environmental process conducting a Documented Categorical Exclusion. This NEPA process was completed in winter of 2018-19. In addition, Metro led the historic, cultural, and recreational resources evaluation and consultation processes (Section 106 and 4(f)). This analysis and consultation with the Oregon State Historic Preservation Organization, tribes, and other consulting parties was also completed in winter of 2018-19.

Overall Objectives

- Develop a transit solution that efficiently serves a high demand corridor in the near term while recognizing the limited local capital and operational funding for near term implementation.
- Develop a Powell/Division Corridor community investment strategy that identifies and prioritizes needed projects to serve locally desired land uses and stimulate community and economic development centered on a transit line.
- Establish agreements on local, regional and state actions to support implementation of the community investment strategy.
- Develop multimodal solutions that distribute both benefits and burdens of growth, support active lifestyles and enhance the natural environment.
- Actively engage public in developing the criteria to prioritize transportation investments and land use changes.
- Conduct transit alternatives assessment to determine the best mode, alignment,

associated service changes and capital improvements of a high capacity bus route.

- Complete environmental approvals under the National Environmental Policy Act (NEPA).
- Incorporate refined transportation planning project into RTP and implement improved transit service between Gresham and Portland.

Previous Work (through June 2019)

Powell/Division Transit and Development Plan

The Division Transit Project is an outgrowth of the Powell/Division Transit and Development Plan that looked at improvements for community development and transit for the area between downtown Portland and downtown Gresham in the vicinity of Powell Boulevard and Division Street. The Powell/Division Corridor Transit Implementation Plan coordinates land use and transportation planning efforts for an investment strategy that defines a transit project for a Small Starts application (the Division Transit Project), develops supportive land use actions and identifies and prioritizes related projects to stimulate community and economic development. The land use investment strategy pieces are being led by the local jurisdictions which have adopted Local Action Plans outlining their vision for implementing land use and economic development that complements the transit investment of the Division Transit Project. The Division Transit Project is continuing to be planned, designed, and constructed over the next two years.

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. One of the prioritized corridors was the East Metro Connections Plan (EMCP) which included a study of bus service issues, including bus rapid transit (BRT) route from central Portland to Mount Hood Community College within the Powell / Division corridor.

High Capacity Transit Corridors

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

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

East Metro Connections Plan

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

Methodology

Metro led the Powell/Division Transit and Development Plan in partnership with TriMet. In December 2018, with the adoption of the Division Transit Project Locally Preferred Alternative, TriMet has become the lead partner for the project with Metro continuing to lead the NEPA process.

The project improves the land use and transportation conditions and mobility in the Powell/Division Corridor to support vibrant communities with transportation that helps to sustain economic prosperity, healthy ecosystems, and community assets; minimizes contributions to global warming; and enhances quality of life. This work program started with locally identified land use plans and priorities and economic development strategies. The transportation analyses identify measures to support the land use strategies and improve mobility (particularly transit) in the corridor. TriMet is the lead agency that considers and compares various transit alternatives, including mode, alignment / routing, service and capital improvements, as well as a no build scenario. Metro was the lead agency for the NEPA process and the historic and cultural analysis and evaluation (Section 106 and 4(f)). FTA concurred with the NEPA Documented Categorical Exclusion in March 2019.

Major Project Deliverables/ Milestones	
1 st Quarter	<ul style="list-style-type: none">• Support design, federal coordination, and outreach led by TriMet• 90% design plans costed and completed
2 nd Quarter	<ul style="list-style-type: none">• Support design, federal coordination, and outreach led by TriMet• Final 100%/issued for construction design completed• Potentially receive federal funding under FTA Small Starts CIG program• Initial construction begins
3 rd Quarter	<ul style="list-style-type: none">• Outreach and construction planning led by TriMet
4 th Quarter	<ul style="list-style-type: none">• Support design, federal coordination, and outreach led by TriMet• Powell Garage readied for articulated buses
Ongoing	<ul style="list-style-type: none">• Continued project partner staff meetings to review and discuss project planning and designs• Continued public engagement process• Continued collaboration with project partners to support local community land use visions

Project Lead

- TriMet

Project Partners

- Metro, City of Portland, City of Gresham, Multnomah County, Oregon Department of Transportation

FY 2019-20 Cost and Funding Sources

Requirements:			Resources:		
Personal Services	\$	23,399	Regional Corridor Planning STBG	\$	19,114
Interfund Transfers	\$	12,542	Metro	\$	16,827
TOTAL	\$	35,941	TOTAL	\$	35,941

Full Time Equivalent Staffing:

Regular Full Time FTE:	0.15
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MAX Red Line Improvements Project

Staff Contact: Elizabeth Mros-O'Hara, Elizabeth.Mros-Ohara@oregonmetro.gov ; Malu Wilkinson, Malu.Wilkinson@oregonmetro.gov

Description

The MAX light rail system provides high capacity transit connecting the major centers of our region. The MAX Red Line has connected the City of Beaverton, downtown Portland, Gateway Regional Center, and Portland International Airport since 2001. Since its opening, there has been substantial growth in the corridor and more demand for reliable transit connecting these important centers.

Currently, the Red Line has two single track sections near Gateway/99th Ave and Portland International Airport, which result in inbound and outbound trains having to wait for each other. If a train is off schedule, these wait times can impact the entire MAX system as other trains rely on the same tracks to serve different parts of the region.

Adding a second set of tracks in these areas will reduce delays for riders on all five MAX lines. In addition, community leaders on the west side have been requesting Red Line service to better connect a growing part of the region, and TriMet's Westside Service Enhancement Plan identifies the extension of the Red Line further west as part of TriMet's strategy for improving transit.

The Red Line improvements west of the Beaverton Transit Center include improving track and switches and adding signals and a new operator break facility at the Fair Complex/Hillsboro Airport MAX Station allowing Red Line trains to serve ten more west side stations. These stations are currently only served by the MAX Blue Line, which is often overcrowded. Improvements will allow TriMet to increase train frequency to better meet rider demand.

Improved transit will support anticipated redevelopment at the Port of Portland, such as the expansion of the Portland International Airport, and potential redevelopment at the Gateway Regional Center.

Overall Objectives

Increase speed and reliability of all five MAX lines and improve carrying capacity to meet transit demand west of the Beaverton Transit Center. Construct improvements in the 2021-2022 timeframe with an opening targeted for 2023. This work will improve mobility and transit performance throughout the region.

Previous Work *(through June 2019)*

- Initiation of discussions with jurisdictions and stakeholders to coordinate design and better transit access.
- Initiation of the transit design and environmental analysis.
- Submission of draft Documented Categorical Exclusion to FTA.
- Adoption of Locally Preferred Alternative.
- Entry into project development.

Methodology

TriMet and Metro will work with the local jurisdictions and the Port of Portland to scope the project to improve access to major transit origins and destinations, improve reliability of the entire MAX system, and support future redevelopment at the Gateway Regional Center, the Port of Portland properties, and within Beaverton and Hillsboro.

TriMet and Metro will also consult with the federal agencies during the scoping phase.

TriMet is coordinating with local jurisdictions to avoid and minimize any potential impacts associated with improving the Red Line.

Major Project Deliverables/ Milestones	
1 st Quarter	• Finalize Documented Categorical Exclusion; Complete 30% design. Submit for FTA Rating
2 nd Quarter	• Complete 60% Design
3 rd Quarter	• Receive Rating Recommendation in President's Budget
4 th Quarter	• Develop materials for the Small Starts Grant Agreement
Ongoing	

Project Lead

- TriMet

Project Partners

- Metro
- Port of Portland
- City of Portland
- City of Beaverton
- City of Hillsboro
- Federal Transit Administration
- Federal Aviation Administration

FY 2019-20 Cost and Funding Sources

Requirements:			Resources:		
Personal Services	\$	31,489	Regional Corridor Planning STBG	\$	19,089
Interfund Transfers	\$	16,878	Metro	\$	29,279
TOTAL	\$	48,368	TOTAL	\$	48,368

Full Time Equivalent Staffing:

Regular Full Time FTE:	0.2
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Central City Transit Capacity and Steel Bridge Analysis

Staff Contact: Matt Bihn, matt.bihn@oregonmetro.gov

Description

This study explores ways to alleviate transit operational issues caused by the Steel Bridge. As the critical link between downtown Portland and the east side of the greater Portland region for the Blue, Green, Red, and Yellow MAX Lines, as well as for several bus routes, the 106 year old bridge constrains light rail throughput, requires frequent maintenance that impacts system-wide light rail reliability, and presents structural risks. The Steel Bridge with its current two-track configuration cannot reliably accommodate anticipated growth in service.

Preliminary analysis identified more than 20 concepts that were consolidated into representative alternatives and evaluated to understand the potential benefits and drawbacks. Initial study suggests that two concepts appear most promising:

- a new transit bridge south of and parallel to the Steel Bridge
- a transit tunnel between Lloyd Center station and Goose Hollow station

Overall Objectives

The study is being implemented to define a project that will:

- Improve travel times for transit riders
- Achieve transit system reliability goals
- Provide adequate capacity for future ridership at peak hours
- Improve system redundancy and address seismic risks
- Support redevelopment goals in the Rose Quarter area

Previous Work *(through June 2019)*

- Completed IGA with TriMet
- Completed work plan
- Initiated study of alternatives for a new transit bridge
- Initiated study of alternatives for a transit tunnel
- Initiated modeling comparing build alternatives to No-Build
- initiated study to assess potential funding options
- initiated stakeholder engagement process

Methodology

Metro will manage the Central City Transit Capacity and Steel Bridge Analysis. Metro will consult with partners in the development of the work plan and implementation of the study, and coordinate internally with other programs and projects at Metro.

Major Project Deliverables/ Milestones	
1 st Quarter	<ul style="list-style-type: none">• Complete modeling
2 nd Quarter	<ul style="list-style-type: none">• Complete alternative analyses

3rd Quarter	<ul style="list-style-type: none"> Complete funding analysis
4th Quarter	
Ongoing	<ul style="list-style-type: none"> Stakeholder engagement

Project Lead

- Metro Planning and Development Department

Project Partners

- TriMet
- City of Portland
- Oregon Department of Transportation

FY 2019-20 Cost and Funding Sources

Requirements:			Resources:		
Personal Services	\$	125,535	Other Local Funds	\$	567,822
Interfund Transfers	\$	67,287			
Materials & Services	\$	375,000			
TOTAL	\$	567,822	TOTAL	\$	567,822

Full Time Equivalent Staffing:

Regular Full Time FTE:	1.05
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Regional Congestion Pricing Technical Analysis

Staff Contact: Margi Bradway, margi.bradway@oregonmetro.gov

Description

As the greater Portland region's population continues to grow, and our congestion grows with it, we need to use all of the tools at our disposal to provide the best transportation system to residents, workers and businesses. Even if we build all of the transportation projects we have identified in the next twenty years, congestion will continue to get worse; we can't build our way out of it. Congestion pricing is a tool that other places have used to reduce congestion and help people get around their city more efficiently, and the Portland region should understand how it could be applied across the region to maximize benefits and minimize risks.

Other rapidly growing metropolitan regions, including Puget Sound, the San Francisco Bay Area, the San Diego Association of Governments, Los Angeles and Chicago, undertook regional studies to better understand the various ways congestion pricing could be implemented and the impacts associated with each option. Some of these studies coincided with the implementation of tolling projects, others were done independently. While the Portland region undertook some of the first studies of congestion pricing in 1998 and 1999, and just finished analysis of the impacts of pricing on two key corridors in the region, we do not have an updated understanding of the different ways that congestion pricing could be applied regionally to help our region address our specific goals and challenges.

A regional study should model various types of demand-management pricing to help the region better understand how each type would impact other policy outcomes, including but not limited to congestion reduction, freight mobility, equity, greenhouse gas emissions reduction, and mode shift.

Overall Objectives

- Identify the policy impacts that different types of demand-management focused pricing programs (including cordon pricing, VMT pricing, parking pricing, and a high-volume network pricing program) would have on policy outcomes, including:
 - Congestion
 - Traffic diversion
 - Safety
 - Freight throughput
 - Equitable outcomes for underserved communities
 - VMT
 - Greenhouse gas emissions
 - Air pollution
 - Mode splits

Previous Work *(through June 2019)*

The work below is not directly related to this proposed study, but will provide guidance and background information to the process:

- Traffic Relief Options Study (1996-1999)
- Portland Metro Area Value Pricing Feasibility Analysis

Methodology

Metro, ODOT, and PBOT will work together to develop a work plan and approach for a regional pricing study, and will work with other partners to ensure their needs are considered in the work plan development. The Oregon Metro Research Center will lead the modelling work and analysis.

Major Project Deliverables/ Milestones	
1 st Quarter	<ul style="list-style-type: none">• Develop work plan and identify shared partner interests in outcomes• Begin modelling work of various pricing programs
2 nd Quarter	<ul style="list-style-type: none">• Refine modelling work
3 rd Quarter	<ul style="list-style-type: none">• Present early modelling results and receive feedback for next round
4 th Quarter	<ul style="list-style-type: none">• Second modelling phase of work
Ongoing	<ul style="list-style-type: none">• Present modelling findings

Project Lead

- Oregon Metro Planning and Development Department

Project Partners

- Oregon Department of Transportation
- Portland Bureau of Transportation
- City and County Transportation Agencies
- TriMet

FY 2019-20 Cost and Funding Sources

Requirements:			Resources:		
Personal Services	\$	60,066	PL	\$	92,261
Interfund Transfers	\$	32,195	Metro	\$	190,000
Materials & Services	\$	190,000			
TOTAL		\$ 282,261	TOTAL		\$ 282,261

Full Time Equivalent Staffing:

Regular Full Time FTE:	0.45
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Regional Emergency Transportation Routes Update

Staff Contact: Kim Ellis, kim.ellis@oregonmetro.gov

Description

Natural disasters can happen anytime, and the transportation system needs to be prepared to withstand them and to facilitate life-saving and life-sustaining activities, including the transport of first responders (e.g., police, fire and emergency medical services), fuel, essential supplies and patients. The Regional Emergency Transportation Routes (ETRs) project will aim to update the existing ETRs for the 5-county Portland-Vancouver region in partnership with the [Regional Disaster Preparedness Organization](#) (RDPO).

First designated in 1996, regional Emergency Transportation Routes (ETRs) are priority routes targeted during an emergency for debris-clearance and transportation corridors to facilitate life-saving and sustaining response activities. The current regional ETRs were established by a memorandum of understanding between the Oregon and Washington Departments of Transportation (ODOT and WSDOT), the Port of Portland, Clackamas, Columbia, Multnomah and Washington counties and the City of Portland in the Portland-Vancouver metropolitan region in 2006. That MOU outlines responsibility for the RDPO Emergency Management work group – referred to as REMTEC – to coordinate an update of the ETRs on a five-year cycle. However, no updates have been made since 2006.

Since 2006, our understanding of seismic risks in the region has improved. Funded by the RDPO, the 2017 Oregon Department of Geology and Mineral Industries (DOGAMI) Enhanced Earthquake Impact Study assessed seismic vulnerability of buildings and infrastructure in the region, outlining anticipated impacts of a 9.0 Cascadia Subduction Zone (CSZ). The DOGAMI analysis shows that most of the designated ETRs (meant to facilitate post-earthquake life-safety response activities) in the region will experience significant liquefaction, ground deformation and landslide risks.

ODOT has evaluated the seismic resilience of the state-designated Lifeline Routes in Clackamas, Columbia, Multnomah and Washington counties. Currently, ODOT is working with each county to assess the seismic resiliency of locally designated ETRs and potential detour routes for the most seismically vulnerable state bridges by using local arterial streets. This effort includes an evaluation of the cost-benefit of the investment on the local transportation system compared to the retrofit cost of state-owned bridges bypassed by the potential detour routes. In addition, each county in Oregon is recommending changes to the ETRs within their respective jurisdiction based on this analysis.

Given the above work, the designation of current ETRs need to be re-evaluated at a regional-scale to reflect updates recommended by the City of Portland and each of the five counties. This project will update existing designated regional routes using the latest DOGAMI seismic data, ODOT Lifeline analysis and subsequent county-level bridges and ETR analysis.

Additional background information on this project can be found in Chapter 8 (Section 8.2.3.10) of the 2018 Regional Transportation Plan.

Overall Objectives

- Raise the level of visibility and relevance of ETRs in transportation planning for emergencies, disasters and significant events.
- Increase awareness among within the preparedness and planning community of public and private assets and capabilities that may be available to support response efforts locally, regionally, statewide and nationally.
- Improve emergency transportation route resilience to withstand changing environments and more quickly restore normal operations.
- Facilitate informed dialogs and planning between transportation and other major stakeholders involved in emergency planning.
- Strengthen regional partnerships around resiliency, recovery and enhanced transportation networks.
- Communicate complete, accurate, understandable, and timely information to stakeholders throughout the project.
- Provide meaningful opportunities for input from policymakers and key stakeholders.

Previous Work *(through June 2019)*

- Designation of first Regional Emergency Transportation Routes in 1996.
- Approval of updated Emergency Transportation Routes and Memorandum of Understanding between ODOT, WSDOT, Port of Portland, City of Portland and three-counties in 2006.
- Publication of the Oregon Department of Geology and Mineral Industries' [Earthquake Regional Impact Analysis for Clackamas, Multnomah and Washington counties](#) in 2017.
- Completion of county-level review and refinement of county ETRs using DOGAMI analysis and ODOT bridge data in 2018 and early 2019.
- Secured grant funding from the Urban Areas Security Initiative (UASI) program through the RDPO.
- Development of the scope of work and stakeholder engagement plan by Metro and RDPO in coordination with project partners.
- Release of a Request For Proposals for contractor support for technical analysis and other support.

Methodology

This effort will be completed from June 2019 to January 2021. The project will hire a graduate student and consultant to work under the direction of RDPO and Metro to support the delivery of the project scope of work and stakeholder engagement plan developed by Metro and RDPO.

The ETR project will:

- deliver an updated ETR map in ArcGIS platform, a list of ETR corridors and accompanying report for use by state, regional and local entities in planning and emergency response. The accompanying report will outline the methodology and criteria used and resultant application of the ETR information.
- update the ETR database by incorporating all existing, current data on the ETRs, including existing maps and methodologies, DOGAMI's seismic impact analysis, ODOT Lifeline analysis and subsequent county-level bridges and ETR analysis in four of the five counties and analysis conducted by the City of Portland.
- account for infrastructure updates in the region that may impact resilience of certain routes.

- better address ETR connections between neighboring jurisdictions and connections to the designated State lifeline routes by analyzing adjacencies and ensuring connectivity of routes.
- establish updated, data-driven, agreed-upon and validated criteria for refining the Regional Emergency Transportation Routes designations.
- establish a tiered prioritization structure (if deemed appropriate) to address the phases of emergency response and the transition toward recovery, and/or to address the variability of needed routes depending on the emergency scenario/differing hazard impacts.
- account for critical infrastructure and social service facilities in the ETR prioritization criteria, with an agreed upon methodology (connected to a related ongoing project of RDPO).

The project will engage and consult with transportation, emergency management and public works departments of each county and the City of Portland (via the RDPO's working groups for these disciplines), ODOT and Washington Department of Transportation (WSDOT), as well as the Metro Council, the Joint Policy Advisory Committee on Transportation (JPACT), Southwest Regional Transportation Council (RTC), TriMet, SMART, C-TRAN and DOGAMI. Other agencies and groups will be engaged and consulted as key stakeholders due to their roles in emergency response and/or critical infrastructure and social services for vulnerable populations, including: the Northwest Oregon Health Preparedness Organization (NWHPO), the RDPO Fire/EMS Work Group, the RDPO Public Works Work Group, paratransit providers, law enforcement, port districts and water and utility providers such as, Portland General Electric (PGE), Pacific Power, NW Natural, among others.

This work will provide information to support the critical facilities assessment and [Regional Recovery Framework Project](#) being developed by the RDPO and the [Regional Debris Management Plan](#) developed by Metro and it will support statewide efforts to update the [2013 Oregon Resilience Plan](#) in 2021.

Following completion of the ETR project, jurisdictional partners and the RDPO will develop draft agreement¹ language defining a timeline for future ETR updates and roles and responsibilities for data management between all appropriate jurisdictions. The ETR project will also serve as a basis for identifying policy and technical amendments for consideration in Metro's Regional Framework Plan and implementing Regional Transportation Plan and functional plans to inform planning and investment decisions. The ETR project will inform recommendations for future planning work related to regional transportation recovery, resiliency and emergency management in the Portland-Vancouver region for consideration by the region's policymakers. To that end, the project team will seek endorsement of the project recommendations by the RDPO Steering Committee and Policy Committee, the Joint Policy Advisory Committee on Transportation (JPACT), the Metro Council and the Southwest Regional Transportation Council (RTC).

This work is anticipated to continue in FY 20-21, concluding in January 2021.

Major Project Deliverables/ Milestones	
1 st Quarter	<ul style="list-style-type: none"> • Contractor selection and scope of work • Policy framework and best practices review (memo) • Data compilation and organization

¹ The agreement could be in the form of a memorandum of understanding (MOU) or an intergovernmental agreement (IGA).

2nd Quarter	<ul style="list-style-type: none"> • Mapping and analysis • ETR refinement process design and draft regional ETR criteria • Stakeholder engagement report
3rd Quarter	<ul style="list-style-type: none"> • Mapping and analysis • Stakeholder workshop(s) and engagement report
4th Quarter	<ul style="list-style-type: none"> • Draft ETR maps • Stakeholder engagement report
Ongoing	<ul style="list-style-type: none"> • Quarterly reports • Maintain project website

Project Lead

- Regional Disaster Preparedness Organization (RDPO) and Metro

Project Partners

- Metro Council
- Joint Policy Advisory Committee on Transportation
- SW Washington Regional Transportation Council
- RDPO Steering Committee, RDPO Policy Committee and RDPO Regional ETR Work Group
- Regional Emergency Management Work Group (also known as REMTEC)
- Transportation Policy Alternatives Committee
- Oregon Department of Transportation
- Washington Department of Transportation
- Oregon Department of Geology and Mineral Industries (DOGAMI)
- Oregon Office of Emergency Management
- Cities and counties in the Portland-Vancouver region
- Port of Portland
- Port of Vancouver
- TriMet, SMART, C-TRAN and other transit operators in the region
- Local, regional and state transportation, emergency management and public works departments
- Bi-State Coordination Committee
- Federal Highway Administration
- Federal Transit Administration

FY 2019-20 Cost and Funding Sources

Requirements:		Resources:	
Personal Services	\$ 23,944	Other Anticipated Funds	\$ 36,778
Interfund Transfers	\$ 12,834		\$
TOTAL	\$ 36,778	TOTAL	\$ 36,778

Full Time Equivalent Staffing:

Regular Full Time FTE: 0.15

Regional Freight Delay and Commodities Movement Study

Staff Contact: Tim Collins, tim.collins@oregonmetro.gov

Description

In October 2017, the Regional Freight Work Group (RFWG) discussed the need for future freight studies that should be called out in the 2018 Regional Freight Strategy. The RFWG recommended that the Regional Freight Delay and Commodities Movement Study should be included as a future freight study.

The purpose of the Regional Freight Delay and Commodities Movement Study will be to evaluate the level and value of commodity movement on the regional freight network within each of the mobility corridors identified in the Regional Transportation Plan's Mobility Corridor Atlas. The study will use Metro's new freight model to summarize the general types of commodities, the tonnage of the commodities and the value of the commodities that are using these freight facilities within each of the mobility corridors. The study will also evaluate the need for improved access and mobility to and from regional industrial lands and intermodal facilities.

The study will recommend prioritized freight projects for the next RTP and Regional Freight Strategy based on new freight measures, congestion, unreliability, accessibility and the highest tonnage and value of commodities within each mobility corridor.

Overall Objectives

- Develop a methodology for determining which freight facilities and mobility corridors are carrying the highest tonnage of goods and commodities, and the highest amount of value for those commodities.
- Develop a measure based on the tonnage and value of the goods and commodities carried in each corridor for determining which corridors should be prioritized for transportation projects based on their importance for freight and economic value.
- Based on the congestion and unreliability found in each of the mobility corridors, Metro will identify corridors that have the most importance for freight and economic value.
- Utilize the new freight monitoring measure for reliability and the evaluation measures for cost of delay on the freight network and freight access to industrial land and intermodal facilities.

Previous Work *(through June 2019)*

- Developed a draft scope of work for applied uses of the Regional Freight Model including improved evaluation of the cost of congestion, benefits of freight project improvements and better understanding of truck related environmental impacts.

Methodology

To be determined by the applied uses of the Regional Freight Model and the draft scope of work for the Regional Freight Delay and Commodities Movement Study.

The study schedule and consultant work will start during the 3rd quarter of FY 2019-20 and continue for 12 to 18 months, ending in FY 2020-21. Project expenditures will occur in FY 2020-21 and will likely exceed the expenditures in FY 2019-20.

Major Project Deliverables/ Milestones	
1st Quarter	<ul style="list-style-type: none"> Coordinate work on the applied uses of the Regional Freight Model with travel forecasting staff. Write a draft scope of work and a RFP for the Regional Freight Delay and Commodities Movement Study (under Future Freight Studies in the 2018 Regional Freight Strategy)
2nd Quarter	<ul style="list-style-type: none"> Finalize the scope of work and select a contractor for the Regional Freight Delay and Commodities Movement Study.
3rd Quarter	<ul style="list-style-type: none"> Complete a report on applied uses of the Regional Freight Model with input from travel forecasting staff. Serve as Metro's lead and manage the contract for the Regional Freight Delay and Commodities Movement Study.
4th Quarter	<ul style="list-style-type: none"> Serve as Metro's lead and manage the contract for the Regional Freight Delay and Commodities Movement Study.
Ongoing	<ul style="list-style-type: none"> Develop findings and conclusions from the study. Study and project deliverables and expenditures will continue into FY 2020-21.

Project Lead

- Metro Planning and Development Department

Project Partners

- City and county transportation agencies
- Port of Portland
- Oregon Department of Transportation
- Oregon Modeling Steering Committee – Freight Subcommittee
- Portland Freight Committee and other community groups focused on freight and goods movement

FY 2019-20 Cost and Funding Sources

Requirements:			Resources:		
Personal Services	\$	35,000	Other Anticipated Funds	\$	200,000
Consultants	\$	165,000			
TOTAL	\$	200,000	TOTAL	\$	200,000

Full Time Equivalent Staffing:

Regular Full Time FTE: n/a

Economic Value Atlas (EVA) Implementation

Staff Contact: Jeff Raker, jeffrey.raker@oregonmetro.gov

Description

Development of the Economic Value Atlas (EVA) is establishing tools and analysis that align planning, infrastructure, and economic development to build agreement on investments to strengthen our economy. Phase III of the Economic Value Atlas decision-support mapping tool concluded in 2018. The EVA enters an implementation phase in FY 2019-2020 that includes test applications among partner organizations and jurisdictions, refinements to the tool, and integration into agency-wide activities.

This work provides new mapping and discoveries about our regional economic landscape, links investments to local and regional economic conditions and outcomes and informs policy and investment – providing a foundation for decision-makers to understand the impacts of investment choices to support growing industries and create access to family-wage jobs and opportunities for all.

Overall Objectives

- Provide a solid data foundation for key regional policies, actions and investment strategies, such as [Greater Portland 2020](#), the 2040 Growth Concept, the Regional Transportation Plan, Regional investment areas and corridor refinement planning
- Bridge local and regional economic development aspirations;
- Support regional transportation planning and investment decisions by highlighting key intersects between transportation and economic conditions.
- Build a granular understanding of relative economic strengths and challenges among communities in the region to inform local Transportation System Plans, Economic Opportunity Analyses, and area studies,

Previous Work *(through June 2019)*

- Phase 1 - Engagement + Partner Development
 - Economic Development Listening Tour
 - Establish Working Group – Economic Value Atlas Task Force
 - Scope development and consultant selection
 - Expert Input on Cluster + Cross-Sector Challenges + Options
 - Market assessment of traded sector economy
 - Ongoing engagement of key economic and workforce development partners
- Phase 2 - Regional Economic Analysis
 - Coalesce + Establish Economic Performance Indicators
 - Visual/Spatial Mapping of Regional Economy + Clusters
 - Economic Value Atlas Decision-Support Mapping Tool (anticipated winter 2018/2019)
- Phase 3 - Early applications and refinement (anticipated spring 2019)

Methodology

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

- Phase 3 –Guidance on Metro Plans + Initiatives
 - Use EVA to ID Future Investment Areas
 - Integrate Findings Into 2018 RTP Update + MTIP
 - Integrate metrics/criteria into 2019-2020 RFFA
 - Integrate analyses/findings into future multi-criteria evaluation
- Prospective Future Phases – Guidance on external policy/actions, advance cluster-specific and cross-sector action plan(s), and build out ongoing Metro role in economic and workforce development.

Major Project Deliverables/ Milestones	
1 st Quarter	<ul style="list-style-type: none">• Tool Refinements• Prospective Test EVA Applications<ul style="list-style-type: none">○ Local TSPs and EOAs○ 2020 Transportation Measure○ Explore integration of metrics/criteria into 2021-2023 RFFA○ Columbia Connects○ 2040 Growth Concept refresh on employment lands○ Use EVA to ID or inform future Investment Areas○ Integrate analyses/findings into future multi-criteria evaluation
2 nd Quarter	<ul style="list-style-type: none">• Continue work on Prospective Test EVA Applications
3 rd Quarter	<ul style="list-style-type: none">• Additional Tool Refinements
4 th Quarter	<ul style="list-style-type: none">• Refresh Data and establish Opportunity Cost Calculator for specific infrastructure investments
Ongoing	

Project Lead

Metro – Lead Agency

Project Partners

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

FY 2019-20 Cost and Funding Sources

Requirements:

Personal Services	\$	74,344
Interfund Transfers	\$	39,848

Resources:

Metro	\$	114,192
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TOTAL	\$	114,192
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TOTAL	\$	114,192
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Full Time Equivalent Staffing:

Regular Full Time FTE:	0.65
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Jurisdictional Transfer Program

Staff Contact: John Mermin, john.mermin@oregonmetro.gov

Description

The 2018 Regional Transportation Plan identifies the need and a process for completing several jurisdictional transfers in the Metro region for older, state-owned facilities that have lost their statewide function over time to urbanization and now function as urban arterial streets. Most of these routes have been bypassed by modern, limited access thoroughways that replace their statewide travel function. In recognition of this transition, the state has adopted policies to promote the jurisdictional transfer of these older routes to city or county ownership.

Most of these roadways have a backlog of pavement maintenance as well as gaps or deficiencies in basic urban pedestrian and bicycle facilities. Funding for near- or long-term investments has not been identified by the state or local jurisdictions. Furthermore, there is no agreement in the region on which roads are the highest priorities when it comes to what to transfer, when, and at what cost. For this reason, these transfers will take time to accomplish on a case-by-case basis.

Overall Objectives

Help project partners identify roadways that are good candidates for transfer, expected cost ranges to fund state of good repair improvements, cost ranges to fund additional improvements and potential funding sources and timelines.

Previous Work *(through June 2019)*

Identification of need and processes for transfer described in the *2018 RTP, Oregon Highway Plan* and *Oregon Jurisdictional Transfer Handbook*.

Methodology

Metro will work with ODOT to lead a collaborative and inclusive process for decision-making to prioritize highways and address some of the next steps for transfer in the Portland region. Because Metro does not own any roadways, Metro will act as a facilitator and convener of partners to move the process forward. The 2018 RTP establishes the following steps for assessing candidate facilities for jurisdictional transfer:

STEP 1: Identify roadways in the Portland region that might be candidates for jurisdictional transfer using Oregon Highway Functional Classifications and other criteria.

STEP 2: Compile existing data on existing conditions, including safety, pedestrian completeness, transit service and pavement conditions.

STEP 3: Evaluate costs and local readiness of corridors for transfer.

STEP 4: Prioritize roadways for jurisdictional transfer in the Portland region into three tiers of readiness and urgency for transfer.

STEP 5: Identify risk issues and legal mechanisms for Tier 1 corridors identified in the assessment.

These steps will help prepare the region, local governments and the state to identify priorities and readiness. The process will not commit funding sources, but it will help project partners identify roadways that are good candidates for transfer, expected cost ranges to fund state of good repair improvements, cost ranges to fund additional improvements and potential funding sources and timelines.

While this process aims to assess and prioritize roadways for transfer in the Portland region, it is not intended to discourage any transfers from occurring prior or during the assessment process. There are certain roadways and jurisdictions that may be ready for a transfer without going through this assessment process.

Major Project Deliverables/ Milestones

2019-20	<ul style="list-style-type: none">• Identify roadways in the Portland region that might be candidates for jurisdictional transfer.• Compile existing data on existing conditions of candidate corridors.• Evaluate costs and local readiness of corridors for transfer.• Prioritize roadways for jurisdictional transfer in the Portland region.• Identify risk issues and legal mechanisms for identified Tier 1 corridors
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Project Leads

- Metro Planning & Development Department
- Oregon Department of Transportation

Project Partners

- Local Cities and Counties
- Metro Council
- TriMet
- U.S. Department of Transportation

FY 2019-20 Cost and Funding Sources

Requirements:			Resources:		
Personal Services	\$	75,686	Other Anticipated Funds	\$	116,254
Interfund Transfers	\$	40,568			
TOTAL	\$	116,254	TOTAL	\$	116,254

Full Time Equivalent Staffing:

Regular Full Time FTE:	0.55
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III. Other regional planning projects

Projects of regional significance not led by Metro

ODOT Development Review

Staff Contact: Jon Makler, jon.makler@odot.state.or.us

Description

ODOT reviews local land use actions and participates in development review cases when those actions may have safety or operational impacts (for all modes of travel) on the state roadway system, or if they involve access (driveways) to state roadways. This includes work with jurisdiction partners and applicants, and products may include written responses and/or mitigation agreements. This work includes review of quasi-judicial plan amendments, code and ordinance text amendments, transportation system plan amendments, site plans, conditional uses, variances, land divisions, master plans/planned unit developments, annexations, urban growth boundary expansions and recommendations for industrial land site certifications. ODOT also works to ensure that long-range planning projects integrate development review considerations into the plan or implementing ordinances, so that long-range plans can be implemented incrementally over time.

Overall 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 *(through June 2019)*

In a typical fiscal year, Region 1 staff review of over 2,000 land use actions, with approximately 150 written responses and 100 mitigation agreements.

Methodology

General methodology steps include:

- Intake of local/regional jurisdiction notice of land use actions
 - Review for impact on state roadway system; review of plan amendments and development site plan review for TPR (comprehensive plan amendment/zone change), Oregon Highway Plan, access and permit considerations as appropriate
 - Work with partners and applicants as necessary to determine appropriate mitigation
 - Recommend conditions of approval as appropriate regarding the proposed land use action for mitigation of safety and operational impacts of development and ODOT permit requirements
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Major Project Deliverables/ Milestones	
Ongoing	<ul style="list-style-type: none"> • Response letters and mitigation agreements.

Project Lead

- Oregon Department of Transportation

Project Partners

- Oregon Department of Land Conservation and Development
- Cities and Counties

FY 2019-20 Cost and Funding Sources

Requirements:		Resources:	
Staff Time	\$ 300,000	SPR	\$ 300,000
TOTAL	\$ 300,000	TOTAL	\$ 300,000

Full Time Equivalent Staffing:

Regular Full Time FTE: 2.75

ODOT – Transportation and Growth Management

Staff Contact: Jon Makler, jon.makler@odot.state.or.us

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.

Overall 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 *(through June 2019)*

- Washington County – First/Last Mile (June 2019)
- Portland – Columbia Corridor Plan (June 2019)
- Gresham – Clackamas-Columbia Corridor (June 2019)
- Multnomah County – Scenic Gorge Congestion Management (2018)
- South Clackamas Transit Master Plan (June 2019)

Methodology

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

Major Project Deliverables/ Milestones	
1 st Quarter	<ul style="list-style-type: none">• Select Grant Recipients
2 nd Quarter	<ul style="list-style-type: none">• Develop Draft Statements of work, initiate procurement
3 rd Quarter	<ul style="list-style-type: none">• Conduct procurement
4 th Quarter	<ul style="list-style-type: none">• Conduct negotiations and issue notice to proceed
Ongoing	<ul style="list-style-type: none">• Administer grants from previous year(s)

Project Lead

- Oregon Department of Transportation

Project Partners

- Oregon Department of Land Conservation and Development

-
- Cities, Counties, Transit Agencies (Grant Recipients)

FY 2019-20 Cost and Funding Sources

Requirements:

ODOT Staff Time \$ 200,000

Grants Estimate \$

TOTAL \$ Total Amount

Resources:

TGM (STPBG) \$ 200,000

TGM (STPBG) \$

TOTAL \$ Total Amount

Full Time Equivalent Staffing:

Regular Full Time FTE: 2.0

ODOT – Region 1 Active Transportation Strategy

Staff Contact: Jon Makler, jon.makler@odot.state.or.us

Description

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

Overall Objectives

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

Previous Work *(through June 2019)*

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

Methodology

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

Major Project Deliverables/ Milestones	
1 st Quarter	
2 nd Quarter	
3 rd Quarter	
4 th Quarter	
Ongoing	<ul style="list-style-type: none">• Develop a portfolio of development-ready project concepts.• Collaborate with partners, including Metro, on development of data sources and analytical methods.

Project Lead

- Oregon Department of Transportation

Project Partners

- Metro
- Cities, Counties, Transit Agencies
- TriMet and Rural Transit Providers

FY 2019-20 Cost and Funding Sources

Requirements:

ODOT Staff Time \$ 125,000

Consultant Services \$ 25,000

TOTAL \$ 150,000**Resources:**

SPR \$ 150,000

TGM (STPBG) \$

TOTAL \$ 150,000**Full Time Equivalent Staffing:**

Regular Full Time FTE: 0.5

ODOT – Region 1 Transportation Data, Tools and Reports

Staff Contact: Jon Makler, jon.makler@odot.state.or.us

Description

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

Overall Objectives

- To support planning, programming and design of a safe and efficient transportation system.
- To ensure ready access to current and reliable data that supports decision making.
- To support the regional Congestion Management Process.
- To contribute to implementation of performance-based planning and programming.

Previous Work (*through June 2019*)

- 2016 Traffic Performance Report
- 2017 Interchange Atlas Update
- 2018 Traffic Performance Report

Methodology

- Continue to invest in data collection
- Identify needs for new data or new data representations (annual review)
- Update published documents (ATNI, e.g.) as appropriate
- Make as much of this data available online (TransGIS, e.g.) as possible
- Perform outreach to raise awareness of data availability and utility
- Implement the ODOT-Metro agreement with respect to working together on future editions of the Traffic Performance Report (the next edition is expected in 2020)

Major Project Deliverables/ Milestones	
1 st Quarter	
2 nd Quarter	
3 rd Quarter	
4 th Quarter	<ul style="list-style-type: none">• Procurement of consultant services for 2020 Performance Report
Ongoing	<ul style="list-style-type: none">• In FY20, all anticipated deliverables fall under the “ongoing” heading while anticipating the next update of the performance report in FY 21.

Project Lead

- Oregon Department of Transportation

Project Partners

- Metro
- TriMet, Jurisdictional Partners

FY 2019-20 Cost and Funding Sources**Requirements:**

ODOT Staff Time	\$ 30,000
Consultant Services	\$ 70,000

TOTAL	\$ 100,000
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Resources:

SPR	\$ 100,000
	\$

TOTAL	\$ 100,000
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Full Time Equivalent Staffing:

Regular Full Time FTE:	0.25
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ODOT – Region 1 Planning for Operations

Staff Contact: Jon Makler, jon.makler@odot.state.or.us

Description

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

Overall Objectives

- Identify and prioritize investment opportunities where TSMO can improve safety and efficiency
- Collaborate with local and regional agencies to find and implement cost-effective TSMO investments
- Enhance ODOT's ability to support local planning efforts with respect to planning for operations
- Support regional Congestion Management Process and compliance with federal performance-based planning requirements, consistent with the ODOT-Metro agreement's identification of opportunities to coordinate, cooperate and collaborate.

Previous Work *(through June 2019)*

- ODOT has developed the Corridor Bottleneck Operations Study (CBOS) and Active Traffic Management Study, both of which build on 30+ years of traffic management efforts in the region.
- In FY18, ODOT initiated a second phase of CBOS.
- In FY19, complete the production of CBOS2 Project Atlas

Methodology

- Perform on-going diagnostic analysis of the transportation system, especially before/after studies as projects are built.
- Collaborate with local agencies on the development of transportation system plans, with emphasis on integrating ATM and other strategies to achieve safety and efficiency goals.
- Coordinate this effort with Metro and other partners on the upcoming TSMO Strategic Plan, including its updating and implementation.
- Identify and prioritize TSMO investment opportunities
- Early project planning (not to exceed 30% design)
- Refinement of certain projects that have been identified in CBOS2 Atlas

Major Project Deliverables/ Milestones	
1 st Quarter	• Public Involvement Process for CBOS2 Project Atlas
2 nd Quarter	• Possible continuing PIP for CBOS 2

3rd Quarter	
4th Quarter	
Ongoing	<ul style="list-style-type: none"> • Development of preliminary/conceptual cost estimates for CBOS2 project concepts. • Collaborate with Metro on data and methods.

Project Lead

- Oregon Department of Transportation

Project Partners

- Metro, TriMet, Jurisdictional Partners

FY 2019-20 Cost and Funding Sources

Requirements:

ODOT Staff Time \$ 25,000
Consultant Services \$ 100,000

TOTAL \$ 125,000

Resources:

SPR \$ 125,000
\$

TOTAL \$ 125,000

Full Time Equivalent Staffing:

Regular Full Time FTE: 0.25

I-5/I-205 Value Pricing: Planning & Environmental Linkage

Staff Contact: Judith Gray, Judith.gray@odot.state.or.us

Description

In its 2017 session, the Oregon Legislature passed a historic transportation funding package, House Bill (HB) 2017. HB 2017 committed \$5.3 billion in investments on congestion relief projects, preservation and maintenance for roads and bridges, biking and walking options, better public transportation, freight movement, and electric vehicle incentives. In addition, Section 120 of HB 2017 established a Traffic Congestion Relief Program, directing the Oregon Transportation Commission (OTC) to pursue federal approval to implement value pricing on freeways in the Portland region, starting with Interstate 5 and Interstate 205.

The overall purpose of this tolling implementation on I-5 and I-205 is to improve mobility for the region, with an emphasis on those trips that depend on the freeways for regional and longer travel. To achieve this purpose, the project has the following objectives:

- Create a revenue source to help fund bottleneck relief projects in the corridor.
- Use variable toll rates to manage traffic congestion in the I-5/I-205 corridor.

In order to implement this directive, the OTC directed ODOT to initiate the Portland Metro Area Value Pricing Feasibility Analysis. The purpose of the feasibility analysis was to engage regional stakeholders, agency partners, and the public to explore the options available and determine how and where congestion pricing could help improve congestion on I-5 or I-205 during peak travel times. A consultant team with national expertise in congestion pricing, economics, and public engagement helped ODOT administer the feasibility analysis. The Oregon Metro Research Center provided considerable modelling support throughout the effort.

Based on the PAC recommendation, technical analysis, and public input, the OTC directed ODOT to advance value pricing projects for further study, including National Environmental Policy Act (NEPA) requirements, on both I-5 and I-205 to effectively manage north/south travel through the metro area. Both projects could provide congestion relief and, potentially, funding for planned projects and mitigation strategies. The OTC also accepted the PAC recommendation to develop the mitigation strategies in conjunction with the pricing projects to address the following priorities:

- Improved public transportation and other transportation options as essential strategies for equity and mobility
- Special provisions for Environmental Justice populations, including low income communities
- Diversion strategies to minimize and mitigate negative impacts

Separate from the initial implementation of these two pricing projects and mitigation strategies, the OTC directed ODOT to develop an approach for systemwide congestion pricing evaluation.

Overall Objectives

- Complete analysis of recommended pricing projects on I-5 and I-205 to address objectives, including improving overall mobility by managing congestion and investing in freeway bottlenecks.
- Develop strategies to ensure benefits are broadly shared and to mitigate potential negative impacts
- Conduct sufficient outreach, coordination, analysis, and project development to address regional/Oregon priorities and meet federal NEPA requirements.

Previous Work (*through December 2018*)

The planned work will build on the Portland Metro Area Value Pricing Feasibility Analysis, completed in December 2018.

Methodology

ODOT is developing a work plan and initiating procurement for consultant services. The Oregon Metro Research Center will continue to provide modelling and analysis, along with ODOT and consultant modeling support. As work gets underway, ODOT expects to engage community, regional, statewide, and tribal stakeholders, in addition to extensive public engagement.

Major Project Deliverables/ Milestones	
1 st Quarter	<ul style="list-style-type: none">• Engage consultant and identify stakeholders• Develop Purpose & Need statement and corresponding performance measures for technical analysis.• Establish modeling baseline for future analysis periods.
2 nd Quarter	<ul style="list-style-type: none">• Conduct neighborhood, equity, transit planning, and other focused engagement to address mitigation priorities• Conduct initial modeling for alternatives analysis
3 rd Quarter	<ul style="list-style-type: none">• Continue engagement and analysis for alternatives analysis
4 th Quarter	<ul style="list-style-type: none">• Continue engagement and analysis for alternatives analysis;• Continue development of mitigation strategies
Ongoing	<ul style="list-style-type: none">• Begin developing proposed project and Environmental Baseline Report

Project Lead

- Oregon Department of Transportation

Project Partners

- Oregon Metro Research Center, Southwest Washington Regional Transportation Council
- Metro, regional, city and county agencies
- Washington Department of Transportation
- Federal Highway Administration

FY 2019-20 Cost and Funding Sources

Requirements:

ODOT Staff Time \$ 500,000

Consultant Services \$ 2,500,000

TOTAL \$ 3,000,000**Resources:**

STIP \$ 3,000,000

Resource \$

TOTAL \$ 3,000,000**Full Time Equivalent Staffing:**

Regular Full Time FTE: 5



IV. Project development planning

Federally-funded transportation planning projects that have an emphasis of pre-NEPA, project development activities

Project Development: French Prairie Bridge Connectivity

Staff Contact: Zachary J. Weigel, P.E., weigel@ci.wilsonville.or.us

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.

Overall 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 *(through June 2019)*

- Form Technical Advisory Committee and project Task Force for project decision recommendations.
- Opportunity and Constraints memo summarizing results of land use reconnaissance, geotechnical, hydraulics, socioeconomic traffic impacts, 4f and 6f impacts, historic and cultural resources reports within the study area.
- Identify preferred French Prairie Bridge location and alignment.
- Identify preferred French Prairie Bridge type/design.
- Complete French Prairie Bridge Location Evaluation Report and Planning Effort Summary
- Conceptual bridge design and cost estimating.

Methodology

The City of Wilsonville will consult with partners listed under Other Stakeholders in the identification of the preferred French Prairie Bridge location, alignment, and type/design, conceptual bridge design and cost estimating, and supporting environmental fieldwork necessary to give Wilsonville and regional partners' information needed to decide whether to pursue final design and construction of the bridge.

Major Project Deliverables/ Milestones	
1 st Quarter	<ul style="list-style-type: none"> Supporting environmental fieldwork to be determined by FHWA
2 nd Quarter	<ul style="list-style-type: none"> Supporting environmental fieldwork to be determined by FHWA
3 rd Quarter	
4 th Quarter	
Ongoing	

Project Lead

- City of Wilsonville

Project Partners

- Metro
- Clackamas County
- Oregon Department of Transportation
- Federal Highway Administration
- 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

FY 2019-20 Cost and Funding Sources

Requirements:		Resources:	
Staff	\$ 30,000	Federal Grant	\$ 200,000
Consultant Fees	\$ 220,540	Local Match	\$ 20,540
		Local Funds	\$ 30,000
TOTAL \$ 250,540		TOTAL \$ 250,540	

Full Time Equivalent Staffing:

Project Manager	0.25
Total	0.25

Project Development: Clackamas County – Trolley Trail Bridge: Gladstone to Oregon City

Staff Contact: Joel Howie, PE (Clackamas County) jhowie@clackamas.us
Jacque Betz (City of Gladstone) betz@ci.gladstone.or.us

Description

The project will study the feasibility of replacing the recently demolished Union Pacific Railroad's Portland Avenue Historic Trolley Bridge for pedestrians and bicyclists. The project would provide a much-needed active transportation link across the Clackamas River and become the signature landmark for the popular new Trolley Trail.

Gladstone and Oregon City, designated as a town center and a regional center, respectively, in Metro's 2040 Growth Concept and 2035 Regional Transportation Plan, are separated by the Clackamas River. The Gladstone side of the river is home to many schools and community centers serving traditionally underserved populations, and the Oregon City side is the site of a high-density commercial and residential development. The most direct route connecting the two centers across the river is the 99E/McLoughlin Boulevard Bridge, but it lacks bicycle facilities and its sidewalks are substandard. Additionally, the Oregon Department of Transportation has stated that adding bicycle facilities to the bridge roadway would conflict with traffic and freight movement along McLoughlin Boulevard, a state highway.

Overall Objectives

- County will develop a Request for Proposals document for engineering consultant services to conduct the feasibility study. County and City will review proposals submittals and rate the proposals. County will develop a draft scope of work and provide to the highest rated consultant. County will negotiate the final scope of work and fee estimate with the highest rated consultant. If reasonable, request a contract with the consultant. If unreasonable, repeat negotiation process with the second highest rated consultant and beyond until a reasonable fee estimate is reached.
- Upon completion of the consultant contract, the following are the expected tasks to be included in the feasibility study report:
 - Public involvement meetings;
 - geotechnical evaluation of foundation alternative concepts;
 - environmental scoping including wetland reconnaissance, permitting requirements such as Clean Water Act Section 404 (US Army Corps of Engineers), Oregon Removal-Fill Law (Oregon Department of State Lands), Endangered Species Act (U.S. Fish & Wildlife Service and National Marine Fisheries Service), and stormwater Management Guidelines (DEQ), biological resources identification, cultural resources investigation; identification of local permitting requirements including floodplain regulations;
 - investigation of existing utility impacts and possible utilities to be carried on the new bridge;
 - evaluation of river hydraulics and scour potential, and determination of needed streambank restoration;

- evaluation of structural alternatives including new bridge types; developing alternative bridge concept plans and developing alternative cost estimates;
- identification of needed agency agreements and maintenance plan requirements;
- and trail concept planning for connections to Gladstone and Oregon City trails.

Previous Work *(through June 2019)*

- County developed a Request for Proposals document for engineering consultant services to conduct the feasibility study.
- County and City reviewed consultant proposals and rated the consultants.
- County developed a draft scope of work and provided to the highest rated consultant.
- County and highest (or second highest) rated proposer completed negotiations on the statement of work and fee estimate and entered into a consultant contract.
- A draft feasibility study and report was completed including:
 - project management and project meetings;
 - public involvement;
 - geotechnical evaluation of foundation alternatives;
 - environmental scoping including wetland reconnaissance, permitting requirements such as Clean Water Act Section 404 (US Army Corps of Engineers), Oregon Removal-Fill Law (Oregon Department of State Lands), Endangered Species Act (U.S. Fish & Wildlife Service and National Marine Fisheries Service), and stormwater Management Guidelines (DEQ), biological resources identification, cultural resources investigation; identification of local permitting requirements including floodplain regulations;
 - investigation of existing utility impacts and possible utilities to be carried on the new bridge;
 - evaluation of river hydraulics and scour potential; determination of needed streambank restoration;
 - evaluation of structural alternatives including new bridge types; developing alternative bridge concept plans and developing alternative cost estimates;
 - identification of needed agency agreements and maintenance plan requirements;
 - a trail concept planning for connections to Gladstone and Oregon City trails.

Methodology

Clackamas County is responsible for implementing the RFQ and being the holder of the consultant contract. Both Clackamas County and the City of Gladstone are responsible for reviewing and providing comments on the draft feasibility study and associated draft reports.

Major Project Deliverables/ Milestones	
1st Quarter	<ul style="list-style-type: none"> • Final Report Completed
2nd Quarter	
3rd Quarter	
4th Quarter	
Ongoing	

Project Lead

- Clackamas County

Project Partners

- City of Gladstone

FY 2019-20 Cost and Funding Sources

Requirements:

Metro Grant	\$ 8,973
City of Gladstone	\$ 1,027
Match	

TOTAL \$ 10,000

Full Time Equivalent Staffing:

Regular Full Time FTE:	0
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Project Development: Hillsboro – Oak and Baseline, S. 1st – SE 10th

Staff Contact: Karla Antonini, karla.antonini@hillsboro-oregon.gov

Description

In Hillsboro, the Baseline/Oak couplet (Oregon Highway 8, or OR8) is a critical transportation element connecting western Washington County through Hillsboro’s Downtown. While it serves as the primary route bringing freight and commuters into Hillsboro’s Downtown core, as well as carrying regional travel to and from western portions of the County, it has long imparted some negative impacts on the City’s residents and businesses.

As the “front door” for many drivers, the two streets create a pass through, commercial strip presenting challenges for potential customers and pedestrians. The streets create a barrier between the low-income, ethnically diverse neighborhood to the south, and the City’s Downtown core (including important government and commercial functions) lying to the north. Both streets have existing sidewalks, yet are less than desirable to walk or bike along, and are difficult to walk or bike across due to safety issues. This also makes bus stops difficult for pedestrians to access.

The couplet, while providing high visibility due to the annual daily traffic of 33,000, is not highly supportive to business investment along the corridor due to the poor condition of the sidewalk zone, the rapidly-moving traffic (30 mph through a Central Business District), and the lack of on-street parking (except on one side of Oak) to support storefront business access and better buffer the pedestrian zone from auto and freight traffic. Moreover, the couplet fails to direct drivers and pedestrians to the nearby Main Street business district, thus eliminating potential customers for the Main Street merchants.

This project seeks to support redevelopment along the Oak/Baseline couplet by providing a comfortable, human-scale environment for residents and business customers while at the same time accommodating auto and truck traffic along the State highway. It also seeks to increase accessibility by persons using all modes of transport to priority community service destinations such as City and County offices, the Health & Education District, the 10th Street commercial corridor as well as the Main Street district, with its restaurants, retailers and arts and entertainment venues. The project will also enhance access to the regional light rail system located in the heart of the Downtown, as well as bus access to the TriMet Line 57 Frequent Service route, and routes 46, 47, and 48, and the Yamhill County fixed-route bus service at MAX Central Station, located one block north of the Oak-Baseline couplet.

Overall Objectives

- To select a preferred design alternative that improves the conditions on Baseline, Oak and 10th Avenue to make it a more pleasant and inviting environment for all modes of travel, pedestrians and residents.
- To select a preferred design alternative that allows for easier access to the north and south of Oak and Baseline Streets for the low income, ethnically diverse neighboring residents to

access services from the Health & Education District, the Downtown area, and the SW Industrial Area.

- To select a preferred design alternative that catalyzes private and public development in the Hillsboro regional center as envisioned in land use planning policies.
- The concept plans will include proposed plans, cross-sections, locations of pedestrian and bicyclist facilities and amenities, transit facilities and amenities, and concept-level traffic, bicycle, and pedestrian signal and related technology system modifications and enhancements.
- The final report will describe the preferred concept for improving the Baseline, Oak and 10th Avenue corridor and scope of work for implementation (Design Exceptions, Corridor Plan approvals, list of future permits, plan amendments, legal actions, etc.).
- Obtain Design Concurrence from ODOT Region 1 Roadway and State Traffic Engineer's office for preferred concept.

Previous Work *(through June 2019)*

- Scope of work submitted to ODOT for comment
- Completed a Project Change Request form to expand the project limits on Oak and Baseline Streets to SW Adams Street and on SE 10th Avenue from SE Maple Street to E Main Street to better capture the streetscape impacts.
- Working on amending the work scope for the project.
- IGA will be executed.
- Obligate funds for the project

Methodology

The City of Hillsboro intends to work with its partner agencies (including ODOT, Washington County, TriMet, and Metro), the Hillsboro Chamber of Commerce, the Hillsboro Downtown Partnership, adjoining cities (Cornelius and Forest Grove) as well as affected businesses, property owners, and residents to consider whether the alternatives are desirable to the community and if so, develop a plan for how it could best be implemented in this location. There will be involvement by a Technical Advisory Committee. We anticipate that the work plan will take approximately one year to complete.

Major Project Deliverables/ Milestones	
1st Quarter	<ul style="list-style-type: none">• Meet with ODOT/Metro to discuss potential design standards• Submit IGA to ODOT for execution
2nd Quarter	<ul style="list-style-type: none">• Finalize Scope of Work• Obligate funds for the project• RFP written, reviewed and finalized• ODOT/Metro Review of RFP
3rd Quarter	<ul style="list-style-type: none">• Contract with refined scope (includes one month for RFP release and interviews)• Consultant selected and work begins
4th Quarter	<ul style="list-style-type: none">• Design and implement the public participation process
Ongoing	<ul style="list-style-type: none">• Work continues

Project Lead

- City of Hillsboro

Project Partners

Metro – Cooperate/Collaborate
Oregon Department of Transportation – Cooperate/Collaborate
TriMet – Cooperate/Collaborate
Hillsboro Chamber of Commerce
Other Stakeholders:
Washington County
Forest Grove
Cornelius
Metro Regional Freight Technical Advisory Committee
Regional Transportation Council (RTC) of metropolitan Washington County
Oregon Transportation Commission (OTC)
Land Conservation and Development (DLCD)
Community groups and organizations involved in climate planning, equity, land use and transportation issues.
Organizations serving minority, elderly, disabled, and non-English speaking resident's needs.
Organizations and advisory committees serving regional bicycle, pedestrian, and transit needs
General public.

FY 2019-20 Cost and Funding Sources

Requirements:		Resources:	
Staff	\$ 557,227	Federal Grant	\$ 500,000
	\$	Local Match	\$ 57,227
TOTAL \$ 557,227		TOTAL \$ 557,227	

Full Time Equivalent Staffing:

Project Manager: 0.25

Project Development: Tualatin - SW Herman Road: SW 124th - SW Cheyenne Avenue

Staff Contact: Jeff Fuchs, Public Works Director, City of Tualatin. jfuchs@tualatin.gov

Description

In the City of Tualatin, on SW Herman Rd between SW 124th Ave and SW Cheyenne Ave, project development activities to support constructing bike lanes and sidewalks along a half-mile stretch of Herman Road where currently pedestrian and bicycle commuters must walk or ride on the roadway with cars and trucks. (2019-21 RFFA Awarded Project) (UPWP Regionally Significant Project)

Overall Objectives

- Create safer conditions for walking and biking in this corridor
- Use public engagement to develop roadway alternatives and select a preferred alternative
- Improve freight mobility by separating active transportation users from automobiles and freight along this corridor.
- Prepare preliminary design

Previous Work (through June 2019)

- Prepared and submitted speed zone reduction request for ODOT approval
- Development and finalization of the ODOT Project Prospectus parts 1 & 2
- Draft business charter, outlining the required scope of work and budget
- Review and adoption of IGA for jurisdictional approval

Methodology

- The City would like to reduce the speed limit on this segment of Herman Rd and has requested ODOT approval for this. Reducing the speed limit will be the first step in improving roadway safety and will determine the roadway design solutions.
- Project Development: public engagement, alternatives development, and preliminary design

Major Project Deliverables/ Milestones	
1 st Quarter	<ul style="list-style-type: none">• Complete speed zone reduction request process (ODOT)• Development and finalization of the ODOT Project Prospectus parts 1 and 2• Draft IGA for jurisdictional approval
2 nd Quarter	<ul style="list-style-type: none">• Prepare consultant RFP and scope of work
3 rd Quarter	<ul style="list-style-type: none">• Consultant solicitation
4 th Quarter	<ul style="list-style-type: none">• Begin preliminary engineering
Ongoing	

Project Lead

- City of Tualatin

Project Partners

- ODOT
- Washington County
- Tualatin Chamber of Commerce
- Ride Connection

FY 2019-20 Cost and Funding Sources

Requirements:

Preliminary \$ 725,000
engineering

\$

TOTAL \$ 725,000

Resources:

Local Match \$ 100,000

RFFA Grant \$ 625,000

TOTAL \$ 725,000

Full Time Equivalent Staffing:

Regular Full Time FTE: 1

Project Development: Tualatin Hills Parks & Recreation District - Beaverton Creek Westside Trail – SW Hocken Avenue

Staff Contact: Rene' Brucker, rbrucker@thprd.org

Description

This planning project will design a 1.5-mile long multiuse off-street regional trail along the TriMet light rail corridor and Beaverton Creek between the Westside Regional Trail and SW Hocken Avenue in Beaverton. The trail will be a 12-foot wide hard surface (asphalt) and may include sections of permeable pavement if appropriate) and will include 2-foot wide gravel shoulders. Boardwalks, and possibly a bridge, may be needed in sections to cross wetlands and/or floodplain areas at the east end of the project. Fencing is anticipated where the trail will parallel the TriMet light rail line towards the west end of the project.

Street crossings, four in total, are anticipated at SW 153rd and SW Hocken Avenue (collector streets) and at SW Shannon Place and Schottky Terrace (local streets). The crossing at SW 153rd will include upgrades to the light rail track crossing to accommodate the trail and the crossing at SW Hocken Avenue is anticipated to include a signalized mid-block crossing to connect to an existing on-street section of the Beaverton Creek Trail.

The planning work will include an alternatives/feasibility analysis and preferred location for the trail, preliminary cost estimates, environmental studies and potential impacts/mitigation and a prospectus that will lead to the PE phase.

Overall Objectives

- Provide an off-street transportation option for bicycles and pedestrians where only on-street routes currently exist.
- Provide multi use trail connections to existing east/west and north/south trails, such as the Westside Trail, Beaverton Creek Trail and Waterhouse Trail, as well as to downtown Beaverton.
- Strengthen the project area's non-motorized active transportation system and improve user safety.
- Work collaboratively with local jurisdictions, stakeholders and the community.
- Improve connections to residential neighborhoods, underserved communities, commercial and employment center, transit services, schools, parks and recreation, natural areas and open space, other essential public facilities and off-street trails throughout the region.
- Create a community trail link between the Crescent Connection Trail in Beaverton to the existing Westside Trail at the Tualatin Hills Nature Center.
- Determine a preferred trail alignment

Previous Work *(through June 2019)*

- Contract negotiations complete in November 2018 with a notice to proceed.
- Project kick-off December 2018.
- Survey, Environmental, Utilities & Geotech work start Dec. 2018.
- (2) public open houses

- Completion of Opportunities & Constraint Evaluation & Evaluation Criteria Technical Memo March 2019
- Survey completion April 2019
- Near completion of Trail Design Alternatives

Methodology

Tualatin Hills Park & Recreation District (THPRD) coordinates with and reports to ODOT and provides quarterly and yearly updates to Metro. THPRD provides project management and works collaboratively with ODOT in the project management role.

- Metro – program and update the Regional Transportation Plan
- Oregon Department of Transportation (ODOT) – oversight and management of project funding, contract negotiations and changes and provision of technical expertise and support services
- Federal Transit Administration (FTA) – coordination to minimize impacts to transit services
- TriMet – coordination to minimize impacts to transit services and ROW negotiations
- Tualatin Hills Park & Recreation District (THPRD) – oversight and management of day-to-day project activities, ROW negotiations and coordination with ODOT, local jurisdictions and stakeholders
- Community groups and organization involved in transportation issues – input and review of project development plans
- General Public – input and review of project development plans

Major Project Deliverables/ Milestones	
1 st Quarter	<ul style="list-style-type: none"> • Completion of Design Development of Trail Design Alternatives
2 nd Quarter	<ul style="list-style-type: none"> • Completion of Trail Alternatives Evaluation Report
3 rd Quarter	<ul style="list-style-type: none"> • Completion of Preferred Alternative Development, • Completion of Prospectus Development • Completion of New Bridge Design • Start of Concept Plans (30%)
4 th Quarter	<ul style="list-style-type: none"> • Continuing Concept Plans (30%) development
Ongoing	<ul style="list-style-type: none"> • Planning Project Completion July 2020

Project Lead

- ODOT
- Metro

Project Partners

- Tualatin Hills Park & Recreation District

FY 2019-20 Cost and Funding Sources

Requirements:

Consultant Staff & Subs \$ 474,000
ODOT Staff \$ 52,320

Resources:

RFFA Grant \$ 800,000
Local \$ 91,564

TOTAL \$ 526,320

TOTAL \$ 891,564

Full Time Equivalent Staffing:

Regular Full Time FTE: 1.95

THPRD Project Manager .35

Consultant 1.5

ODOT Project Manager .10

Project Development: Vision Around the Mountain Planning Study

Staff Contact: Jason.d.kelly@odot.state.or.us

Description

The purpose of this planning study is to develop transit service connectivity and enhanced operational coordination along the Columbia River Gorge and Mt. Hood transit corridors. The project will assess transit consumers' travel patterns, transit operators' productivity, marketing strategies, network coverage, and transit service levels in the Mt. Hood travel shed. Additionally, the project will outline programmatic and policy considerations for integrating transit systems.

Overall Objectives

- Connect and coordinate transit services in Mt. Hood travel shed
- Identify marketing strategies to reach transit users
- Establish parameters for integrating transit systems

Previous Work (*through June 2019*)

- No project work has been funded; however, previous studies will inform this project

Methodology

Major Project Deliverables/ Milestones	
1 st Quarter	• Launch project
2 nd Quarter	• Existing Conditions Analysis
3 rd Quarter	• Outreach: Visioning Workshops, Stakeholders, Riders
4 th Quarter	• Final Report
Ongoing	

Project Lead

- Jason Kelly, ODOT

Project Partners

- Clackamas County
- City of Sandy
- Hood River County Transportation District
- TriMet
- ODOT
- FHWA Western Federal Lands
- United States Forest Service
- Oregon State Parks

FY 2019-20 Cost and Funding Sources

Requirements:

Existing Conditions	\$	23,098.03
Outreach	\$	28,036.75
Visioning Workshop	\$	14,178.16
Final Report	\$	36,770.85

TOTAL \$ 102,083.79

Resources:

Resource	\$
Resource	\$
Resource	\$
Resource	\$

TOTAL \$

Full Time Equivalent Staffing:

Regular Full Time FTE: 0.15

Project Development: TV Highway Project

Staff Contact: Dyami Valentine, dyami_valentine@co.washington.or.us

Description

A work plan will be developed to guide activities related to developing an enhanced transit and transportation safety plan for TV Highway between Beaverton and Forest Grove in coordination with state and local partners. The work plan will be based on the strategies and actions identified in the previous work noted below and result in an actionable plan for improved mobility to address long-standing infrastructure and investment issues along TV Highway.

The action plan will strive to identify a preferred transit solution and develop a set of projects with costs estimates that can be delivered with a high level of confidence for the corridor that safely and efficiently serves high ridership demand, improves access to transit, and is coordinated with related transportation investments. The solution will include mode, alignment and station locations with supporting transportation improvements.

Overall Objectives

- Achieve a shared understanding and desired set of outcomes for the TV Highway corridor.
- Develop and implement a work plan to address long-standing infrastructure and investment issues along TV Highway.

Previous Work *(through June 2019)*

- **TV Highway Corridor Plan** (2013) identified multimodal transportation improvements in the TV Highway corridor. Applicable recommendations adopted into Washington County Transportation System Plan (2015)
- **Aloha Reedville and Livable Community Plan** (2014) identified strategies to support job growth, business development, affordable housing options and transportation solutions in the urban unincorporated area of Aloha-Reedville.
- **Aloha Tomorrow** developed implementation steps to advance detailed land use and transportation recommendations for the Town Center Focus Area centered at TV Highway and 185th Avenue, supporting a community vision for a walkable, vibrant, and livable town center with a mix of commercial, residential, and civic uses. The project also examined several high capacity transit alternatives between Beaverton and Hillsboro.
- **Moving Forward TV Highway Enhanced Transit and Access Plan** evaluated enhanced transit alternatives and investment solutions to improve transit mobility in the TV Highway corridor in urban unincorporated Washington County and support Town Center goals for Aloha.
- **TV Highway Improvement Plan** (Forest Grove)
- **Safety and Access to Transit Phases 1 and 2** (2018-2021 STIP)
- **Oak/Baseline Couplet Study:** Design option alternatives for traffic calming features to reduce vehicle speeds. Study areas include the number of travel lanes and improving pedestrian and bicycle access (Hillsboro)
- **Canyon Rd safety and streetscape improvements** (Beaverton)

Methodology

Washington County will manage the TV Highway Project in close coordination with city and regional partners.

1. **Inter-Jurisdictional and Agency Coordination**
 - a. Washington County will also consult with the cities of Forest Grove, Cornelius, Hillsboro and Beaverton as well as ODOT, TriMet and Metro in the development of the work plan and implementing actions and will coordinate with other programs and projects.
2. **Intersection/Spot Treatments**
 - a. Evaluate stop locations, placement and potential consolidation throughout the corridor (Forest Grove to Beaverton).
 - b. Evaluate use, feasibility, multi-modal impacts and warranted locations of converting right turn only lane to a shared transit/right-turn lane, allowing buses to bypass traffic in the through lanes to access far side stops.
 - c. Evaluate and recommend transit signal priority treatments to modify traffic signal timing or phasing when buses are present to both improve transit performance and reduce traffic impacts to right-turning vehicles in shared transit lane/right-turn lane environments.
3. **Corridor Enhancements**
 - a. Evaluate use, feasibility, multi-modal impacts and warranted locations of the following types of treatments:
 - i. Business Access and Transit lanes
 - ii. Shared bus and bike zones
 - iii. Street design and traffic flow modifications
 - b. Identification of potential ODOT design exceptions and design concurrence.
4. **Access Enhancements**
 - a. Evaluate access improvements for transit users, including people of all ages and abilities (ADA), walking and biking.

Major Project Deliverables/ Milestones	
1 st Quarter	•
2 nd Quarter	•
3 rd Quarter	•
4 th Quarter	•
Ongoing	•

Project Lead

- Washington County

Project Partners

- Metro
- Beaverton
- Cornelius
- Hillsboro
- Forest Grove
- TriMet
- Oregon Department of Transportation

FY 2019-20 Cost and Funding Sources

Requirements:

Personal Services \$ 500,000
 \$

TOTAL \$ 500,000

Resources:

Other Local Funds \$ \$500,000
 \$

TOTAL \$ 500,000

Full Time Equivalent Staffing:

Regular Full Time FTE: 0.5

Project Development: Oak Grove-Lake Oswego Pedestrian-Bike Bridge Feasibility Study

Staff Contact: Steve Williams, swilliams@clackamas.us

Description

Interest in a pedestrian-bicycle bridge spanning the Willamette River between Oak Grove and Lake Oswego has been strong for many years. There is no crossing between the Sellwood Bridge in Portland and the OR43 Bridge in Oregon City, a distance of over 10 miles. As result, east-west movement by pedestrians and bicyclists is hampered within the region. When Clackamas County did a full update of the county Transportation System Plan in 2013 the project receiving the greatest public support was a proposed Oak Grove-Lake Oswego pedestrian-bicycle bridge.

At the same time, there are important questions regarding the feasibility of such a bridge. In 2009 Metro began a study of adding a pedestrian and bicycle facility to the existing railroad bridge, but was informed by the railroad that they were not willing for that to take place. There are also other issues related to the feasibility of the proposed bridge. Properties on both the east and west sides of the river are fully developed and the only likely sites for the bridge on both sides seem to be existing publicly owned properties. In addition, there appear to be challenges with connecting a bridge to the pedestrian and bicycle transportation network.

This project has three purposes: 1) Determine the feasibility of developing the bridge and providing connections to the existing pedestrian-bicycle network; 2) Conduct public engagement to determine the strength of support for the bridge within the project area; 3) Develop a plan for city and county governments, and the region to work together to build and maintain the bridge.

Overall Objectives

- Identify bridge landing sites on both the east and west sides of the Willamette River, connections to the existing pedestrian and bicycle network, bridge concepts that meet all state and federal requirements, and planning level cost estimates for the bridge.
- Prepare a funding plan for development/construction as well as long term operations and maintenance of the bridge.
- Identify environmental and design issues that must be addressed and prepare a scope of work for a type, size and location study to bring the project to 30% design and undertake all required environmental and permitting processes.
- Develop a plan for coordinated action by local and regional governments to develop, operate and maintain the bridge.
- Determine the level of support for the project among members of the public.

Previous Work *(through June 2019)*

- The engineering feasibility analysis for the bridge including connections to the pedestrian and bicycle network will be completed by June 2019.
- An environmental scoping and permitting review meeting will be complete by June 2019.
- An environmental justice/equitable development analysis will be complete by June 2019.
- The public engagement activities will have started but will not be complete by June 2019.

Methodology

By June 2019 the technical analysis will mainly be complete. The main activities in FY2019-20 will be completion of the engineering feasibility study, completion of the project cost estimates, development of the scope of work for the type, size and location study, and development of the final report and the final cycle of public engagement. During that period the project partners will be asked to determine if they support moving forward with the project.

Major Project Deliverables/ Milestones	
1 st Quarter	<ul style="list-style-type: none">• Bridge Engineering Analysis Report• NEPA/Permitting Scoping Report• Project Cost Report• Scope of Work for Type, Size and Location Study
2 nd Quarter	<ul style="list-style-type: none">• Final Public Engagement activities• Project Funding Plan• Coordination Plan for the Development, Operations and Maintenance of the Bridge
3 rd Quarter	<ul style="list-style-type: none">• Approval of the Final Report
4 th Quarter	<ul style="list-style-type: none">• If the project is determined to be feasible, and sufficient funding is available the project sponsors will move forward with the Type, Size and Location study beginning in the last quarter of FY19-20
Ongoing	

Project Lead

- Clackamas County Department of Transportation and Development

Project Partners

- North Clackamas Park and Recreation District
- City of Lake Oswego
- City of Milwaukie
- Metro

FY 2019-20 Cost and Funding Sources

Requirements:		Resources:	
Project Management	\$ 10,000	Other Local Funds	\$ 10,000
Coordination Plan	\$ 10,000	Other Local Funds	\$ 10,000
Engineering Feasibility	\$ 45,000	Other Local Funds	\$ 45,000
Cost Estimates	\$ 50,000	Other Local Funds	\$ 50,000
NEPA/Permitting Scope	\$ 6,000	Other Local Funds	\$ 10,000
Public Engagement	\$ 15,000	Other Local Funds	\$ 15,000
TOTAL	\$ 136,000	TOTAL	\$ 136,000

Full Time Equivalent Staffing:

Regular Full Time FTE: .25



V. Other planning related information

**MEMORANDUM OF UNDERSTANDING
BETWEEN METRO AND
SOUTH METRO AREA REGIONAL TRANSIT
IMPLEMENTING**

FIXING AMERICA'S SURFACE TRANSPORTATION (FAST) ACT

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 City of Wilsonville, acting by and through the **SOUTH METRO AREA REGIONAL TRANSIT** and the City of Wilsonville elected officials, hereinafter referred to as SMART, collectively referred to as the Parties.

RECITALS

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 Fixing America's Surface Transportation (FAST) Act 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 and incorporated herein, 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 January 1, 2018 and will terminate on June 30, 2020.
3. This MOU may be revisited and modified as needed, when the Parties so determine. Any modification to this MOU must be in writing and signed by the Parties.

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.

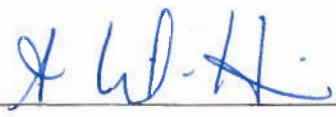
5. Submit the following for review and/or consideration of adoption by JPACT and the METRO Council:
 - a. The short-term Transit Investment Plan with documentation of its consistency with the RTP.
 - b. The annual Paratransit Service Plan with documentation of compliance with Federal regulations and 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 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  Date	 Bryan Cosgrove City Manager City of Wilsonville  1/31/18 Date
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Approved as to Form:


 Amanda Guile-Hinman
 Assistant City Attorney
 City of Wilsonville

2017 Federal Certification Review USDOT Findings and Metro Response

Planning Topic	USDOT Findings	Metro Response	Corrective Actions Due Date	Certification Status (Nov 6, 2018)
Metropolitan Transportation Plan (MTP)	<p>Corrective Action 1: By December 31, 2018, with the update of the 2018-2040 MTP, Metro must create a financial plan that meets all of the requirements of 23 CFR 450.324(f)(11), including documentation of systems-level operations and maintenance costs, the cooperative revenue estimation process, and a clear demonstration of financial constraint.</p>	<p>Metro recognizes the importance of existing asset maintenance and operations costs relative to forecasted revenues and the context this provides for spending trade-offs for these purposes relative to investing in system expansion to serve growing demand for access and mobility.</p> <p>Metro staff is investigating how to utilize existing Oregon DOT data on system conditions and forecasted maintenance costs for the National Highway System and TriMet/SMART data on transit system operations costs relative to forecasted revenues as part of the current RTP update.</p> <p>We are also monitoring the ODOT efforts to respond to mandates from recent state legislation to standardize and report on pavement management conditions for how that data can be utilized in the long-range planning process.</p> <p>Finally, we are cooperating with ODOT and are leading development within the region on implementation of MAP-21 performance measure and target setting requirements for pavement assets and will be incorporating those measures and</p>	12/31/2018	<p>Metro completed this work for the purpose of developing the 2018 RTP in collaboration with our city, county, regional and state agency partners. The framework, methodology and revenue assumptions and estimates are included in the appendix to the RTP. This work formed the basis for demonstration of financial constraint in the RTP project solicitation. The 2018 RTP was adopted by the Metro Council on December 6, 2018.</p>

		<p>targets into the RTP and TIP update processes.</p> <p>The current MTP update will describe the cooperative revenue estimation process that has been undertaken. Metro participated in an ODOT led statewide process to forecast state and federal revenues to the state and MPO levels.</p> <p>Metro led the regional process to forecast local transportation revenues developed within the region. How to account for the impacts of the recent state funding legislation (HB 2017) within the long-range plan is still under development with ODOT estimates of fiscal impacts.</p> <p>The 2018 RTP will demonstrate financial constraint by showing that project costs do not exceed forecasted revenues.</p>			
Transportation Improvement Program (TIP)	Corrective Action 2: By July 1, 2020, with the update of the next TIP, Metro must provide clear documentation of a cooperative revenue estimation process, that ensures adequate funding is available by year to operate and maintain the system, adequate revenue is available to deliver projects	<p>Metro will work with ODOT, the region's transit agencies, FHWA and FTA staff to document the cooperative revenue process and processes to demonstrate fiscal constraint within the TIP. This work will require the active cooperation of the agencies that administer federal funding within the region and guidance from USDOT staff on acceptable practices between Metro as the MPO and the other administering agencies to prioritize</p>	7/1/2020	<p>A cooperative revenue forecasting process to determine the urban-STBG, TAP set-aside, and CMAQ funds expected to be available through the next allocation cycle has begun and will be documented in the next MTIP by July 2020. The</p>	

	<p>on the schedule proposed in the TIP, and all other financial planning and fiscal constraint requirements identified in 23 CFR 450.326 are met.</p>	<p>projects for programming in the TIP and to demonstrate fiscal constraint of those projects.</p>	<p>same is true for transit fund revenues.</p> <p>ODOT has indicated it is working on a proposal for how to account for financial constraint of ODOT administered funds for allocation to projects within MPO areas. It is expected this proposal will be reviewed by FHWA and MPO staff and consensus reached on how to proceed. ODOT and MPO staff have also registered for NTI training this spring on TIP financial planning, which should inform how our state proceeds on this topic.</p>
	<p>Corrective Action 3: By May 27, 2018, Metro must update amendment "Exceptions" in the TIP management procedures to clearly distinguish what changes affect fiscal constraint and ensure those happen via a full</p>	<p>The TIP amendment management procedures were updated in March 2018 to be consistent with the statewide matrix developed by ODOT and FHWA to define when a project change affects fiscal constraint. Those that do are processed as a full amendment with public notification and comment period and adoption by</p>	<p>5/27/2018</p> <p>Compliance with this Corrective Action continues.</p>

	amendment per 23 CFR 450.328.	Metro Council resolution prior to submission for inclusion in the STIP.		
Public Participation	<p>Corrective Action 4: By January 30, 2018, Metro shall update the PPP to meet all requirements of 23 CFR 450.316 and 326(b), including:</p> <ul style="list-style-type: none"> • Identification of key decision points for each major planning process where the MPO requests public comment and the explicit procedures for outreach at these milestones. • Specific outreach strategies to engage traditionally underserved populations. • Criteria or process to evaluate the effectiveness of outreach processes • In each major planning document, 	<p>Metro is committed to updating the PPP to meet all requirements of 23 CFR 450.316 and 326(b).</p> <p>To meet this corrective action, Metro has decided to split its Public Engagement Guide to reflect the need for both the public's understanding of public engagement in transportation planning processes (through a Public Participation Plan) and a best practices guide for practitioners (the focus of the Public Engagement Guide). The update to the Public Engagement Guide portion of this new "split" document is expected to be completed later in 2018.</p> <p>The internal review draft of the Transportation Planning Public Participation Plan will be completed by Feb. 9, followed by a stakeholder review. A final version is expected by March 16, 2018</p>	3/16/2018	<p>Metro completed and posted the updated PPP for transportation planning on Jan. 30, 2019, entitled "Be involved in building a better system for getting around greater Portland." The document is published on several pages of the Metro website, including the "Public projects" page (oregonmetro.gov/public-projects). The agency's larger Public Engagement Guide is expected to be updated by early 2020 to incorporate this information and update other engagement practices.</p>

	a demonstration of how the explicit processes and procedures identified in the PPP were followed and a summary that characterizes the extent to which public comments influenced TIP development.				<p>Metro piloted a tribal and agency consultation process through the finalization of the 2018 Regional Transportation Plan. During this process, participants were asked to identify process stages of MTIP and RTP updates where they would like information or consultation. This information will be used to create ongoing consultation process guidance for future MTIP and RTP updates. The</p>
Consultation	<p>Corrective Action 5: By June 30, 2018, Metro shall develop and document a formal consultation process for the MPO to meet all requirements in 23 CFR 450.316(b-e).</p>	<p>Metro will complete this work in tandem with the current UPWP process and self-certification for 2018.</p> <p>Our goal is to more directly connect consultation to the UPWP in order to create a blanket finding for smaller projects that would therefore also be eligible for administrative amendments, thus streamlining maintenance for the UPWP. Under our proposed process, larger projects would require separate consultation from the UPWP and would be subject to a legislative amendment.</p> <p>As part of this reform, we are also seeking FHWA clarification on UPWP convening responsibilities for Metro and ODOT. Our objective is for Metro to carry this</p>	6/30/2018		

		responsibility, including meeting logistics, agency notices and public notice to improve upon and streamline our current process.		document is expected by April 30, 2019.
Civil Rights and Environmental Justice	<p>Corrective Action 6: By October 1, 2018, to come into compliance with Section 504 of the Rehabilitation Act of 1973/Americans with Disabilities Act (ADA) of 1990, Metro must:</p> <ul style="list-style-type: none"> • Designate an employee who will serve as coordinator for Section 504 and ADA matters. • Conduct an ADA self-evaluation that identifies universal access barriers and describes the methods to remove the barriers along with specified timelines. • Develop a Section 504/ADA nondiscrimination notice, to be posted 	<p>Metro is committed to coming into full compliance with Section 504 of the Rehabilitation Act of 1973/Americans with Disabilities Act (ADA) of 1990, including:</p> <ul style="list-style-type: none"> • designating an employee who serves as coordinator for Section 504 and ADA Titles II and III (the Director of Human Resources will continue to be responsible for Title I) (July 2018). • conducting an ADA self-evaluation that identifies universal access barriers and describes the methods to remove the barriers along with specified timelines, which is currently in process for Metro's main building and parks facilities(July 2018). • developing a Section 504/ADA nondiscrimination notice, to be posted internally and externally (for employees' and the public's information), which has been 	10/1/2018	<p>An employee for Section 504 and ADA matters was designated ahead of Oct. 1, 2018 (Mary Rowe, HR director).</p> <p>An ADA self-evaluation that identifies universal access barriers and describes the methods to remove the barriers was completed in July 2018. Many improvements are slated as part of the building's maintenance schedule; a full specified timeline and budget forecast will be developed through 2019.</p> <p>A Section 504/ADA nondiscrimination notice was developed and</p>

	internally and externally (for employees' and the public's information).	<p>posted online and will be included in planning reports and meeting agendas and posted internally in 2018 (March 2018).</p> <ul style="list-style-type: none"> • Metro has completed a review of the region's demographics as part of the 2015-18 MTIP and as part of the 2018 RTP. In early 2019, Metro will use American Community Survey data analysis to assess shifting demographics for communities of color and communities with lower income since the 2010 Census (January 2019). <p>To inform the 2018 RTP development and adoption, the Transportation Equity Analysis will assess and contrast the benefits and burdens for EJ and non-EJ populations as part of the 2018 RTP development and adoption. This work was piloted in the 2015-18 MTIP and will continue to frame subsequent MTIP updates (December 2018)</p>	<p>posted to the Metro website and included in federal documents ahead of Oct. 1, 2018. The nondiscrimination notice that is translated into multiple languages and posted in the Metro Regional Center lobby, the Metro Council chambers and on agendas for the Metro Council and advisory committees will be updated with the 2018 Factor 1 Limited English Proficiency data, adding an additional three languages and the additional information for Section 504/ADA by June 30, 2019.</p>
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FY 2019-2020 Unified Planning Work Program Summary

METRO

5/6/2019

ODOT Key #	FFY 2018 PL Unspent						FFY 18 Unspent		ODOT Support Funds	TriMet Support Funds	FFY 19	FFY 18	STBG	STBG	5307 FTA RTO	STBG TSMO	Emergency Response	ODOT RTO	FTA TOD Planning	Required Metro Match	Additional Local Contribution ¹	Total
	FFY 2019	FFY 2019	FFY 2018	FFY 2018	FFY 19	FFY 18	STBG	STBG														
	PL	PL ODOT Match	PL Unspent	ODOT Match	Sec 5303	Sec 5303 Unspent	In Lieu of Dues	In Lieu of Dues														
	20595	20595	20595	20722	20595	20722	20875	20722			20887		19295	20897		21041 (21411)						
General MPO Transportation Planning																						
1 Transportation Planning	236,535	27,072	19,811	2,267			381,166	89,929												53,919	230,887	1,041,586
2 Regional Transportation Plan Implementation	6,835	782			77,343															8,852		93,813
3 Regional Transit Planning Strategy	26,155	2,994			16,448		1,514	27,384												5,190		79,685
4 Metropolitan Transportation Improvement Program (MTIP)			112,277	12,851	492,902	191,239	162,789													96,935		1,068,993
5 Air Quality Monitoring	43,126	4,936																		-		48,062
6 Climate Smart Implementation	46,699	5,345																		-		52,044
7 Civil Rights and Environmental Justice	96,813	11,081	51,337	5,876																-		165,106
8 Transportation System Management & Operations (TSMO) - Regional Mobility Program															135,121					15,465		150,586
9 Regional Travel Options (RTO) and Safe Routes to School Programs															3,502,717			182,332		159,865		3,844,914
10 Regional Freight Program							125,203													14,330		139,533
11 Data Management and Visualization	250,428	28,663							157,193	134,233										-	509,582	1,080,099
12 Economic, Demographic and Land Use Forecasting	217,686	24,915																		-		242,601
13 Travel Forecast Maintenance	462,179	52,899							45,187	98,527										-	84,119	742,911
14 Technical Assistance Program							60,515		22,620	7,240										6,926		97,301
15 MPO Management and Services	110,369	12,632	166,073	19,008																-		308,082
16 Federal Transportation Performance and Congestion Management Monitoring and Reporting	40,326	4,615																		-		44,941
17 Regional Transportation Safety Program								42,114												4,820		46,934
18 Regional Active Transportation Program								21,057												2,410		23,467
19 Enhanced Transit Concept Pilot Program																				-	158,237	158,237
20 Complete Streets Program							49,291	71,404												13,814	14,745	149,254
21 Fund Swap Management and Monitoring																					22,078	22,078
MPO Planning Projects																						
1 Regional Mobility Policy Update							501,337													57,380		558,717
2 Transportation Systems Management & Operations -- Strategic Plan Update															271,728					31,100		302,828
3 Economic, Demographic and Land Use Forecasting Development & Application Program	99,919	11,436																		-		111,355
4 Travel Forecast Development & Application	389,458	44,575																		-		434,033
5 Corridor Refinement and Project Development (Investment Areas)											381,879	522,610								103,523		1,008,012
6 City of Portland Transit and Equitable Development Assessment																		1,076,000		-		1,076,000
7 Southwest Corridor Transit Project																				-	2,012,789	2,012,789
8 Division Transit Project											19,114									2,188	14,639	35,941
9 MAX Red Line Improvements Project											19,089									2,185	27,094	48,368
10 Central City Transit Capacity & Steel Bridge Analysis																				-	567,882	567,882
11 Regional Congestion Pricing Technical Analysis			82,786	9,475																-	190,000	282,261
12 Regional Emergency Transportation Routes Updates																	36,778			-		36,778
13 Regional Freight Delay and Commodities Movements														200,000						22,891		222,891
14 Economic Value Atlas (EVA) Implementation																				-	114,192	114,192
15 Jurisdictional Transfer Program																				-	116,254	116,254
GRAND TOTAL	2,026,528	231,945	432,284	49,477	586,693	191,239	1,281,815	251,888	225,000	240,000	420,082	522,610	200,000	3,502,717	406,849	36,778	182,332	1,076,000	601,794	4,062,498	16,528,529	

¹ Includes local agency funds such as Metro General Fund or TriMet

Southwest Washington Regional Transportation Council

**Unified Planning Work Program
for
Fiscal Year 2020**

July 1, 2019 to June 30, 2020

May 7, 2019

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

**Telephone: 564-397-6067
Fax: 564-397-6132
Relay Service: #711 or (800) 833-6388**

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

Southwest Washington Regional Transportation Council

Unified Planning Work Program for Fiscal Year 2020

July 1, 2019 to June 30, 2020

May 7, 2019

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

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

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

Title VI Compliance

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

Americans with Disabilities Act (ADA) Information:


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

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

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



STAFF REPORT/RESOLUTION

TO: Southwest Washington Regional Transportation Council Board of Directors
FROM: Matt Ransom, Executive Director
DATE: April 30, 2019 
SUBJECT: Unified Planning Work Program for Fiscal Year 2020,
Resolution 05-19-10

AT A GLANCE - ACTION

The action requested is adoption of Resolution 05-19-10 to adopt RTC's FY 2020 Unified Planning Work Program (UPWP). RTC's UPWP is prepared annually as a requirement for the receipt of federal and state transportation planning funds and is consistent with RTC's calendar year 2019 Work Plan and Budget. The UPWP documents the transportation planning activities carried out to comply with federal and state requirements and provides a coordination function among jurisdictions planning within the metropolitan area.

INTRODUCTION

The Unified Planning Work Program (UPWP) is prepared annually and documents the transportation planning activities to be carried out by RTC as the Metropolitan Planning Organization (MPO) for Clark County (within the Portland-Vancouver metropolitan area). Transportation planning activities are performed in response to the requirements of all MPOs outlined in federal regulations; United States Code (USC) Titles 23 and 49. RTC's FY 2020 UPWP (see attached document) covers a one year period from July 1, 2019 to June 30, 2020. The UPWP is consistent with RTC's calendar year 2019 Work Plan and Budget adopted by the RTC Board in December 2018 (RTC Board Resolution 12-18-29). In addition to describing upcoming transportation planning activities, the UPWP also details the funding sources and plans for implementation of the transportation planning program.

The FY 2020 UPWP document outlines regional transportation planning activities focused in four major sections: (1) Regional Transportation Planning Program, (2) Data Management, Travel Forecasting, Air Quality, and Technical Services, (3) Regional Transportation Program Coordination and Management, and (4) Transportation Planning Activities of State and Local Agencies.

The UPWP must be developed by the MPO in cooperation with state Department of Transportation and transit operators. As a federally designated Transportation Management Area (TMA) serving the Clark County region (23 CFR § 450.308), the RTC's UPWP includes a discussion of the planning priorities facing the metropolitan planning area. The UPWP work tasks carry out the requirements of regional transportation planning per 23 CFR § 450.306, and the work program is structured to describe who will perform the work, schedule for work completion, the resulting products, proposed funding and sources of federal and matching funds.

POLICY IMPLICATION

The UPWP is expected to set in place a program to implement federal, state, and local transportation planning emphasis areas (PEAs). The Federal Highway Administration, the Federal Transit Administration, and Washington State Department of Transportation annually identify transportation PEAs to be addressed in the metropolitan and statewide transportation planning processes. The PEAs are outlined on pages x through xvi of RTC's FY 2020 UPWP. Federal emphasis continues to be implementation of the FAST Act including implementation of performance based planning and programming. Performance based planning requires establishing performance measures, performance monitoring and setting of transportation performance targets as established under the previous federal transportation act, MAP-21. Other federal emphasis areas are regional planning cooperation to ensure cooperation and coordination across MPO boundaries and "ladders of opportunity" to address transportation connectivity gaps which may hamper access to essential services. Carrying out a metropolitan transportation planning program that meets the requirements of 23 CFR 450.308 and 23 CFR 420.111; 49 USC § 5303, 49 USC § 5305 and FTA Circular 8100.1C will continue with adoption of RTC's FY 2020 UPWP. This includes addressing the federal transportation planning factors outlined on page xiii of RTC's FY 2020 UPWP.

Stakeholder Review

The Regional Transportation Advisory Committee (RTAC) helps to develop the UPWP and has opportunity to review drafts throughout the development process. The RTC Board had opportunity to review the draft document at its April 2, 2019 meeting.

The Portland-Vancouver metropolitan area is served by two MPOs; RTC serves the Washington portion of the region and Metro serves the Oregon portion. In a bi-state region, the MPOs must cooperate and coordinate development of their respective UPWPs (see attached Metro 2019-2020 UPWP). RTC and Metro staff participated in the Federal and State UPWP review meetings held at both MPOs on March 6, 2019. Public notice of the draft FY 2020 UPWP was published on the RTC's website and no public comments have been received to date.

The RTC's Regional Transportation Advisory Committee reviewed the proposed FY 2020 UPWP at the April 19 RTAC meeting and recommended RTC Board adoption.

BUDGET IMPLICATION

The FY 2020 UPWP budget is consistent with and extends from RTC's 2019 Work Plan and Budget adopted by the RTC Board in December 2018. Annual revenue sources assumed in the FY 2020 UPWP include an estimated: \$626,000 in Federal Highway Administration (FHWA) PL funds; \$197,000 in Federal Transit Administration (FTA) funds; \$176,127 in state Regional Transportation Planning Organization (RTPO) funds; and \$188,000 of local funds (member dues). Final allocations by FHWA, FTA and the State will be set in fall 2019, and RTC member dues are collected in January of each year. Should the assumed funding allocations change significantly during the FY 2020 UPWP, the Work Program will be amended accordingly.

ACTION RECOMMENDED

Adopt the FY 2020 Unified Planning Work Program and authorize the Executive Director to file applications for regional transportation funding, to execute grant agreements, and to file any assurances or required documentation relating to the FY 2020 UPWP.

ACTION REQUESTED

Adoption of Resolution 05-19-10, "Unified Planning Work Program for Fiscal Year 2020".

ADOPTED this 7th day of May 2019, by the Southwest Washington Regional Transportation Council.

SOUTHWEST WASHINGTON
REGIONAL TRANSPORTATION COUNCIL

ATTEST:


Anne McEnerny-Ogle
Chair of the Board



Matt Ransom
Executive Director

Attachments: RTC's FY 2020 UPWP
Metro's 2019-2020 UPWP

FY 2020 UPWP for Clark County: Contents

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

FISCAL YEAR 2020 UPWP: INTRODUCTION

UPWP PURPOSE

The Unified Planning Work Program is prepared annually by the Southwest Washington Regional Transportation Council (RTC). The financial year FY 2020 UPWP runs from July 1, 2019 through June 30, 2020. RTC's UPWP is developed in coordination with Washington State Department of Transportation, C-TRAN and local jurisdictions. As part of the continuing transportation planning process, all regional transportation planning activities proposed by the MPO/RTPO, Washington State Department of Transportation and local agencies are documented in the UPWP.

The UPWP focuses on transportation tasks that are priorities for federal and state transportation agencies as well as local jurisdictions. The planning activities relate to multiple modes of transportation and address planning issues significant to the Regional Transportation Plan (RTP) for the Clark County urban region and the Regional Transportation Plans for the rural counties of Skamania and Klickitat. The current federal transportation Act, The Fixing America's Surface Transportation Act (FAST Act) provides direction for regional transportation planning activities. The FAST Act was signed into law by President Obama on December 4, 2015. It sets the policy and programmatic framework for transportation investments. The "FAST Act" stabilizes federal funding to state and metropolitan regions for transportation planning and project improvements, sets new policy direction and funding levels for the federal aid transportation program, and among key initiatives adds new competitive grants which promote investments in the nation's strategic freight corridors. In addition, the FAST Act retains the multi-modal emphasis of the federal program by ensuring funding of transit programs as well as the Transportation Alternatives Program. FAST builds on the program structure and reforms of the prior federal Transportation Act, MAP-21, which created a streamlined and performance-based surface transportation program.

UPWP OBJECTIVES

The Work Program describes regional transportation planning issues and projects to be addressed during the next fiscal year. Throughout the year, the UPWP serves as the guide for planners, citizens, and elected officials to track transportation planning activities. It also provides local and state agencies in the Portland/Vancouver and RTPO region with a useful basis for coordination.

UPWP AMENDMENTS

If necessary, the Work Program is kept current during the course of the fiscal year by UPWP amendments carried through an RTC Board resolution adoption process.

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

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

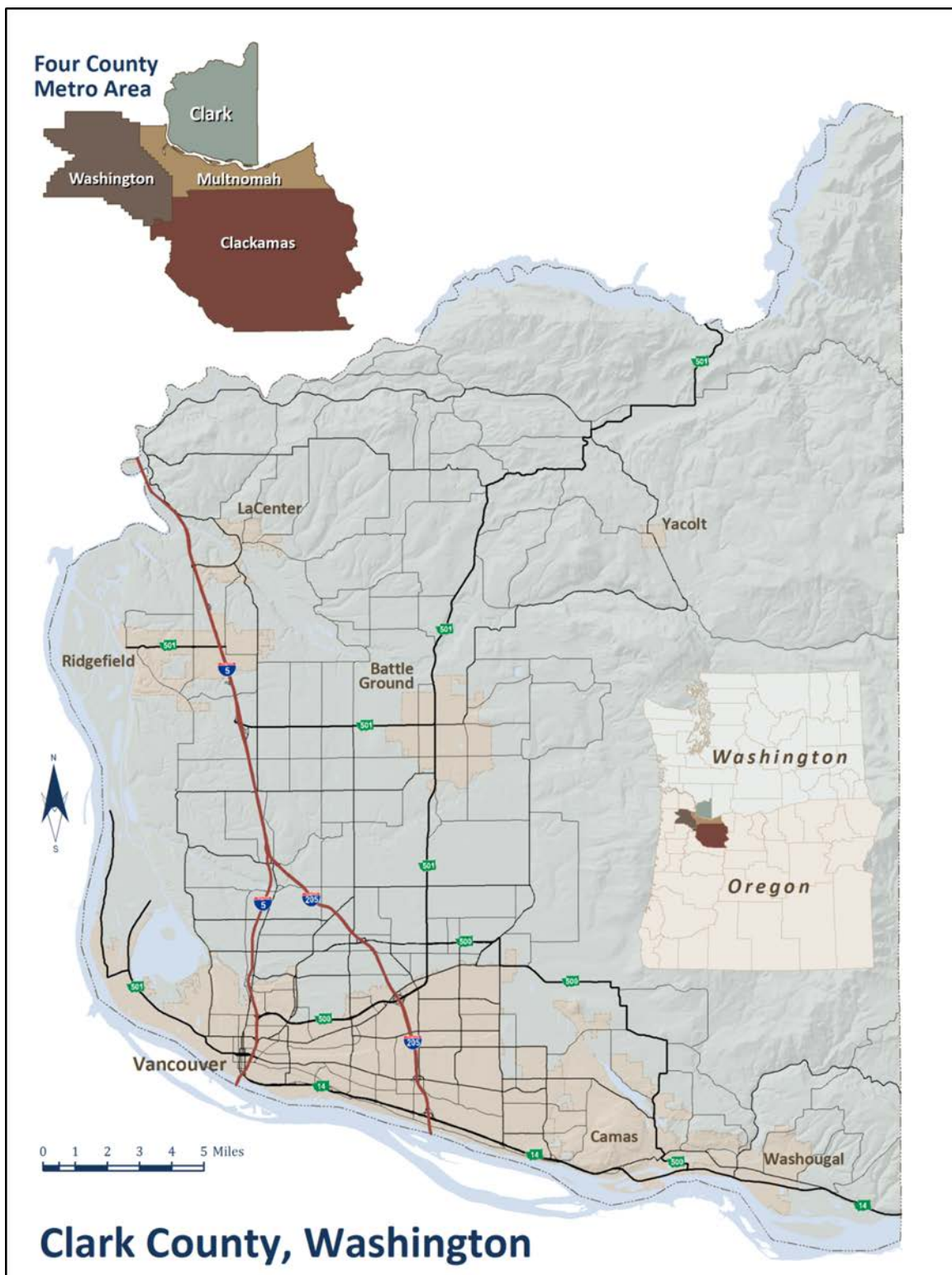


Figure 1: RTC, Metropolitan Planning Organization (MPO)
The Metropolitan Planning Area (MPA)/MPO region includes the whole of Clark County



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

Following passage of the Intermodal Surface Transportation Efficiency Act (ISTEA) in 1991, the region became a federally-designated Transportation Management Area (TMA) because it has a population of over 200,000. TMA status brings additional transportation planning requirements that the MPO must carry out. The MPO's UPWP requirements are specified in 23 CFR 450.308, 23 CFR 420.111, 49 USC §5303, 49 USC §5305 and FTA Circular 8100.1C.

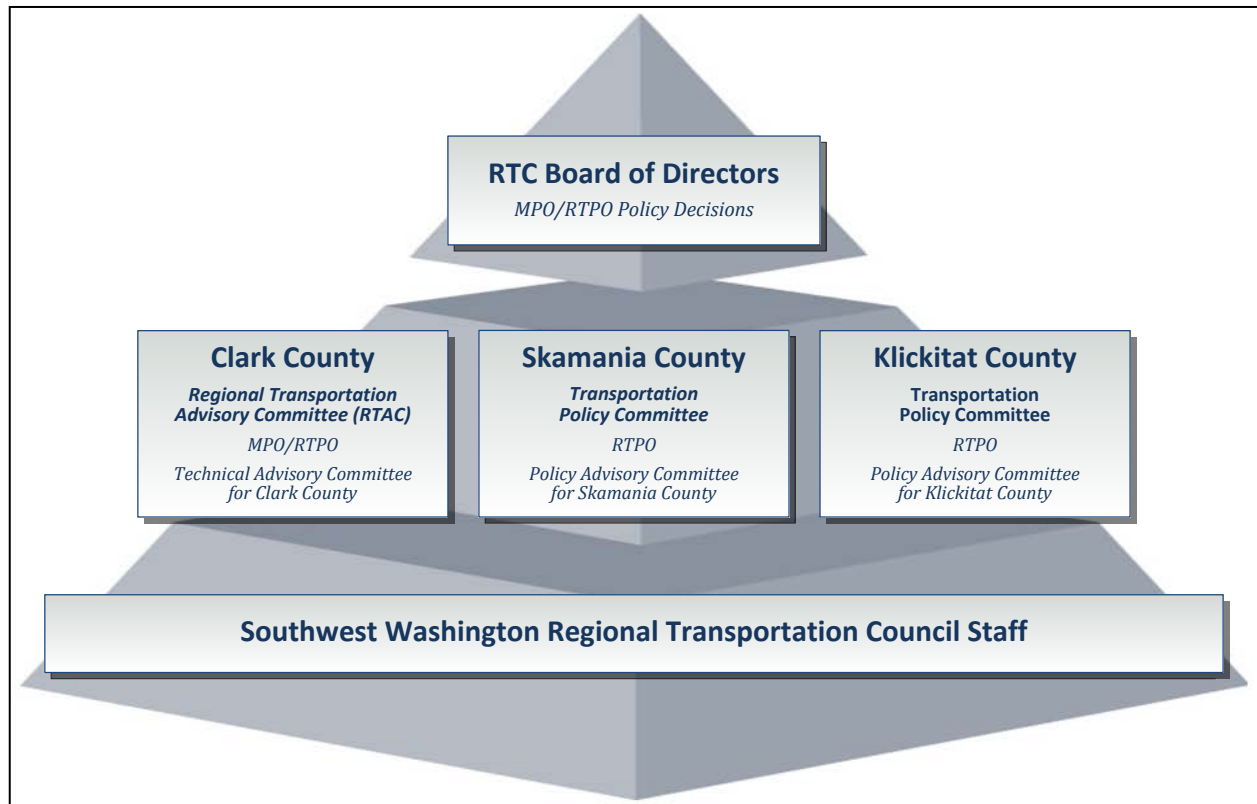
RTC is also the Washington State-designated Regional Transportation Planning Organization (RTPO) for the three-county area of Clark, Skamania and Klickitat (Figure 2, map). RTPO requirements are specified in RCW47.80.010 through RCW47.80.070 and WAC 468-86.

RTC's 3-county population of Clark, Klickitat and Skamania stands at 513,370 in 2018 with Clark County having the largest population of 479,500. Clark and Skamania counties are part of the larger Portland – Vancouver – Hillsboro OR-WA metropolitan area. The Metropolitan Statistical area defined by the U.S. Census Bureau includes seven counties, Clackamas, Columbia, Multnomah, Washington, and Yamhill Counties in Oregon, and Clark and Skamania Counties in Washington with an estimated 2017 population of 2,453,168.

PARTICIPANTS, COORDINATION AND FUNDING SOURCES

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

Figure 3: RTC's Agency Structure



A. Clark County

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

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

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

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

Agreements

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

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

In FY 2015, the RTC Board authorized the Executive Director to enter into a Metropolitan Planning Agreement with the Washington State Department of Transportation (WSDOT) and the Clark

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

An MOU between RTC and Metro was first adopted by the RTC Board on April 7, 1998 (RTC Board Resolution 04-98-08). The Metro/RTC MOU is currently reviewed triennially with adoption of the UPWP. The Metro/RTC MOU was last reviewed in 2018 and adopted by RTC in September 2018 (RTC Board Resolution 08-18-14, September 4, 2018).

SOUTHWEST WASHINGTON REGIONAL TRANSPORTATION COUNCIL: MEMBERSHIP 2019

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

SOUTHWEST WASHINGTON REGIONAL TRANSPORTATION COUNCIL: BOARD OF DIRECTORS

RTC Board of Directors 2019

Jurisdiction/Agency	Represented By:
City of Vancouver	Mayor Anne McEnerny-Ogle (RTC Chair) Council Member Bart Hansen
Clark County	Council Chair Eileen J. Quiring Councilor Temple Lentz Councilor Gary Medvigy
Small Cities East: City of Camas City of Washougal	Council Member Melissa Smith, Camas
Small Cities North: City of Battleground City of Ridgefield City of La Center Town of Yacolt	Mayor Mike Dalesandro, Battle Ground
Skamania County: Skamania County City of North Bonneville City of Stevenson Port of Skamania County	Commissioner Tom Lannen, Skamania County
Klickitat County: Klickitat County City of Bingen City of Goldendale City of White Salmon Port of Klickitat	Commissioner James Herman, Port of Klickitat
C-TRAN	Shawn Donaghy, CEO
WSDOT	Carley Francis, Southwest Regional Administrator
Ports: Port of Vancouver Port of Camas-Washougal Port of Ridgefield	Commissioner Scott Hughes, Port of Ridgefield (RTC Vice-Chair)
ODOT	Rian Windsheimer, Region One Manager
Metro	Councilor Shirley Craddick, Metro
14 th District	Senator Curtis King Representative Chris Corry Representative Gina Mosbrucker
17 th District	Senator Lynda Wilson Representative Paul Harris Representative Vicki Kraft

RTC Board of Directors 2019**Jurisdiction/Agency****Represented By:**18th DistrictSenator Ann Rivers
Representative Larry Hoff
Representative Brandon Vick20th DistrictSenator John Braun
Representative Ed Orcutt
Representative Richard DeBolt49th DistrictSenator Annette Cleveland
Representative Monica Stonier
Representative Sharon Wylie**SOUTHWEST WASHINGTON REGIONAL TRANSPORTATION COUNCIL****Regional Transportation Advisory Committee Members****Jurisdiction/Agency****Represented By:**

Regional Transportation Council

Matt Ransom [Chair]

Clark County, Planning

Gary Albrecht

Clark County, Public Works

Susan Wilson

City of Vancouver, Public Works

Chris Malone

City of Vancouver, Community
Development

Jennifer Campos

City of Camas

Jim Carothers

City of Washougal

Rob Charles

Port of Camas-Washougal

City of Battle Ground

Mark Herceg

Town of Yacolt

Cities of Ridgefield

Brenda Howell

City of La Center

Port of Ridgefield

C-TRAN

Roger Hanson

WSDOT

Michael Williams

Port of Vancouver

Jim Hagar or Magan Reed

ODOT

Douglas Siu

Metro

Tom Kloster

Human Services Council

Colleen Kuhn

B. SKAMANIA COUNTY

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

SKAMANIA COUNTY TRANSPORTATION POLICY COMMITTEE

Jurisdiction/Agency	Representative
Skamania County	Tom Lannen, County Commissioner
City of Stevenson	Ben Shumaker, Planning Manager
City of North Bonneville	Sam Hughes, City Administrator
Port of Skamania County	Pat Albaugh, Port Manager
WSDOT, Southwest Region	Michael Williams, SW Region Planning Manager

C. KLINKITAT COUNTY

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

KLINKITAT COUNTY TRANSPORTATION POLICY COMMITTEE

Jurisdiction/Agency	Representative
Klickitat County	Commissioner Jim Sizemore
City of White Salmon	Kevin English, Public Works
City of Bingen	Mayor Betty Barnes
City of Goldendale	Karl Enyeart, Public Works Director
Port of Klickitat	James Herman, Port Commissioner
WSDOT, Southwest Region	Michael Williams, SW Region Planning Manager

D. BI-STATE COORDINATION

Both RTC, the MPO for the Clark County, Washington portion of the Portland-Vancouver metropolitan region, and Metro, MPO for the Oregon portion of the Portland-Vancouver region, recognize that bi-state travel is significant within the region. To address bi-state regional transportation system needs, RTC representatives participate on Metro's Transportation Policy Alternatives Committee (TPAC) and Joint Policy Advisory Committee on Transportation (JPACT). Metro is represented on RTC's Regional Transportation Advisory Committee (RTAC) and RTC Board of Directors. Currently, several locations on the I-5 and I-205 north corridors are at or near capacity during peak hours resulting in frequent traffic delays. The need to resolve increasing traffic congestion levels and to identify long-term solutions continues to be a priority issue. ODOT submitted a tolling application to FHWA on December 10, 2018 with a January 8, 2019 FHWA response requesting further detail and public outreach. Also of bi-state significance is continued

coordination on air quality issues though the region has now reached air quality attainment status for both ozone and carbon monoxide.

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

E. RTC STAFF

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

RTC: Staffing	
Position	Duties
Executive Director	Overall MPO/RTPO Planning Activities, Coordination, and Management
Project Manager	Vancouver Area Smart Trek: Transportation System Management and Operations (TSMO)/Intelligent Transportation System (ITS), New Technologies, Urban Freeway Corridors Operations Study, Air Quality
Sr. Transportation Planner	Regional Transportation Plan, Unified Planning Work Program, Human Services Transportation Plan, Active Transportation Plan, Commute Trip Reduction, Freight Planning
Sr. Transportation Planner	Transportation Improvement Program (TIP), Project Programming, RTPO: Klickitat and Skamania Counties, Congestion Management Process, Traffic Counts, Freight Traffic Data, Safety
Sr. Transportation Planner	Regional Travel Forecast Model, Data
Sr. Transportation Planner	Geographic Information System (GIS), Mapping, Data Graphics, Webmaster
Sr. Transportation Planner	Regional Travel Forecast Model, Demographics, Title VI, ADA
Staff Assistant	RTC Board of Directors' Meetings, Bi-State Coordination Committee Meetings, Appointment Scheduling
Office Assistant	General Administration, Reception, Regional Transportation Advisory Committee (RTAC) Meetings, Website
Accountant	Accounts Payable, Grant Billings

Figure 4: RTC Staff

PLANNING EMPHASIS AREAS

The UPWP is reflective of the national focus to encourage and promote the safe and efficient management, operation and development of transportation systems to serve the mobility needs of

people and freight within and through urbanized areas as well as foster economic growth and development. The UPWP describes the transportation planning activities and summarizes local, state and federal funding sources required to meet the key transportation policy issues during the upcoming year. The UPWP implements federal, state and local transportation planning emphasis areas (PEAs). The Federal Highway Administration, the Federal Transit Administration and Washington State Department of Transportation identify transportation planning emphasis areas intended to guide the development of work programs for both metropolitan and statewide transportation planning processes.

In FY 2020, continuation of core MPO transportation planning activities is expected, as listed on page xii. These include development of the UPWP, annual reporting, MPO self-certification, public participation, tribal consultation, data, Metropolitan/Regional Transportation Plan, Transportation Improvement Program, Congestion Management Process, Intelligent Transportation System and Title VI Plan and Annual Report. In addition, specific areas of emphasis including the continued implementation of the current federal "FAST Act", regional planning cooperation and planning for access to essential service using ladders of opportunity. Tribal consultation, updating of interlocal agreements as necessary, participation in statewide and corridor planning efforts, and development of state and local performance measures and performance targets are expected to continue.

FEDERAL

The "FAST Act", Fixing America's Surface Transportation Act, is the current Federal Transportation Act signed into law by President Obama on December 4, 2015. In FY 2020, FHWA and FTA want MPOs to continue to focus on implementation of the FAST Act, meeting the requirements of 23 CFR 450.308 and 23 CFR 420.111; 49 USC § 5303, 49 USC § 5305 and FTA Circular 8100.1C and to reflect these requirements in the Unified Planning Work Program for the upcoming Fiscal Year. Specific Planning Emphasis Areas, unchanged from FY 2019, include:

MAP-21 and FAST Act Implementation:

- *Transportation Performance Management (MAP-21 and the FAST Act).* State and MPO performance measure targets are now adopted with all Washington MPOs opting to support the initial state targets adopted in 2017 to 2018. RTC and WSDOT will continue to work in close coordination in further rounds of target setting through the MAP-21 Framework Group, Technical Teams and Working Group to assure tracking of targets and reporting as well as work on updated targets. RTC will continue to rely on WSDOT providing necessary data and information regarding implementation of the FAST Act and on final rules associated with MAP-21 target setting.

Models of Regional Planning Cooperation:

- *Promote cooperation and coordination across MPO boundaries and across State boundaries, where appropriate, to ensure a regional approach to transportation planning.* This is particularly important where more than one MPO or State serves an urbanized area or adjacent urbanized areas, such as RTC and Metro serving as MPOs in the Portland-Vancouver region. It is suggested by the federal government that this cooperation could occur through the development of joint planning products, and/or by other locally determined means. Coordination across MPO and

across State boundaries includes the coordination of transportation plans and programs, corridor studies, and projects across adjacent MPO and State boundaries. It also includes collaboration among State DOTs, MPOs, and operators of public transportation on activities such as: data collection, data storage and analysis, analytical tools, and performance based planning.

Ladders of Opportunity:

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

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

- Program administration
- Unified Planning Work Program
- Annual performance and expenditure report
- MPO self-certification
- Public and stakeholder participation and education
- Tribal consultation
- Data acquisition, analysis and reporting
- Transportation performance management
- Regional/Metropolitan Transportation Plan
- Transportation Improvement Program including project identification, prioritization, and selection procedures
- Congestion Management Process (required in TMAs)
- Intelligent Transportation Systems (ITS)
- Planning consultation and services
- Special studies and plans
- Transportation planning related to adjacent states
- Title VI Plan and Annual Report

MPOs are required to continue coordination and consultation with tribal governments. MPO's are also required to self-certify that the metropolitan transportation planning process is being carried out in accordance with the applicable laws. Transportation Management Areas (TMA's), such as RTC, undergo a quadrennial MPO Certification Review by Federal Highway Administration and Federal Transit Administration. RTC's next certification review is due in late 2020/early 2021.

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

- Support economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- Increase the safety of the transportation system for motorized and non-motorized users;
- Increase the security of the transportation system for motorized and non-motorized users;
- Increase accessibility and mobility of people and freight;
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- Promote efficient system management and operation;
- Emphasize the preservation of the existing transportation system;
- Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
- Enhance travel and tourism.

STATE

RTPOs, Growth Management Planning and Local Comprehensive Plans

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

Transportation System Policy Goals

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

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

Coordinated Public Transportation – Human Services Transportation Plan

Human services programs funded through WSDOT's Consolidated Grant Program to support transportation services for people with disabilities, older adults, and people with low incomes as well as transportation needs in rural communities have coordinated planning requirements including development and update of a Coordinated Public Transit Human Services Transportation Plan. The next HSTP update is required in 2022 with update to the project list in 2020.

Transportation Demand Management and Commute Trip Reduction

Under Washington State's Commute Trip Reduction (CTR) law (RCW 70.94.521), major employers within designated urban growth boundaries are required to implement a program designed to reduce the number of drive alone vehicles commuting to worksites. RTC works with local planning partners to develop CTR plans and monitor regional progress.

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

Continued Coordination between WSDOT and the MPOs may include:

- Corridor Studies
- FAST Act/MAP-21 Target Setting and Reporting
- Performance Framework
- Practical Solutions
- Plan Alignment Work Group
- Statewide Modal Plans
- Washington Transportation Plan

STATE AND FEDERAL EMPHASIS AREAS

Both state and federal emphasis areas focus on the following:

Tribal Consultation. MPO/RTPOs are encouraged to coordinate and invite tribal governments to participate in the development of transportation plans and programs.

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

Statewide Planning Efforts / Action Plans for State Facilities. MPOs/RTPOs are encouraged to participate in statewide planning efforts with respect to development of the statewide long-range transportation plan (WTP) and various state modal plans. The Plan Alignment Work Group (PAWG) provides a forum for MPOs/RTPOs and WSDOT to collaborate and share information on each planning effort.

LOCAL

RTC's FY 2020 UPWP will continue its fundamental metropolitan transportation planning program activities and advance project related activities. Following conclusion of the Clark Regional Origin Destination Study in the latter part of FY 2019, an intensive study of lower cost freeway traffic operations strategies along I-5 and other freeway corridors will be carried out as part of the Clark regional Urban Freeway Corridor Operations Study (UFCOS). RTC will also support member agencies in major studies including: the Discovery Corridor Adaptive Infrastructure Study; WSDOT's corridor studies of I-205 and SR-500/Fourth Plain Boulevard congestion hot-spots and will provide support to member agencies with specific project development. Several agencies have planned transportation system planning studies which RTC will also support.

RTC will be engaged in providing technical and policy input for ongoing and emerging bi-state studies including: the Hood River Bridge replacement EIS; discussions for an I-5 Bridge Replacement Project; regional policy and project discussions regarding interstate tolling and congestion pricing; and will continue to pursue a joint bi-state study, Columbia Connects, which will examine the flow of people and economic activity between Vancouver/Portland for areas proximate to the Columbia River.

Regional Transportation Plan Implementation

Completion of the Clark County Regional Transportation Plan update in the first-quarter of 2019 will allow for plans to carry out RTP implementation. Priority among activities will be development of a Clark Regional Active Transportation Plan (ATP) assessment. This planning assessment will examine and document needs, projects, and services at a regional scale. This work element was a required follow-up component of the RTC's Federal Certification Review mandate from 2017 and the ATP will become a component piece of the Regional Transportation Plan for Clark County. Planning partner and RTC have also identified an update to regional freight and transit modal plans for integration into the RTP. Also planned for review in 2019 is the re-evaluation of a 10-Year Project Priority Report, which will update work and reporting which reinforce the legislative project requests and Member agency legislative affairs.

Regional Modeling Program

RTC's modeling program will turn its focus towards scoping the regional Household Activity Survey data collection initiative planned for the YR 2019/2020 timeframe. This effort is a cornerstone component of the regional modeling program and is generally completed at 10-year intervals. In addition, RTC will fine-tune its approach to regional modeling with our partner Metro and will expand the agency's sub-area modeling tools and capabilities. RTC's sub-area traffic modeling will be a focused initiative to provide greater micro-scale traffic modeling capabilities and data for RTC's smaller member agencies and consultants. Further, refinements of the modeling and technical services program will roll out in 2019.

THE REGION'S KEY TRANSPORTATION ISSUES:

RTC's UPWP describes the region's regional transportation planning process that is led by the RTC Board and informed by data and its analysis. RTC provides the multi-jurisdictional forum for the region's collaborative transportation decision making process. A key issue in planning for the region's transportation system is the continued implementation of a performance-managed transportation system and investment decision-making process as required by federal rules. RTC's regional planning process assists member agencies to focus on smart investments and innovations in priority corridors to meet the multi-modal demands of the regional transportation system. RTC's project programming process is changing accordingly to continue to maximize opportunities to use federal transportation resources for this region's transportation needs. The 2019/20 Work Plan includes activities to continue the reformulation of the program to meet the performance based investment criteria.

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

Key transportation issues for the region include:

- **Support Growth and Development:** The region's transportation system needs to support both existing needs and growth in the region. Washington Office of Financial Management estimated Clark County population at 479,500 in 2018, up by 8,500 people from the 2017 population of 471,000; a 1.8% annual growth rate. OFM's 2017 medium series projection forecasts that Clark County's population will increase by over 172,000 people to 643,552 by 2040. Regional trends point to continued and sustained growth in the broader metropolitan region. Within Clark County specifically, new household and business formations combined with a vibrant regional economy and low unemployment, are creating high demands for regional and local mobility and infrastructure services.
- **Regional Project Funding:** RTC recognizes the need for timely transportation system investments. In this region, need for transportation improvement exceeds available funding. The region's current 6-Year Transportation Improvement Program forecasts over \$331 Million

in planned transportation system investment and maintenance. Even with that level of planned investment, many of the region's needs could remain unmet, and both additional and more prudent investment and mobility strategies will need to be deployed. RTC's FY 2020 Work Program and budget are designed to support the regional collaboration needed to progress studies, strategies, and projects which will shape the region's transportation investment strategy for years to come, working with WSDOT and planning partners to identify Practical Solutions to transportation needs.

Transportation projects and strategies are identified in the Congestion Management Process and Regional Transportation Plan and programmed for funding in the Transportation Improvement Program. Recognizing the need to make prudent investments of the limited transportation dollars, RTC analyzes project applications to fund the most critically needed improvements. RTC works with a Grant Program Policy and Scoring Review Committee to periodically review the policy and scoring criteria for the regional flexible funding grant programs (STBG/CMAQ) that helps to support transportation system improvement. Working with RTAC and the RTC Board, staff develops recommendations for the annual call-for-projects. Documentation of the grant programs' policies and procedures are summarized in a TIP Programming Guidebook. RTC is developing a regional grant online database and mapping tool.

- **2040 Regional Transportation Plan Implementation:** A 2040 update to the Regional Transportation Plan for Clark County is scheduled for adoption in early 2019. Work on the RTP in FY 2020 will focus on RTP implementation with the beginning of update to modal components of the Plan beginning with development of a regional Active Transportation Plan in FY 2019 and continuing into FY 2020. Additional modal plan updates will be carried out for freight transportation and, working in coordination with C-TRAN to address transit plans.
- **Regional Studies:** A number of regional studies will be continued in FY 2020 including a 10-year ITS Network Needs Assessment as part of Vancouver Area Smart Trek (VAST), the Urban Freeway Corridors Operations Study, and RTC's technical support for WA SB-5806 I-5 Legislative Task Force, C-TRAN's Mill Plain Bus Rapid Transit project development, and the Hood River Bridge EIS. In FY 2019, RTC's role in the Oregon Transportation Commission's Portland Metro Area Value Pricing Feasibility Analysis was as technical reviewer and stakeholder. RTC anticipates a continued role in Oregon's tolling plans as it affects both interstate corridors, I-5 and I-205. ODOT submitted a tolling application to FHWA on December 10, 2018 with a January 8, 2019 FHWA response requesting further detail and public outreach.
- **FAST Act Implementation:** With enactment of the federal FAST Act (December 2015) with its continued focus on the performance management structure established by its predecessor Act, MAP-21, RTC will continue to engage regional partners in reviewing and updating performance measure targets. RTC's current strategy is to support WSDOT in attaining the state's established statewide targets for performance measures. RTC will continue to address performance measure targets, data collection, and reporting systems to implement key policy goals of the Federal Transportation Act.
- **Partnership Building:** Building partnerships and linkages among like or affiliated agencies and groups is an important tool in facilitating collaborative regional planning and investment decision-making. RTC staff will continue to commit considerable effort to building information

sharing, research, and targeted project partnerships and alliances in order to facilitate maximum return on investment for regional, state, and locally funded transportation investments. RTC will continue to nurture and build upon existing partnerships with Oregon's Metro through the existing Bi-State Coordination Committee structure and with partners such as the Clark County Transportation Alliance, Columbia River Economic Development Council, Identity Clark County and Mid-Columbia Economic Development District. RTC will also continue to partner with RTC member agencies with RTC providing technical support and task work for these partners.

UNFUNDED PLANNING ACTIVITIES

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

- Complete an enhanced Regional Transportation Safety Analysis for highway, bicycle and pedestrian modes. Cost estimate: \$50,000.
- Additional Active Transportation planning beyond that to be included in the 2019 Active Transportation Plan. Work may include update to anticipated inventory of ATP system. Cost estimate: \$50,000.
- Columbia Connects Strategy - Participate in a coordinated regional study with Oregon and Washington planning partners. The Study's purpose is to evaluate a sub-district within the region in proximity to the Columbia River, and to develop a clear understanding of the economic and community interactions and conditions within this sub-district. Potential outcomes could include: define a shared set of desired economic outcomes and the strategies and investments to realize them, consistent with community values; to identify partnerships and stakeholders; and, define values and goals for the area and to identify the infrastructure and service needs and develop policy commitments, projects, and programs to enhance quality of life in the area. Cost estimate: \$50,000-\$100,000 (scope dependent).
- Additional freight study tasks including additional data collection and compilation, addressing regional freight issues and freight access. Cost estimate: \$25,000.
- Work with C-TRAN to update the regional Clark County High Capacity Transit System Study (2008) given C-TRAN's progress on Fourth Plain, Mill Plain and future Highway 99 Bus Rapid Transit corridors and updates to FTA's HCT programs. Cost estimate: \$50,000+
- Additional research and analysis on Dynamic Traffic Assignment (DTA) to support regional travel forecasting capabilities. Cost estimate: \$25,000.
- Bi-state corridor planning beyond efforts covered under the RTP, VAST, and Coordination and Management (Bi-State Coordination Committee) work elements. Cost estimate: \$25,000 to \$50,000 depending on scope of study.

1. REGIONAL TRANSPORTATION PLANNING PROGRAM

1A. REGIONAL TRANSPORTATION PLAN

The Regional Transportation Plan (RTP) for Clark County is the region's long-range transportation plan. The Plan's purpose is to promote and guide development of a multimodal transportation system for the efficient movement of people and goods, using environmentally sound principles and fiscal constraint. The Plan for Clark County covers a county-wide-area, the same area encompassed by the Metropolitan Area Boundary. To meet planning requirements, the RTP has a planning horizon of at least 20 years. Development of the RTP update began in 2017 and continued through 2018 with adoption of the Plan update anticipated for March 2019. The Plan update has a horizon year of 2040. The Plan maintains consistency between federal, state and local plans. The 2019 RTP is consistent with local land uses outlined in local Comprehensive Growth Management Plans. The RTP also reflects the Washington Transportation Plan in place at time of RTP adoption. The RTP is also compliant with the FAST Act, the current federal transportation act. The RTP addresses performance based planning and programming requirements with listing of federal performance measures and targets established to date. The Plan provides a vision for an efficient future transportation system and direction for sound transportation investments including an updated financial plan chapter. The updated Plan also provides additional detail regarding active transportation planning, addresses the impacts of technology on future transportation and has an updated list of identified transportation projects and transportation strategies.

In FY 2020, work will focus on implementing the Clark County RTP update.

Work Element Objectives and Activities: Regional Transportation Plan

- Develop and implement the Clark County RTP to comply with federal law and guidance including RTP updates or amendments to reflect changing land uses, demographic trends, economic conditions, financial trends, regulations and study results and to maintain consistency between state, local and regional plans. Regular update and amendment of the Regional Transportation Plan (RTP) is a requirement of the Federal Transportation Act, currently the FAST Act, and the state Growth Management Act (GMA). Existing federal laws require Plan update in air quality attainment areas such as Clark County at least every five years and the state requires the Plan be reviewed for currency every two years. Whenever possible, major update to the RTP for Clark County will be scheduled to coincide with update to the County and local jurisdictions' land uses in the comprehensive growth management plans. The RTP update process will address federal transportation policy interests and reflect the latest versions of statewide plans such as Washington's Transportation Plan (WTP), Highway System Plan (HSP), State modal plans and Corridor planning initiatives. At each RTP update, the results of recent transportation planning studies are incorporated and new or revised regional transportation system needs are identified and documented. RTP development relies on analysis of results from the 20-year regional travel forecast model as well as results from a six-year highway capacity needs analysis and 20-year transit planning. The Plan addresses the transportation priorities of the region.
- Address the federal planning factors required of the metropolitan planning process as listed on page xiii. The RTP (2019) provides an overview of how these factors are being addressed.

- Develop an RTP that complies with Washington's state law, the Revised Code of Washington (RCW), and guidance provided in the Washington Administrative Code (WAC).
- Use public input on transportation issues to develop the RTP.
- Reflect updated results from the Congestion Management Process. The latest monitoring report on the region's transportation congestion management is the 2017 Congestion Management Report (RTC Board adoption, July 2018); to be used as a tool to help the region make decisions on transportation project needs to be identified in the RTP.
- Address bi-state travel needs and review major bi-state policy positions and issues.
- Address regional corridors, associated intermodal connections and statewide intercity mobility services.
- Help maintain federal clean air standards consistent with the Clean Air Act Amendments 1990.
- Reflect regional freight transportation issues.
- Address active transportation, bicycling and pedestrian, modes.
- Describe concurrency management and its influence on development of the regional transportation system as well as concurrency's use as a tool to allow for the most effective use of existing transportation systems.
- Describe transportation system management and operations, Intelligent Transportation System (ITS) applications, as well as Transportation Demand Management (TDM) strategies and Commute Trip Reduction efforts to make a more efficient transportation system.
- Consult with environmental resource agencies and evaluate the environmental impacts and mitigation strategies related to the regional transportation system as required by FAST, the Clean Air Act and State laws.
- Develop an RTP with identified projects and strategies that can be implemented subsequent to RTP adoption through more detailed corridor planning processes and eventual programming of funds for project construction and implementation after programming of funds in the Transportation Improvement Program (TIP).
- Maintain consistency between state, regional and local transportation plans as required by the state's Growth Management Act. This includes certification of the transportation elements of local Growth Management Plans and their review for consistency with the RTP.
- Address planning for the future transit system guided by C-TRAN's 20-Year Plan, currently C-TRAN 2030 (June 2010, updated December 2016).
- Monitor transportation system performance and report on transportation system performance.
- Coordinate the RTP with regional and local land use plans. In Washington State, local jurisdictions address land use planning in Comprehensive Plans required by Washington State's Growth Management laws. The GMA established RTPO's as the venues for identifying regional priorities and coordinating transportation planning at all jurisdictional levels with local comprehensive plans. WSDOT encourages RTPOs to work as partners with local governments in the early stages of local comprehensive plan and countywide planning policy development to more effectively identify and resolve consistency issues.

Relationship to Other Work Elements: Regional Transportation Plan

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

FY 2020 Tasks and Products: Regional Transportation Plan

2019/20 will see RTC work to implement the updated RTP with focus on the Plan's modal elements.

- Federal Functional Classification – work with local jurisdictions and WSDOT to update the federal functional classification system and reflect any changes in the next RTP update.
- System Performance – Report on transportation system performance measures, monitoring and updates to targets set to guide transportation investment decisions, project and strategies identified in the RTP to address compliance with the federal FAST Act. The goal is to have a more effective investment process for federal transportation funds. RTC staff will continue to work with WSDOT, regional and local planning partners, including C-TRAN the local transit service provider, and other MPOs in the state. RTC will review updated state-set targets and, as updated targets are set, will consider whether to continue to support WSDOT in attaining WSDOT's established performance targets.
- Practical Solutions – RTC will continue to work with WSDOT to identify practical solutions to transportation issues in an effort to maximize benefits. This approach to identifying transportation solutions, including projects and strategies, will impact the list of transportation projects identified in next RTP update.
- Project Priorities – project and transportation strategy priorities identified in the RTP will be reviewed with possible re-evaluation of RTP 10 year project priorities.
- Safety – An update to the Safety Assessment for Clark County will be completed taking advantage of crash data compiled by the State and used in the performance monitoring and target setting process. RTC will work with local agencies to develop and implement Complete Streets/Safe Streets to ensure streets are designed for all users dependent on the context of the transportation facility.
- Transit – The RTP includes recommendations and guidance provided by the region's transit development plans, notably C-TRAN's Transit Development Program and 20-Year Transit Development Plan, C-TRAN 2030, (C-TRAN, June 2010; updated December 2016) and the Clark County High Capacity Transit System Study (RTC, December 2008). C-TRAN opened its first Bus Rapid Transit corridor, The Vine, in the Fourth Plain corridor in January 2017 and is now working on a second BRT corridor on Mill Plain. C-TRAN and RTC Board members have suggested RTC and C-TRAN should work together to review and update the Clark County High Capacity Transit System Study (RTC, December 2008) to reflect changes in national HCT policy

and funding programs and to document C-TRAN's progress in developing and implementing HCT corridors.

- **Efficiencies** – It is recognized that the most efficient use of the existing transportation system can be realized through implementation of Transportation Demand Management (TDM) and Transportation System Management strategies. RTC will continue to coordinate with planning partners in developing the Congestion Management Process, Transportation System Management and Operations through RTC's VAST program (see VAST element) and Commute Trip Reduction plans. The solutions identified in these TDM and TSM Plans are an important part of RTP transportation strategies to meet travel demands. TDM planning in the region uses a broader definition of demand management and identifies policies, programs and actions including use of commute alternatives, reducing the need to travel as well as spreading the timing of travel to less congested periods, and route-shifting of vehicles to less congested facilities or systems.
- **The Regional and Local Commute Trip Reduction Plans** were last updated in 2015. RTC works with local partners to implement transportation demand strategies outlined in local and regional Commute Trip Reduction plans. Affected local jurisdictions, as currently determined by the State's CTR law, are: Vancouver, Camas, Washougal, and unincorporated Clark County. Local and Regional CTR Plans, as well as a Downtown Vancouver Growth and Transportation Efficiency Center (GTEC) Plan, were initially adopted by RTC in October 2007 with minor updates in 2013 and 2015.
- **Active Transportation** – The RTP reflects work with local jurisdictions and agencies to ensure that bicycling and pedestrian modes are addressed. RTC will continue to work with local partners to plan for pedestrian and bicycle policies and transportation needs to support transportation options, community quality and health. Though the 2019 RTP includes enhancements to the Active Transportation section, planning partners requested that RTC work in FY 2020 to complete a regional Active Transportation Plan. See separate Active Transportation Plan UPWP element description.
- **Changing Demographics and Lifestyles** – the 2019 RTP update addresses changing demographics and lifestyles and how these will affect transportation demand in the region. In FY 2020, RTC will continue to monitor demographic trends and work with local agencies and institutions, such as the Clark County Commission on Aging and Accessible Transportation Coalition Initiative, to implement transportation recommendations to meet transportation needs.
- **Human Services Transportation Planning** - The process to develop the region's Human Services Transportation Plan and human services transportation project priorities is led by RTC with the latest HSTP for Clark, Skamania and Klickitat Counties update adopted in November 2018 to support funding applications for WSDOT's consolidated public transportation grant program. RTC will continue to coordinate with local stakeholders and human service transportation providers to address the special transportation needs of the elderly, people with disabilities, and low-income populations. The HSTP prioritizes special needs transportation projects across all three counties of the RTC RTPO region in preparation for biennial statewide Consolidated Grants Program applications. Under federal law, HSTPs must be updated at least every four years with RTC's next HSTP update due in late 2022 (FY 2023). RTC will continue to be

involved in the Accessible Transportation Coalition Initiative (ATCI) which brings together stakeholders with interest in and representative of communities with special transportation needs.

- Freight Transportation – Elements of the Clark County Freight Mobility Study (RTC, December 2010) are incorporated into the RTP to ensure that the significance of freight transportation and its importance to the local economy is documented. RTC will continue to prepare materials relating to freight transportation and work with partners and business interest groups, such as Identity Clark County and the FACT Coalition, to focus attention on needed multi-modal freight investments and critical economic corridors within the region. RTC will work with local partners to determine whether there is opportunity to apply for freight grant funds including the federal INFRA program. RTC will also coordinate with WSDOT's Freight Division to inform WSDOT of freight needs in the region and with the Freight Mobility Strategic Investment Board (FMSIB). It is likely that in the latter part of FY 2020, RTC will work with planning partners to scope an update to the region's Freight Transportation Plan which will be integrated into the next RTP update.
- Economic Development – RTC will continue to work with the Columbia River Economic Development Council (CREDC) to support implementation of its Clark County Comprehensive Economic Development Plan and to determine transportation needs at a regional level that can specifically support economic development. RTC will coordinate with CREDC on an update to the Employment Land Study due in 2019. RTC will compile data relating to economic analysis including GDP, employment by industry, unemployment rates, wages and salary changes, household income, commuting patterns, development permits, housing construction, to inform the transportation planning process and to support transportation funding applications.
- Emerging Transportation Technologies - Regional transportation system development is at an evolutionary point where emerging transportation technologies that can impact transportation networks and performance are developing rapidly. RTC will continue to be aware of emerging technologies and their use to serve transportation mobility, access and equity for passenger, freight and goods movement.
- Air Quality and Climate Change – Strategies to reduce Vehicle Miles Traveled per capita and to help reduce greenhouse gas emissions were addressed as part of the requirements of RCW 70.235.020, RCW 47.01.440 and Governor's Executive Order 09-05 – Washington's Leadership on Climate Change now superseded by Governor's Executive Order 14-04. RTC will continue to address VMT reduction strategies as part of the regional transportation planning process.
- Corridor Planning –RTC will continue to coordinate with and support WSDOT in corridor planning and Transportation System Management and Operations (TSMO) implementation including WSDOT's ramp signal program. WSDOT is currently working on corridor studies of I-205 and SR-500/Fourth Plain Boulevard. The Discovery Corridor Adaptive Infrastructure Study is led by the City of Ridgefield and RTC will support the Study's technical and data needs. RTC will also provide technical support for the WA SB-5806 I-5 Legislative Task Force addressing I-5 Interstate Bridge replacement. In FY 2020, regional partners will be preparing for the closure of the I-5 bridge, northbound span, for a period of two weeks in September 2020 to replace a cracked trunnion. Work will include coordination with transit agencies and Transportation Demand Management options.

- Financial Plan – The financial Plan section of the RTP includes costs of system maintenance, preservation, safety improvement and operating costs. RTC will continue to work with local and state transportation interests to bring attention to transportation system funding needs.
- Consistency – RTC will continue work with planning partners to maintain consistency between state, local, and federal transportation plans. Certification of the transportation elements of the cities' and county's comprehensive growth management plans is required under Washington State's Growth Management Act and RTC will continue to work with local jurisdictions as certifications are requested.
- Consultation between RTC, state and federal environmental agencies to address environmental mitigation strategies as part of the RTP process will continue as well as coordination with tribal governments. (Ongoing)
- The RTP development and implementation process involves the Regional Transportation Advisory Committee whose members provide technical review and recommendations for the RTP work element with RTC staff providing informational briefings. The RTC Board is also updated, as needed, on the RTP and its components. At monthly Board meetings, time is set aside to allow citizens to comment on metropolitan transportation planning issues (ongoing).
- RTC involves the public in development of the metropolitan transportation planning process and, in particular, in development of RTP elements. Opportunities for public participation are offered with website information, media releases, communication with neighborhood groups, and stakeholders on the regional transportation planning process. Consultation with interested resource agencies and tribes with interests in the transportation system in the Clark County region continues. RTC will continue to explore opportunities to procure student project assignments to help develop elements of the RTP.

FY 2020 Funding: Regional Transportation Plan Work Element

FY 2020 Revenues:

	\$
• Federal FHWA PL	\$125,200
• Federal FTA	\$39,400
• Federal STBG	\$150,000
• State RTPO	\$30,344
• Other Local Funds	\$12,486
• MPO Funds	\$30,234
	<hr/>
	\$387,664

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

FY 2020 Expenses:

	\$
• RTC	\$387,664
	<hr/>
	\$387,664

Minimum required match:

\$49,099

1B. TRANSPORTATION IMPROVEMENT PROGRAM

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

Work Element Objectives and Activities: Transportation Improvement Program

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

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

Relationship to Other Work Elements: Transportation Improvement Program

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

FY 2020 Tasks and Products: Transportation Improvement Program

- Development of the RTC's 2020-2023 Transportation Improvement Program will be coordinated with planning partners, the public given opportunity to comment on TIP process and projects and the adopted TIP will include programming of projects for all four years. Performance based planning and programming, including performance targets, will be incorporated in the TIP as federal timelines mandate. *(Fall 2019)*
- Update the Transportation Programming Guidebook; TIP Policies and Procedures, if warranted.
- TIP amendments as necessary. *(Ongoing)*
- Coordination of regional transportation projects for federal and statewide competitive programs. *(Ongoing)*
- Reports on tracking of TIP project implementation and obligation of funding for TIP programmed projects. More information on development of a project database to help project tracking efforts is found in the Data/Forecast work element. *(Ongoing)*
- Provide input to update the State Transportation Improvement Program (STIP). *(Ongoing)*
- Public participation in TIP development including providing information and ability to comment online. *(Ongoing)*

FY 2020 Funding: Transportation Improvement Program

FY 2020 Revenues:

	\$
• Federal FHWA PL	\$50,080
• Federal FTA	\$15,760
• Federal STBG	\$28,000
• State RTPO	\$12,138
• Other Local Funds	\$0
• MPO Funds	\$12,093
	<hr/>
	\$118,071

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

FY 2020 Expenses:

	\$
• RTC	\$118,071
	<hr/>
	\$118,071

Minimum required match:

\$14,646

1C. CONGESTION MANAGEMENT PROCESS

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

Work Element Objectives and Activities: Congestion Management Process

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

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

Relationship to Other Work: Congestion Management Process

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

FY 2020 Tasks and Products: Congestion Management Process

- A Congestion Management Process that includes all six CMP elements as outlined in 23 CFR Part 450 Sec. 320). (*Ongoing*)
- Updated traffic counts, turning movement counts, vehicle classification (truck) counts, travel delay and other key data for numerous locations throughout Clark County. Data updates will come from new counts and the compilation of traffic count information developed by the state and local transportation agencies. New and historic data will be made available on RTC's web site (<http://www.wa.gov/rtc>). Traffic count data is separated into 24 hour and peak one-hour (a.m. and p.m. peak) categories. Scans of traffic counts are stored to help meet other needs and to help future regional travel forecast model enhancement and update. (*Ongoing*)
- Update other CMP corridor data including auto occupancy, roadway lane density, vehicle classification (truck counts), transit ridership, transit capacity, travel time and speed. Data should support the CMP, concurrency and/or other regional transportation planning programs. (*Ongoing*)
- Compare the most recent data with data from prior years (dating back to 1999) to support identifying system needs and transportation solutions as well as monitoring of impacts of implemented improvements. (Summer 2019)
- An updated annual Congestion Management Report (Summer 2019).

- Provide information to Federal Highway Administration to help in FHWA's assessment of the Congestion Management Process. *(As needed)*
- Communicate with Metro on RTC's Congestion Management Process and keep informed on development of Metro's Congestion Management Process. *(Ongoing)*
- Plan for regional freight and commercial needs including data collection and reporting. *(Ongoing)*

FY 2020 Funding: Congestion Management Process

FY 2020 Revenues:

	\$
• Federal FHWA PL	\$50,080
• Federal FTA	\$15,760
• Federal STBG	\$28,000
• State RTPO	\$12,138
• Other Local Funds	\$0
• MPO Funds	\$12,093
	<hr/>
	\$118,071

FY 2020 Expenses:

	\$
• RTC	\$93,071
• Consultant*	\$25,000
	<hr/>
	\$118,071

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

Minimum required match:

\$14,646

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

1D. VANCOUVER AREA SMART TREK PROGRAM

The Vancouver Area Smart Trek (VAST) program encompasses the ongoing coordination and management of regional Transportation System Management and Operations (TSMO) and Intelligent Transportation System (ITS) activities. The VAST program, which focuses on ITS planning, projects and infrastructure, has been managed by RTC since its inception in 2001.

The TSMO Plan guides the implementation of operational strategies and supporting Intelligent Transportation Systems (ITS) technologies for Clark County and presents a strategic framework for accomplishing transportation system management objectives. It also supports future ITS technology investments and capital improvements necessary to accomplish those objectives. RTC published the first VAST TSMO Plan in 2011 as well as a plan update in 2016. The original plan provided a 10-year vision; the 2016 Plan update provides a 5-year view that better reflects both the nature of TSMO strategies as viable near-term solutions to operational deficiencies as well as the rapid evolution of ITS technologies and operations practices.

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

Transportation System Management and Operations

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

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

The Clark County TSMO Plan provides a strategic framework to guide transportation system management objectives. The Plan builds upon a proven reputation of success and national leadership in interagency coordination. It informs future ITS technology investments and capital improvements necessary to support the objectives over the next 10 years. The 2016 TSMO Plan update has three main sections: 1) emerging operational issues and trends that will impact the future direction of transportation systems management and operations; 2) a description of operational and technology improvements on the transportation system since the 2011 TSMO Plan and envisioned in the future and; 3) an implementation plan, which documents the ITS communications and equipment needed to build the improvements and support system management and operations.

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

Intelligent Transportation Systems

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

Work Element Objectives and Activities: VAST

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

operations policies, preparation of joint funding applications, and managing consultant technical support for the VAST program.

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

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

Relationship to Other Work Elements: VAST

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

FY 2019/2020 Tasks and Products: VAST

- Coordinate all VAST activities within Clark County and with Oregon. *(Ongoing)*
- Facilitate the activities of the three VAST related committees. *(Ongoing)*
- Report on the overall effectiveness of the VAST program. *(Ongoing)*
- Maintain the Regional ITS Architecture for the VAST program. Conduct assessment of current ITS architecture; that will include a technical evaluation that identifies service packages that need to be updated or added, especially for connected and autonomous vehicles. Develop an approach and scope for a full architecture update using the most recent National ITS Reference Architecture and ART-IT. *(Ongoing)*
- Work to incorporate the connected and autonomous vehicles element into the next Regional ITS Architecture update.
- Implement ITS technologies and operational strategies on the TSMO corridor(s) within the budget available. *(Ongoing)*
- Work to determine need for the development of regional policies for the consideration of operational strategies.
- Coordinate with the VAST partners to complete a 10-year ITS network needs assessment which focuses on the non-fiber component of communications such as the data layer, network topology, and data processes.
- Update and expansion of Portal to include more partner agencies. Collaboration with partner agencies will also address ongoing refinement of Portal to improve data quality, visual interface and usability. *(Ongoing)*
- Manage the ITS element of the work program, including preparation of memoranda of understanding for coordinated ITS implementation, interlocal agreements, and operational and maintenance agreements, fiber sharing permits and other coordination needed between partner agencies to deploy ITS projects. *(Ongoing)*

- Develop policies for operational requirements, acceptable use, security and other policies for the shared ITS network. *(Ongoing)*
- Build-on addition of Clark County onto the bi-state regional ITS network by expanding the number of VAST agencies using it to send real-time data to the Portal data archive.
- Coordinate with VAST agencies to complete agreements with a single data vendor for the common management, maintenance and data entry for the asset management database to support continued expansion of the shared communications assets mapping system.
- Implement the OSP Web Application tool to facilitate ease of access for VAST partner use of the asset management database.
- Update, maintain and utilize the database as new fiber projects are completed. *(Ongoing)*
- Adopt standards for fiber, equipment, and infrastructure based on priorities set by the Communications Infrastructure Committee. *(Ongoing)*
- Regional ITS goals and policies for the Clark County region and for bi-state ITS issues. *(Ongoing)*
- Manage consultant technical support activities as needed. *(Ongoing)*

FY 2019/2020 Funding: VAST

FY 2019/20 Revenues:

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

FY 2019/20

Expenses:

	\$
• RTC	\$132,832
• Consultants*	\$140,000
	<u>\$272,832</u>

Federal \$ are matched by State and local MPO Funds. *Minimum required match:* \$36,832

Consultants* estimated \$140,000 per year for consultant program assistance and Portland State University Portal.

1E. SKAMANIA AND KLICKITAT RTPO

The regional transportation planning work program for Skamania and Klickitat Counties was established in FY 1990 when RTC was designated as the Regional Transportation Planning Organization (RTPO) for Clark, Skamania and Klickitat counties. The Skamania County and Klickitat County Transportation Policy Committees meet regularly to discuss regional transportation issues and concerns. RTC provides transportation planning technical assistance for each County in addition to developing Regional Transportation Plans and monitoring transportation system performance. The Skamania County and Klickitat County Regional Transportation Plans were initially adopted in April 1995 with the most recent updates adopted in November 2018. Development and traffic trends are monitored and the regional transportation planning database for the region is kept up to date.

Work Element Objectives and Activities: Skamania and Klickitat RTPO

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

Relationship to Other Work Elements: Skamania and Klickitat County RTPO

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

FY 2020 Tasks and Products: Skamania and Klickitat RTPO

- Continued development of a coordinated, technically sound regional transportation planning process. *(Ongoing)*

- Continued development of a technical transportation planning assistance program. *(Ongoing)*
- Development of the 2020-2023 Regional Transportation Improvement Program. *(Fall 2019)*
- Review of Regional Transportation Plans. *(Fall 2019)*
- Provide technical support needed for the Hood River Bridge EIS.
- Gather data and update the regional transportation database. *(Ongoing)*
- Regional freight and commerce planning and data collection and reporting. *(Ongoing)*

FY 2020 Funding: Skamania and Klickitat RTPO

FY 2020 Revenues:

	\$
• State RTPO	\$45,310
	<u>\$45,310</u>

FY 2020 Expenses:

	\$
• RTC	\$45,310
	<u>\$45,310</u>

1F. URBAN FREEWAY CORRIDORS OPERATIONS STUDY

The Urban Freeway Corridors Operations Study will analyze near term operational, system management improvements, transit enhancements and other multimodal improvements on approximately 35 miles of urban freeways in the Vancouver region that could serve to make the transportation system operate more efficiently and predictably. The strategies could include approaches to get the most out of the existing system by using traffic management tools to optimize the flow of traffic and maximize available capacity as well as low cost capital improvements to address bottlenecks and merge weave conflicts. These improvements could also supplement future planned capital improvements in the study corridors.

While the overall scope of the study will encompass the Vancouver urban area freeway system, an important focus of the study will be on the I-5 corridor from the Columbia River to 179th Street, which was identified in RTC's Congestion Management Process as a crucial need to address as bi-travel demand continues to increase. The study will analyze, identify and recommend implementation of low-cost multimodal operational strategies for the Clark County transportation system

Strategies to improve transportation system management and operations (TSMO) provide a way to better manage roadways to get more efficiency out of the existing system. TSMO strategies are generally lower cost, can be implemented more quickly than capital projects and can reduce the impacts of congestion by reducing delay and improving travel time reliability.

Between 2011 and 2016, Clark County's population increased by almost 36,000 people, more than 8%. The Portland/Vancouver region added over 116,000 jobs, an increase of almost 10.5%, during the same time period. This growth is forecast to continue with population growing from 460,000 today to 600,000 in 2040. Past growth and future trends, as well as an improving economy over the last 5 years, are reflected in worsening traffic congestion on Clark County freeways.

WORK ELEMENT OBJECTIVES: UFCOS

- Investigate a wide range of transportation operational management strategies including regional management and operations, roadway management and operations, transit management, and traveler information.
- A key foundational task for the operational study is the Regional Origin Destination Study. . It is a separate effort that will identify access locations onto and leaving the freeway system and trip patterns at interchanges in the study area. O-D analytical tools developed in support of the UFCOS will also be utilized for other study areas identified by WSDOT.
- Specific strategies will include technology based advanced traffic management (ATM) techniques. ATM is intended to dynamically manage regular and non-recurring congestion based on current and predicted traffic conditions. ATM strategies include: adaptive ramp metering, dynamic speeds and dynamic lane control, and queue warning.
- Consider integrated corridor management (ICM) strategies. Similar to ATM, ICM relies on advanced technology and real time roadway information for a common management approach to parallel roadway facilities in a single travel corridor. The study will identify applicable corridors for ICM treatment and make recommendations on corridors, segments, and improvements for implementation.
- Evaluate low cost capital improvements that could address geometric constraints including bottlenecks and safety. Options could include ramp modifications, lane extensions, and mainline

reconfiguration/restriping improvements that would balance capacity, reduce weaving and merging conflicts, or other operations efficiencies.

- Assess current and planned transit service in the study corridors and consider the role of transit enhancements as standalone improvements or to supplement technology based strategies. It will include improved or expanded transit service along with bus on shoulder as a mobility improvement strategy.
- Research and document a range of transportation demand management strategies to determine their contribution and role in managing mobility in the corridor.
- A summary of the study activities and tasks is provided below:
 - Analysis of data from the Regional Origin Destination Study
 - Data collection including volumes, speeds, crashes, truck percentages, and roadway geometrics
 - Traffic operational analysis
 - Physical roadway constraints and opportunities for operational improvements
 - Identification and screening of operational strategies and transit enhancements
 - Identify hot spot bottlenecks including identification existing operations, problem statement, project description, estimated cost, and potential operational/safety benefit.

RELATIONSHIP TO OTHER WORK ELEMENTS: UFCOS

The UFCOS supports goals for the efficiency, safety, and performance of the multimodal transportation system as defined in the Regional Transportation Plan and is consistent with the mix of transportation strategies needed to address future transportation system issues. It also relates to the VAST TSMO/ITS Work Program and the Congestion Management Process in that it will first consider transportation management, operational, and transit strategies to address system performance. The UFCOS is similar to the ODOT-completed Corridor Bottleneck Operations Study (CBOS). WSDOT is working with ODOT on the I-205 corridor.

FY 2019/20 PRODUCTS: UFCOS

- Conceptual design and cost estimates.
- A prioritized set of findings and recommendations on an integrated set of low cost capital improvements and strategies for implementation.
- Final report atlas of 1-page project fact sheets and 3 to 4-page summaries for each project.

FY 2020 Funding: UFCOS

FY 2020 Revenues:

	\$
• Federal STBG	\$215,000
• Local Funds	\$33,555
	\$248,555

FY 2020 Expenses:

• RTC	\$40,000
• Consultants	\$208,555
	\$248,555

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

Minimum required match: \$33,555

1G. REGIONAL ACTIVE TRANSPORTATION PLAN

In 2019 RTC will develop an Active Transportation Plan for the Clark County region which on its completion will become an integral part of the Regional Transportation Plan for Clark County. Work will be carried out by RTC in coordination with planning partners and likely with consultant assistance. Scoping for the Plan will begin in spring 2019 (FY2019).

RTC will rely on input from planning partners as well as stakeholder groups such as the Clark Communities Bicycle and Pedestrian Advisory Committee which meets monthly, Vancouver's Bicycle and Pedestrian Stakeholder Group, the Accessible Transportation Coalition Initiative (ATCI) and the Clark County Health Equity + Active Transportation Network all of which RTC coordinates with on a regular basis. The State Growth Management Act requires that two components relating to active communities be addressed in local growth management plans: (1) a pedestrian and bicycle component, and (2) land use policies that promote greater physical activity.

Work Element Objectives and Activities

- Assess Active Transportation Plan components including current data and information availability and information gaps. Work with planning partners to determine the most useful and useable information they wish to see included in a regional Active Transportation Plan.
- Develop an Active Transportation Plan for the Clark County region. The Plan is to address active transportation policies, benefits of active transportation, data availability and needs, active transportation network inventory, mapping, connectivity, project needs and priorities, design considerations, funding issues and Plan implementation. The Plan will address coordination with existing plans and programs including:
 - Comprehensive plans and Transportation System Plans of local jurisdictions
 - ADA compliance
 - Complete Streets
 - Pedestrian and bicycle safety and mobility
 - Non-motorized performance measures
 - Safe Routes to School
 - Transit access
 - Regional trails
 - Health of the community
 - Environmental Justice and equity issues
- Coordinate with regional decision-makers through the Regional Transportation Advisory Committee in Clark County and the RTC Board of Directors.
- Coordinate with Washington State Department of Transportation (WSDOT) to learn of data availability, funding opportunities, and statewide decision-making regarding Active Transportation planning.
- Stakeholder and public engagement and outreach on active transportation issues.

Relationship To Other Work Elements

The ATP relates to the Regional Transportation Plan for Clark County, the Metropolitan Transportation Improvement Program for project programming, Coordination and Management with involvement of planning partners, stakeholders and public.

WSDOT is currently developing a statewide ATP scheduled for completion in December 2019 and the City of Vancouver will be underway with an update to its Transportation System Plan in 2019.

FY 2020 Tasks and Products

- A regional Active Transportation Plan (ATP) for Clark County which will become a component of the Regional Transportation Plan for Clark County.

FY 2020 Funding: Active Transportation Plan

FY 2020/21 Revenues:

	\$
STBG	\$100,000
Local Match	\$15,607
Total	<u>\$115,607</u>

FY 2020/21 Expenses:

	\$
RTC and Consultant	\$115,607
	<u>\$115,607</u>

Federal STBG funds are programmed in the MTIP in anticipation of developing the ATP

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

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

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

Regional Transportation Data and Travel Forecasting

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

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

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

- Assist local jurisdictions in analyzing data and information from the regional transportation data base in updating and implementing Comprehensive Plans required under the state's Growth Management Act, capital facilities plan development and transportation concurrency.
- Maintain and update RTC's computer equipment and software.
- Regularly update the content of RTC's website as the region's primary public participation, information and outreach platform for transportation allowing public access to the regional transportation planning program.
- Investigate the application of multimodal cost benefit analysis packages and the potential application to the Regional Transportation Plan. Continue to develop data, including vehicle miles traveled (VMT) and vehicle occupancy measures, for use in air quality and Commute Trip Reduction (CTR) planning.
- Use the newly developed regional Economic Value Atlas (EVA) tool, developed by Metro and the Brookings Institution, to assist in the analysis of data and information to help transportation planning efforts, especially as transportation investments relate to economic development issues.

(a.2.) Regional Transportation Data: FY 2020 Tasks and Products

- Update regional data from sources such as the U.S. Census, including Census Transportation Planning Products (CTPP) and the American Community Survey (ACS), as well as the National Household Travel Survey (NHTS). (Ongoing)
- Analysis of Clark County transportation information. The main elements include: transportation measures, use of highway by travel length, peak spread, transit related data and information, and work trip analysis. Trip analysis and travel time calculations are used to address environmental justice issues. (Ongoing)
- A project database with completed and planned transportation projects is being developed. The project database is designed to complement the TIP and RTP work elements. Initially, the database will include information on the STBG and CMAQ funded projects and is planned to include all proposed RTP projects to enable information and data retrieval for these projects. The intention is to eventually make the project information easily accessible on RTC's website.
- Compilation and analysis of data relating to minority and low income populations to support transportation plans for the region, plans for specific corridors, and for specific Title VI requirements. (Ongoing)
- Transition from Arc-Info to use of Arc GIS PRO and continue to integrate transportation planning and GIS data. (Ongoing)
- Coordination with Clark County on maintenance and update of the highway network, local street system and federal functional classification system in a GIS coverage. (As needed)

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

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

- Coordinate with local jurisdictions, state agencies and Metro to develop the regional travel forecast model. The travel forecast model is used as a tool to help analyze the transportation system in the region; its output used to identify deficiencies in the regional transportation system, to develop performance measures and standards and to assess transportation demand management and transit planning applications.
- Increase the ability of the existing travel forecasting procedures to respond to informational needs placed on the forecasting process to inform state, regional and local transportation planning. The transportation model needs to be able to respond to emerging issues including: concurrency, peak hour spreading, latent demand, design capacity, performance measures, air quality, growth management, and life-style changes. Staff will continue to research and assess travel forecast model enhancement and enhanced modeling software and tools to further develop traffic operational modeling capabilities and true dynamic assignment techniques that are increasingly important in evaluating new planning alternatives, such as High Occupancy Vehicle operations and impacts, Intelligent Transportation System impact evaluation, congestion pricing analysis, and concurrency analysis.
- Provide a forum for local model developers and users to meet and discuss model development and enhancement.
- Participate in the Oregon Modeling Steering Committee (OMSC), organized as part of the Oregon Travel Model Improvement Program (OTMIP), to keep informed about model development in Oregon and the Portland region.
- Assist WSDOT and local agencies by supplying regional travel model data for use in local planning studies, environmental analyses, development reviews, Capital Facilities Planning and Transportation Impact Fee program updates. RTC will provide WSDOT with transportation model data and analysis to support project design and implementation.

(b.2.) Regional Travel Forecasting Model: FY 2020 Tasks and Products

- Continue to coordinate with Metro on use and development of Metro's regional model and to

ensure input model data, including census demographic data and land uses, are current. RTC will work with Metro to refine travel forecast methodology using EMME4 and will continue to work with Metro to assess the most useful modeling tools for use in the region. RTC will also coordinate with Metro in updating the regional travel forecast model code and structure, as needed. (Ongoing)

- Use regional travel forecasting model data to support RTC's RTP implementation and TIP development, development of state multimodal plans and support for corridor planning studies and local sub-area modeling, Transportation System Management and Operation (TSMO) applications, and C-TRAN's 20-year Transit Development Plan. (Ongoing)
- Continue to expand RTC's travel modeling scope. In FY 2020, RTC's modeling practices will focus on subarea modeling practice to assist local jurisdictions in updating local Transportation System Plans and to assist Clark County in project analyses. RTC will coordinate with smaller city members to define appropriate sub-area models derived from RTC's regional model that will better support their analytical needs. If necessary, RTC will extend subarea modeling to mesoscopic modeling. These subarea modeling practices will include more detailed street system resolution than the RTP's highway network and land use allocations will be to sub-TAZs. RTC will work to validate assigned traffic volumes and estimate the future traffic demands for sub-TAZs. Mesoscopic modeling techniques can be used in combination with Dynamic Traffic Assignment (DTA) tools to measure not only street link performance but also intersection performance.
- Research into development of enhanced operational modeling applications and emerging true dynamic assignment techniques increasingly important in evaluating new planning alternatives. When research is concluded, staff will make recommendations regarding the development and implementation of new dynamic modeling tools and their application within RTC's regional transportation analysis role.
- Apply DTA-Lite (one of the DTA tools sponsored by FHWA) to selected subareas/corridors segments and evaluate transportation system performance by time-dependent measures. DTA-Lite has already been used in this region in the City of Vancouver's Westside Mobility Strategy project. Develop a formal procedure for the subarea modeling with DTA-Lite and time dependent performance measures.
- Re-calibration and validation of regional travel forecast model. (As needed)
- Review and update of model transportation system networks, including highway and transit. (Ongoing)
- Documentation of regional travel forecasting model procedures. (Ongoing)
- Continue implementation of interlocal agreements relating to use of RTC's regional travel forecast model and implementation of sub-area modeling. (As needed)
- Host Transportation Model Users' Group (TMUG) meetings. (As needed)

Air Quality Planning: Introduction

In an effort to improve and/or maintain air quality, the federal government enacted the Clean Air Act Amendments in 1990. RTC's region is now in attainment status for both Ozone and Carbon Monoxide (CO).

Under both the 1997 and 2008 Ozone National Ambient Air Quality Standards (NAAQS), the Vancouver/Portland Air Quality Maintenance Area (AQMA) is designated as in “attainment” for Ozone. With the revocation of the 1-hour Ozone NAAQS on June 15, 2005, regional emissions analyses for ozone precursors in RTC’s Plan (RTP) and Program (TIP) were no longer required.

For Carbon Monoxide (CO) NAAQS, the Vancouver AQMA was redesignated to attainment with an approved 10-year maintenance plan in 1996. In January 2007, the Southwest Clean Air Agency submitted a CO Limited Maintenance Plan (LMP) to the Environmental Protection Agency for the second 10-year period. The EPA approved this LMP the following year. Based on the population growth assumptions contained in the Vancouver Limited Maintenance Plan (LMP) and the LMP’s technical analysis of emissions from the on-road transportation sector, it was concluded that the area would continue to maintain CO standards. As of October 21, 2016, the Vancouver AQMA successfully completed the 20-year “maintenance” period and is no longer required to make a conformity determination.

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

- Monitor federal guidance on the Clean Air Act and state Clean Air Act legislation and implementation of requirements. This includes addressing any issues concerning attainment status for Carbon Monoxide (CO) for the Vancouver Air Quality Maintenance Area and the “attainment” area for ozone based on the Environmental Protection Agency’s (EPA’s) eight-hour ozone standard.
- If needed, program identified Transportation Control Measures (TCMs) in the metropolitan Transportation Improvement Program (TIP).
- Cooperate and coordinate with State Department of Ecology in research and work on air quality in Washington State and provide support for the Governor’s Executive Order 09-05 and RCW 80.80, RCW 70.235.020 and RCW 47.01.440 relating to climate change, greenhouse gas and Vehicle Miles Traveled reduction goals. RTC is one of the four affected RTPOs in Washington State required to collaborate and engage with Washington State Department of Transportation (WSDOT) to implement Sections 2a and 2b of Governor’s Executive Order 09-05 – Washington’s Leadership on Climate Change. The requirements in RCW 47.01.440 relates to statewide reductions in vehicle miles traveled (VMT), RCW 70.235.020 and chapter 173-441 WAC relates to limiting and reporting of greenhouse gas (GHG) emissions. Subsequent policy directives in state and federal requirements will also be addressed. (Ongoing)
- Coordinate with Southwest Clean Air Agency (SWCAA) depending on current air quality laws and air quality status. RTC’s responsibilities include, if needed, transportation emissions estimates, and conformity determination for regional plans and programs and for adoption of TCMs for inclusion in the MTP and MTIP.
- Although it is not mandatory, RTC will continue to coordinate and cooperate with air quality consultation agencies: DOE, EPA, FHWA, FTA, WSDOT, and SWCAA when needed on any new regulatory and technical requirements that may affect the AQMA as well as emerging issues related to air quality and transportation such as potential PM_{2.5} conformity requirements. RTC will consult with the agencies if requested in the review, update, testing, and use of the Motor Vehicle Emissions Simulator emissions (MOVES) model to ensure accuracy and validity of model inputs for the Clark County region and consistency with state and federal guidance.

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

(c.2.) Air Quality Planning: FY 2020 Tasks and Products

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

Transportation Technical Services

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

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

(d.2.) Transportation Technical Services: FY 2020 Tasks and Products

- Fulfill local jurisdictions' needs for travel modeling and analysis. (Ongoing)
- Use output from the regional travel forecast model in local transportation concurrency analyses. A regular travel model update procedure for base year and six-year travel forecast is established that can be used in concurrency programs. As part of the process, the travel model is used and applied in the defined transportation concurrency corridors to determine available traffic capacity, development capacity and to identify six-year transportation improvements. (As needed)
- Travel Demand Forecast Model Workshops will be organized and held as needed. Invitees will include staff of local agencies and jurisdictions. These will help to improve understanding of travel demand modeling issues and new advances to promote efficiencies in use of the model in

our region. (As needed or requested)

- Use of model results for local development review purposes.
- Technical support for the comprehensive growth management planning process in the Clark County region. An updated Clark County Comprehensive Plan was adopted in June 2016. (Ongoing and as needed)

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

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

FY 2020 Funding: Regional Transportation Data and Travel Forecasting

FY 2020 Revenues:

	\$
• Federal FHWA PL	\$269,180
• Federal FTA	\$84,710
• Federal STBG	\$150,500
• State RTPO	\$65,239
• Other Local Funds	\$26,660
• MPO Funds	\$65,002
	<u>\$661,291</u>

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

FY 2020 Expenses:

	\$
• RTC	\$625,291
• Interlocal agreement with Metro for model development	30,000
• Computer Equipment <i>Purchase with RTPO funds</i>	\$6,000
	<u>\$661,291</u>

Minimum required match: \$78,720

2B. HOUSEHOLD TRAVEL SURVEY

The most recent household activity and travel behavior survey for Clark County was conducted during the fall of 2009. The 2009 survey consisted of a revealed preference survey based on a 24-hour household activity and travel diary. The survey provided data for the regional travel demand model, the assessment of current activity and travel patterns, and for the estimation of future activity and travel under various policy scenarios. The effort improved planners' and policy makers' abilities to evaluate impacts of future policies and actions on travel patterns and transportation facility use. Since the 2009 survey, the travel behavior and choices of Clark County residents have changed in response to quickly evolving technology, new travel options, changing demographics and societal trends necessitating an updated travel behavior survey.

As in past surveys in 1994 and 2009, RTC will be working in coordination with Oregon partners, including Metro and ODOT, as the next Oregon Household Activity Survey (OHAS) is developed. This will ensure data compatibility in the bi-state region and will allow for joint model development and economics of scale. RTC staff is working with planning partners on both sides of the Columbia River on a project scope and schedule that will support fielding a household travel survey in 2020. RTC staff will be working closely with member jurisdictions during this project.

Work Element Objectives

- Conduct an updated activity based travel survey to inform the regional transportation planning process and enable update and re-calibration of the regional travel forecasting model.
- The survey will provide data for the following travel modeling objectives:
 - To improve the conventional 4-step travel models (trip generation, trip distribution, mode split, and assignment).
 - To develop the tour-based travel models for estimating and predicting trip chaining behavior associated with congestion, fuel price increase, and mode choice.
 - To respond to differences in the local urban environment, such as street and sidewalk design, land use types, housing types, etc.
 - To measure the relationships between household characteristics and mode choices for transit planning and analysis.
 - To respond to the question of household location choices associated with life cycle, car ownership, mode choice, and other exogenous effects of transport cost and travel time changes.
 - To estimate car ownership and car utilization associated with congestion, road and fuel pricing, and air quality control.
 - To develop quantitative methods to respond to TDM actions, including issues of urban design effect, pedestrian, bike, and transit oriented environmental effect, and others.
- Use appropriate data collection techniques and equipment to collect data and possibly provide for the beginnings of a longitudinal panel survey which would allow for surveying over time to maintain a survey pulse to determine the effects of a rapidly changing transportation environment.
- Provide a comprehensive picture of household travel to give decision makers and planners an understanding of current regional travel patterns and behaviors. Data may include number of daily trips per person or household, trip lengths by trip purpose for residents in rural or urban

areas, trip mode choice for destinations, travel choice differences based on household size, income, age, number of vehicles available, presence of children, and residential location, change in travel behavior over time.

- Provide policy and decision makers with the most up-to-date understanding of the region's travel patterns and travel choice behavior of residents to enable informed investment decisions.

Relationship To Other Work Elements

Information from the travel activity and behavior survey is used to develop the regional travel forecast model to support regional transportation planning.

FY 2020/21 Tasks and Products

- Work with OHAS and survey consultant on survey approach. Survey methods and instruments have changed significantly since the 2009 survey effort and challenges in recruiting participants have grown. (summer 2019).
- Preparation for the travel behavior study likely to be fielded in FY 2021.
- Develop a sampling approach and Clark County geographical strata.
- Implement optimum public relations strategies for the activity survey before fielding.
- Fielding of the travel and activity based survey (FY 2021).
- Monitor the progress of the activity survey and continue to communicate with the survey consultants and local jurisdictions.
- Examine and validate the survey data set and finalize the final survey report.

FY 2020 Funding: Household Travel Survey

<u>FY 2020/21 Revenues:</u>		<u>FY 2020/21 Expenses:</u>	
	\$		\$
STBG	\$500,000	RTC and Consultant	\$578,035
Local Match	\$78,035		
Total	<u>\$578,035</u>		<u>\$578,035</u>

Federal STBG funds are programmed in the MTIP in anticipation of Clark County travel survey

3. REGIONAL TRANSPORTATION PROGRAM COORDINATION AND MANAGEMENT

3A. REGIONAL TRANSPORTATION COORDINATION AND MANAGEMENT

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

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

- Coordinate, manage and administer the regional transportation planning program.
- Organize meetings and develop meeting packets, agenda, minutes, and reports/presentations for the RTC Board, Regional Transportation Advisory Committee (RTAC), Bi-state Coordination Committee, Skamania County Transportation Policy Committee and Klickitat County Transportation Policy Committee.
- Report to the Board and promote RTC Board interests on key transportation issues. These may include Federal Transportation Act implementation and reauthorization, livability, performance measures, legislation and planning regulations, and funding programs.
- Participate on statewide transportation committees and advisory boards such as the Statewide MPO/RTPO Coordinating Committee and Plan Alignment Work Group (PAWG).
- Provide leadership, coordination and represent RTC Board positions on policy and technical issues at Committee meetings within the Portland-Vancouver region. Specifically, the key committees include: C-TRAN Board, Metro's Joint Policy Advisory Committee on Transportation (JPACT), Metro's Transportation Policy Alternatives Committee (TPAC) and the Bi-State Coordination Committee.
- Coordinate with the Washington State legislative delegation and with the Washington State congressional delegation on regional and bi-state transportation issues. Members of the Washington State legislative delegation from this region are currently ex-officio, non-voting, members of the RTC Board of Directors.
- Represent RTC's interests when working with organizations such as: the Greater Vancouver Chamber of Commerce, the Columbia River Economic Development Council, and the Washington State Transit Association.
- Coordinate with WSDOT on development and implementation of statewide transportation plans such as the Washington Transportation Plan (WTP).
- Address the transportation needs of the elderly, low income and people with disabilities as part of the transportation planning program. An update to the Human Services Transportation Plan (HSTP) for the RTC region was adopted in November 2018 and will again be updated in 2022. RTC will continue to coordinate with the Human Services Council and other stakeholders on issues related to human services transportation needs. Also, RTC will continue to work with Clark County and stakeholders on implementing transportation recommendations of Clark County's Commission on Aging (Clark County report, adopted February 2012 and

Transportation Report developed in 2018). RTC staff will also work with local planning partners and stakeholders as part of the Accessible Transportation Coalition Initiative (ATCI).

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

issues.

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

(a.2.) Program Coordination and Management: FY 2020 Tasks and Products

- Meeting minutes and presentation materials. (Ongoing)
- Year 2020 Budget and Indirect Cost Proposal. (Fall 2019)
- Use the updated funding formula for allocation of PL funds among MPOs as agreed upon by WSDOT and statewide MPOs.
- Continued consultation with the Tribes with interest in the region.
- RTC will continue to coordinate with local universities to explore opportunities to procure student project assignments to help develop components of the region's metropolitan transportation planning process.

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

- RTC and Metro jointly staff the Bi-State Coordination Committee which serves as the communication forum to address transportation and land use issues of bi-state significance. In 2004 a new charter was adopted for the Bi-State Coordination Committee. Since that time, the Bi-State Coordination Committee has been charged with addressing transportation issues of bi-state significance as well as transportation-related land use issues of bi-state significance that impact economic development, environmental, and environmental justice issues. The Committee's discussions and recommendations are advisory to RTC, the Joint Policy Advisory Committee on Transportation (JPACT), and Metro on issues of bi-state transportation significance. On issues of bi-state land use and economic significance, the Committee's advisory recommendations are to the appropriate local and regional governments.
- There is bi-state interest in Portland/Vancouver population and employment forecasts, transportation plans, freight mobility, and priority projects for federal consideration. The two existing interstate highways now serve business, commercial, freight and personal travel needs, including around 60,000 daily commuters from Clark County to Portland. As part of the Keep Oregon Moving legislation (HB 2017), the Oregon Transportation Commission established a Portland Region Value Pricing Policy Advisory Committee to guide ODOT throughout the value pricing feasibility analysis. Value Pricing is likely to command continued bi-state attention in FY 2020 following ODOT's submittal of a tolling application to FHWA on December 10, 2018 with a January 8, 2019 [FHWA response](#) requesting further detail and public outreach. BNSF rail lines also cross the Columbia river between the two states and there is interest in moving forward with plans to investigate the feasibility of establishing a ferry service on the Columbia and Willamette rivers between Portland and Vancouver.

(b.2.) Bi-State Coordination: FY 2020 Tasks and Products

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

ODOT's transportation planning activities. (Ongoing)

- Provide technical and policy input for ongoing and emerging bi-state studies including: discussions for an I-5 Bridge Replacement project; regional policy and project discussions regarding interstate tolling and congestion pricing, and continued interest in pursuing a joint bi-state study, Columbia Connects, to examine the flow of people and economic activity between Vancouver/Portland for areas proximate to the Columbia River.

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

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

(c.2.) Public Participation: FY 2020 Tasks and Products

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

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

- Comply with federal laws that require development of a Regional Transportation Plan, Transportation Improvement Program, development of a Unified Planning Work Program and Congestion Management Process. The current federal Transportation Act, is Fixing America's Surface Transportation Act (FAST), enacted in 2015.
- Develop and adopt an annual UPWP that describes transportation planning activities to be carried out in the Washington portion of the Portland Vancouver metropolitan area. The UPWP identifies the key policy decisions for the year and provides the framework for RTC planning, programming, and coordinating activities. A UPWP Annual Report is also published.
- Self-certify that RTC's regional transportation planning program meets the requirements of federal law.
- Participate in the federal MPO certification process held every four years to ensure the metropolitan planning process is being effectively conducted by RTC and Metro, the two MPOs in the Portland-Vancouver region. An MPO planning certification review was carried out in the region in January/February 2017. Corrective actions and recommendations resulting from RTC's MPO certification review are being addressed following the January 2017 review.
- Ensure that required Memoranda of Understanding or Memorandum of Agreement are in place and are regularly reviewed for currency. Currently, MOAs/MOUs are in place between:
 - RTC, WSDOT and C-TRAN
 - RTC and the air quality agency Southwest Clean Air Agency, and
 - RTC and Metro.
- Comply with Section 504 of the Rehabilitation Act of 1973/Americans with Disabilities Act (ADA) of 1990. RTC has a designated employee to serve as RTC's coordinator for Section 504 and ADA matters, will periodically conduct an ADA self-evaluation identifying access barriers and method and timeline to remove any identified barriers, and has a Section 504/ADA nondiscrimination notice posted internally and externally for employees' and the public's information.
- Gather data, analyze data and assist C-TRAN and local jurisdictions in implementing the federal Americans with Disabilities Act (ADA, 1990). The Act requires that mobility needs of persons with disabilities be comprehensively addressed. C-TRAN published the C-TRAN ADA Paratransit Service Plan in January 1997 and in 1997 achieved full compliance with ADA

requirements.

- Report annually on Title VI activities. The Title VI Plan was first adopted by the RTC Board of Directors in November 2002 (Resolution 11-02-21). FTA Circular 4702.1B outlines reporting requirements and procedures for transit agencies and MPOs to comply with Title VI of the Civil Rights Act of 1964. RTC and C-TRAN work cooperatively to provide the necessary Title VI documentation, certification and updates.
- Compliance with related regulations to Title VI, such as the President's Executive Order 12898 (1994) on Environmental Justice and regulations related to Limited English Proficiency (LEP). RTC will work to ensure that Title VI, environmental justice and LEP issues are addressed throughout the transportation planning program and project development phases. Beginning with the transportation planning process, consideration is given to identify and address where programs, policies and activities may have disproportionately high and adverse human health or environmental effects on minority and low-income populations.
- Continue to review Clean Air Act Amendments conformity regulations as they relate to regional transportation planning activities and the State Implementation Plan (SIP). The Portland/Vancouver region is now in attainment for both Carbon Monoxide and Ozone. Participate in SIP development process led by the Washington State Department of Ecology (DOE), as appropriate. Coordinate with Southwest Clean Air Agency (SWCAA) on air quality plans and implement transportation strategies, as appropriate, to promote reductions in mobile source emissions that will help to maintain clean air standards.
- Address environmental issues at the earliest opportunity in the transportation planning process. Participate in transportation project scoping meetings for National Environmental Policy Act (NEPA) process. RTC will address environmental mitigation in Plan documents, developed in consultation with Federal, State and Tribal wildlife, land management, and regulatory agencies. As part of the metropolitan transportation planning process, RTC will consult, as appropriate, with state and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation. Consultation may address local and State conservation plans or maps, and inventories of natural or historic resources, as available.

(d.2.) Federal Compliance: FY 2020 Tasks and Products

- Update MPO self-certification documentation including a certification statement in the regional Transportation Improvement Program (TIP) to self-certify that the regional transportation planning process meets federal laws. (late summer/early fall 2019)
- Address corrective actions and recommendations resulting from the quadrennial federal certification of RTC as MPO for the Clark County region. (from spring 2017 to 2019)
- Adopt the FY 2021 UPWP, prepare an annual report on the FY 2019 UPWP and, if needed, provide amendments to the FY 2020 UPWP. (FY 2019 Annual Report to be published by September 30, 2019 per UPWP guidance and MPO Agreement GCB 1771. The FY 2021 UPWP will be developed in Winter 2019/20 and UPWP amendments on an as-needed basis). Monthly UPWP progress reports with elements and sub-tasks described will be submitted to WSDOT.
- Conduct data analyses and produce maps as support documentation for Title VI, LEP and Environmental Justice (Executive Order 12898) programs. RTC completes updates to its Title

VI report as data and information warrants. RTC also commits to continue to assist member jurisdictions in complying with ADA requirements. (Ongoing)

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

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

FY 2020 Funding: Regional Transportation Program Coordination & Management

FY 2020 Revenues:

	\$
• Federal FHWA PL	\$131,460
• Federal FTA	\$41,370
• Federal STBG	\$123,500
• State RTPO	\$31,861
• Other Local Funds	\$13,020
• MPO Funds	\$31,745
	<u>\$372,956</u>

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

FY 2020 Expenses:

	\$
• RTC	\$372,956
	<u>\$372,956</u>

Minimum required match: \$46,248

4. TRANSPORTATION PLANNING ACTIVITIES OF STATE AND LOCAL AGENCIES

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

4A. WASHINGTON STATE DEPARTMENT OF TRANSPORTATION, SOUTHWEST REGION

The Washington State Department of Transportation (WSDOT) Southwest Region consists of Clark, Cowlitz, Klickitat, Lewis, Pacific, Skamania, and Wahkiakum counties. In total, these seven counties make up an area of 8,895 square miles in Southwest Washington. WSDOT Southwest Region planning office works directly with 3 tribes, 7 counties, 31 cities, 4 transit authorities, 14 airports, 16 ports, 2 Metropolitan Planning Organizations (MPOs) and 2 Regional Transportation Planning Organizations (RTPOs), bi-state partners in Oregon and multimodal stakeholders on a myriad of transportation issues.

WSDOT Strategic Plan

WSDOT's new Strategic Plan has been launched with three goals, Inclusion, Practical Solutions and Workforce Development. This plan continues WSDOT's focus on how the agency makes investments and delivers projects with limited resources.

Inclusion Goal - Strengthen commitment to diversity and engagement in all of WSDOT's business processes, functions and services to ensure every voice is heard.

Practical Solutions Goal - Prioritize innovative, timely and cost-effective decisions, with our partners, to operate, maintain, plan and build our multimodal transportation system.

Workforce Development Goal - Be an employer of choice, creating a modern workforce while attracting and retaining quality workers to deliver legislative, regulatory, and service requirements.

Under the strategic plan, WSDOT's inclusion efforts ensure it engages its employees, communities and partners as the agency collaboratively delivers the program. Practical Solutions allows WSDOT to leverage finite funding to get the most capacity and safety out of the entire multimodal transportation system. WSDOT's focus on Workforce Development ensures that the agency attracts and retains a quality workforce to meet legislative, regulatory, service and public expectations.

In addition to three goals, the strategic plan features a vision, mission and values. WSDOT's vision, defined as where the agency wants to go, is "Washington travelers have a safe, sustainable and integrated multimodal transportation system." The strategic plan's mission is a statement about the agency's core purpose, "We provide safe, reliable and cost-effective transportation options to improve communities and economic vitality for people and businesses."

WSDOT's Strategic Plan features six values, defined as "how we do business" or statements of guiding principles. The values are: safety, engagement, innovation, integrity, leadership and sustainability.

WSDOT Southwest Region planning staff provides functions that support WSDOT's Strategic Plan, along with state and federal transportation planning requirements in the coordination of planning, modeling, data collection and analysis, and programming activities with RTC. When serving on RTC committees, the Southwest Region planning office will look for opportunities to incorporate WSDOT's Strategic Plan into the discussions and decision-making.

FY 2019/20 Work Program Highlights

WSDOT Southwest Region planning office performs several transportation planning and external coordination activities. The activities included below represent multimodal planning strategies within WSDOT's Strategic Plan that focus on transportation planning; they are not inclusive of all WSDOT projects and programs.

Planning and Administration

- Development Review and Growth Management Act Enhanced Collaboration.
 - Coordinate with regional planning staff (RTC) and with cities and counties early in the development and update of comprehensive land use plans, transportation plans and capital facilities plans to comply with Growth Management Act requirements as well as federal and state regulations.
 - Review and comment on development proposals including the negotiation of developer impacts mitigation measures on the state transportation system.
 - Coordinate access management.
 - Conduct environmental assessments (SEPA/NEPA) reviews and mitigation negotiation.
 - Work with communities and other partners to promote WSDOT's vision of a sustainable and integrated multimodal transportation system by utilizing all available capacity on the system and leveraging our limited resources.
 - Review comprehensive plan updates and amendments, sub-area plans, planned actions, development regulations, etc.
 - Serve as a member of the Statewide Plan Review Work Group.
- Governor's Executive Order 14-04, Washington Carbon Pollution Reduction and Clean Energy Action.
 - Work with RTC to support the update of local comprehensive plans to produce travel and land-use patterns that maximize efficiency in movement of goods and people, and reduce costs and greenhouse gas emissions.
- Practical Solutions.
 - Apply practical solutions approaches in all planning efforts with RTC. Practical Solutions is a two-part strategy that includes least cost planning and practical design, to enable more flexible and sustainable transportation investment decisions.
- Grant Development and Application Review.

- Prepare and/or assist with the preparation of applications for various grant programs. Activities might include providing technical assistance on reviewing applications for regional processes.

Regional and Local Planning Coordination

Regional and local planning coordination occurs at both the policy level interacting with local elected officials, legislators, citizens groups, or policy committees; and the technical level with local staffs, technical committees, and citizens groups.

- Assist in the development of regional plans. Help assure consistency among jurisdictions and between state, regional, and local plans.
- Participate with partners on transportation studies, issues, and other coordination related to the bi-state regional transportation system.
- Incorporate tribal concerns and needs into planning studies and transportation plans.
- Coordinate with RTC, tribes, local jurisdictions, ports, transit agencies and state and federal partners in the update and development of various region transportation plans including the Washington Transportation Plan, WSDOT Highway System Plan, along with various other region transportation study efforts.
- Conduct enhanced collaboration efforts with local governments through continuation of the comprehensive plan review workgroup; analysis of policy issue and proposed resolution; development of tools, training, guidance and information resources; and periodic reporting on enhanced collaboration efforts.
- Provide transportation planning technical assistance to regional and local agencies.
- Serve as a technical representative on local planning study teams.
- Serve on METRO TPAC and technical advisory committees (TACs) throughout the region.
- Participate in tribal/WSDOT regional, policy and TAC meetings. In this capacity, participate in regional planning activities, grant proposal review/selection, Regional Transportation Plan development, public transportation coordination/development, Coordinated Human Services Transportation Plan development, and other activities.
- Ensure tribal transportation goals and projects are included in WSDOT and regional transportation efforts.

Multimodal Transportation Planning

Work with regional and local agencies in the development and update of the following processes.

- Statewide Transportation Modal Plans
 - The Highway System Plan
 - The Active Transportation Plan
- Transportation Demand Management (TDM)
- Corridor Analysis Planning

- Corridor Plans and Studies
- Develop current and future travel conditions and recommendations consistent with Results WSDOT, Practical Design and Integrated Scoping. Integrated Scoping is a process for transforming corridor sketch strategies into integrated, multimodal, programmed solutions.
- Scenic Byway Coordination.
- Active Transportation Planning.
 - Assist with facility planning, coordination, and development.
 - Complete Streets and modal integration.
- Public Outreach/Public Involvement Processes.
 - Develop, coordinate and/or implement public information/involvement opportunities by conducting surveys, attending public meetings and hearings, and serving on advisory committees.

Data Collection/Analysis

The majority of the region transportation planning activities require some degree of research and/or data collection including demographics, travel behavior, and/or transportation system performance.

- Collect and analyze modal (pedestrian, bicycle, passenger, and freight) data for respective corridor studies/sketches, partner agencies, and others.
- Continue to maintain and collect pedestrian data. Collaborate with partner agencies in the use of WSDOT counters in local data collection.
- Analyze the collected/researched transportation data for use in transportation planning studies.
- Exchange information on current conditions and travel forecasts for a variety of transportation modes, with emphasis on cost-effective and efficient multimodal solutions.
- In coordination with RTC and local partners contribute to developing and implementing plans and activities related to Travel Demand Management/Transportation System Management.

Travel Demand Model

- Participate in the development of the Portland/Vancouver Metropolitan Travel Demand Model.
- Collaborate with RTC and local governments to ensure data collection supports their multimodal planning and modeling efforts.
- Participate in the development of a statewide multimodal travel demand model to help us better understand where people live, how they travel around the state, and how future projects and land use changes may affect it.
- Assist area engineering and traffic offices with the model review, development, and maintenance for select state facilities.
- Continue to assist with model's post-processing of future year volumes.

4B. C-TRAN

C-TRAN has identified the following planning elements for the Unified Planning Work Program (UPWP) FY 2020 (July 2019 through June 2020):

Regional Participation

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

Regional Transportation Planning

C-TRAN will be involved in the following regional planning and engineering studies during FY 2020:

1. Regional Transportation Plan and Transportation Improvement Program: C-TRAN will participate in developing revised and updated regional plans and programs.
2. Human Services Transportation Plan: C-TRAN will continue to coordinate and collaborate with regional partners to plan for and deliver human services transportation.
3. Continue participation in regional Transportation System Management and Operations planning led by RTC.
4. C-TRAN will work with WSDOT on the development of the I-5 Southbound Bus on Shoulder (BOS) Project.

Transit Planning

C-TRAN will continue to move forward on projects identified in the adopted 20-Year Transit Development Plan, C-TRAN 2030. The list of projects under consideration over the next two years (2019-20) include:

- Mill Plain Blvd Bus Rapid Transit (BRT) - After identifying a Locally Preferred Alternative in early 2019, this corridor will move into a two-year project development phase.
- OM Facility Construction – Following development of the Administration, Operations, and Maintenance (AOM) Master Plan, C-TRAN is moving Administration off of the existing campus and moving forward with constructing a new building to house Operations as well as expand the agency's maintenance area. Construction should begin in fall 2019.
- Eastside Park-and-Ride study to identify future needs.
- Mobility On Demand (MOD) – using emerging technologies and innovative partnerships to improve efficiency and responsiveness in lower ridership areas.
- Expand service by up to 6,000 hours annually.

Short-Range Planning: Following public review and input in 2019, the published 2019-2024 Transit Development Plan will identify capital and operational changes planned over the six-year period.

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

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

Fisher's Landing Park & Ride Development Plan: C-TRAN finished a transit-oriented development (TOD) feasibility study in early 2019. The agency expects to move forward with a request for proposals during summer 2019.

Technology Improvements:

- **Traffic Signal Priority (TSP):** C-TRAN, is currently working with other government agencies to expand TSP within Clark County where bus service can benefit. Three corridors have been established: Fourth Plain Blvd, Mill Plain Blvd and Highway 99. Future efforts will be an expansion within the Mill Plain corridor coordinated with the Mill Plain BRT development.
- **Vancouver Area Smart Trek (VAST):** C-TRAN will continue working with regional partners on the planning and implementation of Intelligent Transportation System technology. Projects in 2019 include video sharing, data sharing through PSU Portal, and a fiber-sharing plan.
- **Improved Bus Technology:** C-TRAN recently made real-time GTFS data available that will allow developers to create apps that give updates to users on bus locations and deviations to scheduled arrivals. C-TRAN is also working on a regional trip planner in coordination with TriMet and Portland Streetcar.

4C. CLARK COUNTY AND OTHER LOCAL JURISDICTIONS

CLARK COUNTY has identified the following transportation planning activities:

- Revise the Clark County Capital Facilities Plan to account for needed improvements that are necessary for our growing population.
- Update the Transportation Improvement Program (TIP).
- Implement the transportation element of the 2016 Comprehensive Plan including the 20-year Capital Facilities Plan.
- Ongoing refinement of the road standards, including the following components: cross sections, alternate road design standards, cross-circulation policies, and land-use friendly road standards.

- Work with the Clark Communities Bicycle & Pedestrian Advisory Committee and other stakeholders to update and implement the Bicycle & Pedestrian Plan.
- Develop neighborhood and sub-area circulation plans for selected unincorporated urban areas in order to reduce direct access to classified arterials and to serve local trips on the local street system.
- Identify the localized critical links and intersection improvements necessary to remove urban holding in selected areas of the Vancouver UGA.
- Amend the Arterial Atlas as directed by the Clark County Councilors through the docket process.
- Continue regional coordination with RTC.
- Implement the transportation and land use recommendations in the Clark County Aging Readiness Plan.
- Research implementation options for the county to use permeable pavement.
- Coordinate transportation planning efforts with various jurisdictions, elected officials and the public.
- Unite Intelligent Transportation System (ITS) with transportation planning to provide traffic data in future plans.

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

Regional Planning and Coordination

- Participate in RTC's standing committees such as RTAC and VAST and serve on project specific committees such as the Urban Freeway Corridor Operations TAC.
- Participate in C-TRAN's project and planning processes including the Mill Plain BRT project, Fisher's Landing TOD, and system plan update.
- Serve on WSDOT project specific technical advisory committees such as the Vancouver Eastside Highway Operations Study, coordinate on the SR-501 Freight Corridor project, SR-14 widening project, and participate in regional planning coordination efforts.
- Serve on Metro's TPAC, JPACT, and other technical advisory committee in the Portland metro region.
- Coordinate transportation planning with other local agencies including Clark County, Camas, and Washougal.

Transportation Planning

- Update the City's Transportation System Plan.
- Annual update of the City's Transportation Improvement Program Implement Lower Grand Employment Area 100% street and stormwater quality design and street standards.
- Develop and adopt a bicycle parking ordinance.
- Support the development of a new I-5 bridge planning office and subsequent design process.
- Support the Columbia Connects Regional Study.
- Completion and implementation of the Westside Bike Mobility Project.

- Completion and implementation of the McLoughlin Area Safety Improvement Project.
- Complete the 32nd Avenue Feasibility Study and request for federal functional classification.
- Support the development of the Commercial Corridor Strategy.
- Continue implementation of Fourth Plan Forward.
- Support the development of the Heights District and Subarea Plans.
- Support the update of the Vancouver City Center Vision Plan.
- Develop a micro-mobility policy and program (e-scooters, e-bikes).
- Continue development and implementation of the Complete Streets Program.
- Continue to seek grant funding for projects, programs, and plans.
- Support the update of the Transit Oriented Development Overlays.
- Continue management and implementation of the Traffic Calming and Safety, Accessibility, and Mobility programs.

Transportation Demand Management

- Administration of countywide Commute Trip Reduction Program and provision of direct services to affected CTR employers.
- Continue implementation of the Destination Downtown TDM program.
- Coordinate with ODOT on the region's new trip tracking system for the metro region and establish a unique portal for southwest Washington.
- Participate in the WSDOT statewide TDM technical advisory committee.

CITY OF CAMAS has identified the following:

- Transportation Improvement Program (TIP) – Annual Update.
- Citywide Transportation Plan and Capital Improvements Plan.
- Transportation Impact Fee (TIF) Update.
- SR-500 & Lake Road Intersection Improvements Plan.

CITY OF WASHOUGAL has identified the following studies:

- Continue coordination with WSDOT, the Port of Camas/Washougal and RTC on plans for SR-14 improvements east of Union and grade separation over BNSF Mainline.
- The city has hired a consultant to go through an alternatives analysis for the grade separation at the BNSF rail line which will include selecting a preferred alternative, 30% design on the selected alternative and NEPA. This will start in the 1st quarter of 2018 and run until the 3rd quarter of 2019. This project will utilize federal funding.
- Seek grant funding for Phase 2 of the SR-14 Access Improvement and grade separation over BNSF mainline.
- Complete revisions to the City's Transportation Capital Facilities Plan as necessary to remain consistent with recent updates to the City's Comprehensive Plan. This may include revisions to the city's Traffic Impact Fees.

- Update the city's Transportation System Plan to reflect the road network and revised street standards identified in the city's Town Center Transportation Plan.
- Seek funding for the 32nd Street/Stiles Road Improvements.
- Transportation Improvement Program (TIP) – Annual Update.
- Complete an ADA Transition Plan.

CITY OF BATTLE GROUND has identified the following planning studies:

- Complete annual revision to the City's Six-Year Transportation Improvement Program.
- Complete a city-wide Transportation System Plan update.
- Complete an ADA Transition Plan.
- Complete an update to the City's Local Road Safety Plan.

CITY OF RIDGEFIELD has identified the following planning studies:

- Complete annual revision to the City's Six-Year Transportation Improvement Program.
- Complete revisions to the City's Transportation Capital Facilities Plan as necessary to remain consistent with yearly updates to the City's Comprehensive Plan.
- Complete reviews of the City's Transportation Impact Fee Program as necessary to support revisions to the Transportation Capital Facilities Plan.
- Continue to work with WSDOT on the improvement of the SR-501 corridor and future access points onto the highway, including the remaining intersection improvement project (roundabouts) at the intersection of SR 501 with 51st Avenue.
- Work with the Port of Ridgefield on construction of the extension of Pioneer Street over the BNSF railroad tracks into the Port.
- Continue work to plan for the extension of Pioneer Street east from 65th Avenue to Union Ridge Parkway.
- Begin more detailed planning of the 219th Street extension west of I-5 in conjunction with the County and WSDOT.
- Work with WSDOT to complete the Discovery Corridor planning study.

CITY OF LA CENTER has identified the following planning studies:

- Complete annual revision to the city's Six-Year Transportation Improvement Plan.
- Update the Park and Trails Master Plan.
- La Center is in the process of adopting a Complete Streets Ordinance.
- Design of City Park shown on the Park Master Plan is proceeding.
- Critical Areas Ordinance update.

PORT OF VANCOUVER:

- Complete assessment of the Ports marine structures (docks) to determine what improvements/repairs need to be made in upcoming years.
- Partner with City of Vancouver to finalize engineering and seek grant funding for extension of 32nd Avenue to 78th Street.

- I-5 Improvements: Support any improvements to the I-5 Corridor that facilitates freight mobility
- Advance development of Terminal 1 waterfront blocks for commercial and residential uses.
- Prepare for bidding and construction of Port of Vancouver Renaissance Trail extension in 2019-2020.
- Work with RTC and Metro to develop Columbia Connects strategy study.
- Complete truck count and truck movement study from port and port area properties.

PORT OF RIDGEFIELD:

- Complete planning and initiate construction of the Pioneer Street extension over the BNSF railroad tracks into the port in coordination with the City of Ridgefield.

PORT OF CAMAS-WASHOUGAL:

- I-5 Improvements: Support improvements to I-5 Corridor that facilitates freight mobility.
- Continue coordination with WSDOT and RTC on plans for Phase 2 Access Improvements: 27th and 32nd Street improvements, rail overpass and connectors.
- SR-14/Camas Slough Bridge (\$35M) Re-scope to address the even more critical SR-14/ I-205 to 164th Avenue widening, to address acute corridor congestion and benefiting the cities of Washougal, Camas and Vancouver.
- Seek and support funding for upgrade to the Port's rail spur into the industrial park.

COWLITZ WAHKIAKUM COUNCIL OF GOVERNMENTS (CWCOC)/CITY OF WOODLAND:

- **Woodland/Lewis River Bridge Study:** Coordinate study of an Interstate 5 parallel route connecting Woodland to NW 319th Street near La Center including a new Lewis River bridge. Coordination would include working with Southwest Washington Regional Transportation Council (RTC). Initiate Fall 2019/Winter 2020. (Excerpt from CWCOC's draft FY 2020 UPWP).

TRANSPORTATION ACRONYMS

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

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

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

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

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

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

Acronym	DESCRIPTION
PIA	Portland International Airport
PM10	Particulate Matter
PM2.5	Particulate Matter (fine)
PMS	Pavement Management System
PMT	Project Management Team
POD	Pedestrian Oriented Development
PORTAL	Portland Transportation Archive Listing
PPP	Public Participation Process or Public Participation Plan
PSMP	Pedestrian, Safety & Mobility Program
PTBA	Public Transportation Benefit Area
PTMS	Public Transportation Management System
PVMATS	Portland-Vancouver Metropolitan Area Transportation Study
PWTF	Public Works Trust Fund
RAP	Rural Arterial Program (<i>a CRAB program</i>)
RCW	Revised Code of Washington
REET	Real Estate Excise Tax
RID	Road Improvement District
RJT	Route Jurisdiction Transfer
ROD	Record of Decision
ROW or RW	Right of Way
RTAC	Regional Transportation Advisory Committee
RTC	Southwest Washington Regional Transportation Council
RTFM	Regional Travel Forecasting Model
RTP	Regional Transportation Plan
RCTO	Regional Concept for Transportation Operations
RTPO	Regional Transportation Planning Organization
RUGGO	Regional Urban Growth Goals and Objectives
RWIS	Road Weather Information Systems
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (2005)
SAGES	Statewide Advisory Group for Environmental Stewardship
SCAP	Small City Arterial Program (TIB funding program)
SCPP	Small City Preservation Program (TIB funding program)

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

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

Acronym	DESCRIPTION
VOC	Volatile Organic Compounds
VOT	Value of Time
WAC	Washington Administrative Code
WSDOT	Washington State Department of Transportation
WSP	Washington State Patrol
WTP	Washington Transportation Plan
WVFA	West Vancouver Freight Access

FY 2020 SUMMARY OF EXPENDITURES AND REVENUES: RTC

Note: Numbers may not add due to rounding

SOUTHWEST WASHINGTON REGIONAL TRANSPORTATION COUNCIL										
FY 2020 UNIFIED PLANNING WORK PROGRAM - SUMMARY OF REVENUES/EXPENDITURES BY FUNDING SOURCE										
Work Element			N O T E S	1. FY 2020 Federal FHWA PL	1. FY 2020 Federal FTA	1. Federal STBG	State RTPO	Other Local Funds	RTC Local Funds	RTC TOTAL
I	REGIONAL TRANSPORTATION PLANNING PROGRAM									
	A	Regional Transportation Plan		125,200	39,400	150,000	30,344	12,486	30,234	387,663
	B	Transportation Improvement Program		50,080	15,760	28,000	12,138		12,093	118,071
	C	Congestion Management Process		50,080	15,760	28,000	12,138		12,093	118,071
	D	Vancouver Area Smart Trek Program				236,000			36,832	272,832
	E	Skamania and Klickitat RTPO					45,310			45,310
	F	Urban Freeway Corridors Operations Study	2.			215,000		33,555		248,555
	G	Regional Active Transportation Plan	3.			100,000		15,607		115,607
		Sub-Total		225,360	70,920	757,000	99,929	61,647	91,253	1,306,109
II	DATA MANAGEMENT, TRAVEL FORECASTING, AIR QUALITY AND TECHNICAL SERVICES									
	A	Reg. Transp. Data, Forecast, AQ & Tech. Services		269,180	84,710	150,500	65,239	26,660	65,002	661,291
	B	Household Travel Survey	4.			500,000		78,035		578,035
		Sub-Total		269,180	84,710	650,500	65,239	104,695	65,002	1,239,326
III	TRANSPORTATION PROGRAM COORDINATION AND MANAGEMENT									
	A	Reg. Transp. Program Coord. & Management		131,460	41,370	123,500	31,861	13,020	31,745	372,956
TOTALS				626,000	197,000	1,531,000	197,029	179,362	188,000	2,918,391

5/07/2019

NOTES:

1. Minimum local match for federal PL, FTA and STBG funds is provided from state RTPO, MPO and local funds. Local match for FHWA, FTA and STBG funds is assumed at 13.5%.
2. The UFCOS Study is a 2-year study, FY 2018-FY2019. Amounts are for the full 2-year study.
3. The Regional Active Transportation Plan is a 2-year study, FY 2019 to FY 2020.
4. The Household Travel Survey is a 2-year study, FY 2020 to FY 2021.

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

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Metro Council President

Lynn Peterson

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April 12, 2019

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO.19-4979, FOR THE PURPOSE OF ADOPTING THE FISCAL YEAR 2019-20 UNIFIED PLANNING WORK PROGRAM

Date: May 16, 2019

Prepared by: John Mermin 503-797-1747

BACKGROUND

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

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

ANALYSIS/INFORMATION

1. **Known Opposition** – No known opposition
2. **Legal Antecedents** – this resolution adopts a UPWP for the Portland metropolitan area, as defined in Title 23 of the Code of Federal Regulations, Parts 450 and 420, 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, 2019 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.19-4979 adopting a Unified Planning Work Program for the Fiscal Year 2019-20.

Materials following this page will be distributed at the meeting.

Agenda Item No. 4.3

Considerations of the Council Meeting Minutes for May 9, 2019

Consent Agenda

Metro Council Meeting
Thursday, May 16, 2019
Metro Regional Center, Council Chamber

Agenda Item No. 5.1

Ordinance No. 19-1435, For the Purpose of Approving a Solid Waste Facility Franchise Application and Authorizing City of Roses Disposal & Recycling, Inc. to Operate a Transfer Station

Ordinances (Second Reading)

Metro Council Meeting
Thursday, May 16, 2019
Metro Regional Center, Council Chamber

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF APPROVING A SOLID	)	ORDINANCE NO. 19-1435
WASTE FACILITY FRANCHISE APPLICATION)	
AND AUTHORIZING CITY OF ROSES	)	Introduced by Chief Operating Officer Martha
DISPOSAL & RECYCLING, INC. TO OPERATE	)	Bennett in concurrence with Council
A TRANSFER STATION	)	President Lynn Peterson

WHEREAS, Metro Code Section 5.01.150 states that a Metro solid waste facility franchise is required for any person owning or controlling a facility that operates a transfer station; and

WHEREAS, City of Roses Disposal & Recycling, Inc. is affiliated with CORE Recycling which holds a Metro solid waste facility license authorizing it to operate a non-putrescible waste material recovery facility in Northeast Portland; and

WHEREAS, City of Roses Disposal & Recycling, Inc. applied for a Metro solid waste facility franchise seeking authorization to accept putrescible waste at its current facility for consolidation and transfer to a Metro-authorized disposal site; and

WHEREAS, City of Roses Disposal & Recycling, Inc. has complied with all requirements of Metro Code Section 5.01.170 for franchise applications, including applying to DEQ for all necessary permits for a solid waste facility; and

WHEREAS, pursuant to Metro Code Section 5.01.180, the Chief Operating Officer has reviewed City of Roses Disposal & Recycling, Inc.'s application materials and finds that the applicant is qualified to operate a transfer station, the proposed franchise complies with the Regional Waste Plan, and the applicant can comply with other applicable regulatory requirements; and

WHEREAS, the Chief Operating Officer recommends that City of Roses Disposal & Recycling, Inc. receive an initial tonnage allocation of up to 15,000 tons of putrescible waste for calendar year 2019; and

WHEREAS, beginning in 2020, Metro will allocate the region's putrescible waste tonnage to privately-owned transfer stations in accordance with Metro Code Chapter 5.01.105 and Metro's tonnage allocation methodology; and

WHEREAS, City of Roses Disposal & Recycling, Inc.'s putrescible waste tonnage allocation amount may change during the term of the franchise in accordance with Metro's tonnage allocation methodology; and

WHEREAS, the Metro Council finds that the terms, conditions, and limitations contained in Exhibit A to this Ordinance are appropriate; now therefore,

THE METRO COUNCIL ORDAINS AS FOLLOWS:

1. The solid waste franchise application for City of Roses Disposal & Recycling, Inc. is approved subject to the terms, conditions, and limitations contained in Exhibit A.
2. The Chief Operating Officer is authorized to issue to City of Roses Disposal & Recycling, Inc. a new solid waste facility franchise substantially similar to the one attached as Exhibit A.

ADOPTED by the Metro Council this ____ day of May 2019.

Lynn Peterson, Council President

Attest:

Approved as to Form:

Sara Farrokhzadian, Recording Secretary

Nathan A. S. Sykes, Metro Attorney



SOLID WASTE FACILITY FRANCHISE

No. F-057-19

FRANCHISEE:	FACILITY NAME AND LOCATION:
City of Roses Disposal & Recycling, Inc. P.O. Box 301427 Portland, OR 97294 Tel. 503-285-9940 Email: alando@cityofrosesdisposal.com	COR Transfer Station 4530 NE 138 TH Ave Portland, OR 97230 Tel. 503-285-9940 Email: alando@cityofrosesdisposal.com
OPERATOR:	PROPERTY OWNER:
CORE Recycling 4530 NE 138 TH Ave Portland, OR 97230 Tel. 503-285-9940 Email: alando@cityofrosesdisposal.com	NE 138 th LLC. P.O. Box 301427 Portland, OR 97294 Tel. 503-285-9940 Email: alando@cityofrosesdisposal.com

This franchise replaces and supersedes the provisions of Metro Solid Waste Facility License No. L-057-18. Metro grants this franchise to the franchisee named above. The franchisee is authorized to operate and maintain a solid waste facility and to accept the solid wastes and perform the activities authorized by and subject to the conditions stated in this franchise.

ISSUED BY METRO:

Martha Bennett, Chief Operating Officer

Date



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1.0	ISSUANCE	
1.1	Franchisee	City of Roses Disposal & Recycling, Inc. P.O. Box 301427 Portland, OR 97294 Tel. 503-285-9940 Email: aland@cityofrosesdisposal.com
1.2	Contact	Alando Simpson Tel: (503) 285-9940 E-mail: aland@cityofrosesdisposal.com
1.3	Franchise number	Metro Solid Waste Facility Franchise No. F-057-19.
1.4	Term	The franchise term is from August 14, 2019 to December 31, 2023, unless amended, suspended, or revoked as provided in this franchise.
1.5	Renewal	The franchisee may apply for a franchise renewal as provided in Metro Code Chapter 5.01.
1.6	Facility name and mailing address	COR Transfer Station P.O. Box 301427 Portland, OR 97294 Tel. 503-285-9940 Email: aland@cityofrosesdisposal.com
1.7	Operator	COR Recycling P.O. Box 301427 Portland, OR 97294 Tel. 503-285-9940
1.8	Facility premises description	R318510 & R318534, Section 1N, Township 2E, Range 23D, Multnomah County, State of Oregon
1.9	Property owner	NE 138 th LLC P.O. Box 301427 Portland, OR 97294 Tel. 503-285-9940 Email: aland@cityofrosesdisposal.com
1.10	Permission to operate	The property owner, NE 138 th LLC, consents to use of the property as a transfer station by the franchisee.



2.0	CONDITIONS AND DISCLAIMERS	
2.1	Guarantees	This franchise does not vest any right or privilege in the franchisee to receive specific quantities of solid waste at the direction of Metro during the term of the franchise.
2.2	Non-exclusive franchise	This franchise does not in any way limit Metro from granting other solid waste franchises within Metro's boundaries.
2.3	Property rights	This franchise does not convey any property rights in either real or personal property.
2.4	Amendment	Except as provided in Sections 5.1 and 12.0, no amendment will be effective unless approved by the Metro Council.
2.5	No recourse	The franchisee will have no recourse whatsoever against Metro or its officials, agents or employees for any loss, costs, expense or damage arising out of any provision or requirement of this franchise or because of the enforcement of the franchise or in the event Metro determines that the franchise or any part thereof is invalid.
2.6	Indemnification	The franchisee must indemnify Metro, the Council, the Chief Operating Officer (COO), and any of their employees or agents and save them harmless from any and all loss, damage, claim, expense including attorney's fees, or liability related to or arising out of the granting of this franchise or the franchisee's performance of or failure to perform any of its obligations under the franchise or Metro Code Chapter 5.01, including without limitation patent infringement and any claims or disputes involving subcontractors.
2.7	Binding nature	This franchise is binding on the franchisee. The franchisee is liable for all acts and omissions of the franchisee's contractors and agents.
2.8	Waivers	To be effective, a waiver of any terms or conditions of this franchise must conform with Section 12.0 and be in writing and signed by the COO.
2.9	Effect of waiver	Waiver of a term or condition of this franchise does not waive nor prejudice Metro's right otherwise to require subsequent performance of the same term or condition or any other term or condition.



2.10	Choice of law	The franchise will be construed, applied, and enforced in accordance with the laws of the State of Oregon.
2.11	Enforceability	If a court of competent jurisdiction determines that any provision of this franchise is invalid, illegal or unenforceable in any respect, the validity of the remaining provisions contained in this franchise will not be affected.
2.12	Franchise not a waiver	This franchise does not relieve any owner, operator, or the franchisee from the obligation to obtain all required permits, franchises, or other clearances and to comply with all orders, laws, regulations, reports or other requirements of other regulatory agencies.
2.13	Franchise not limiting	This franchise does not limit the power of a federal, state, or local agency to enforce any provision of law relating to the facility.
2.14	Definitions	<ol style="list-style-type: none">1. "Mixed Non-Putrescible Waste" means a mixture of more than one type of non-putrescible waste, including commingled recyclables other than residential curbside recyclable material. This category includes construction and demolition waste but excludes Cleanup Materials Contaminated by Hazardous Substances, Source-Separated Recyclable Material, special waste, land clearing debris and yard debris.2. Unless otherwise specified, all other terms are as defined in Metro Code Chapter 5.00.

3.0	PRE-OPERATING CONDITIONS AND REQUIREMENTS	
3.1	Completion of facility pre-operating requirements	The franchisee may not accept any putrescible waste as authorized in Section 4.0 unless Metro provides written approval that the franchisee has completed the pre-operating requirements described in this section.
3.2	Demonstration of compliance with City and DEQ requirements	<p>The franchisee must:</p> <ol style="list-style-type: none">1. Install an odor control and neutralizing system subject to approval by DEQ and Metro;2. Install landscaping (a high hedge) along the southern property line that meets landscaping standards subject to approval by the city of Portland and Multnomah County Drainage District; and



		3. Implement facility infrastructure improvements for the capture and management of leachate (liquid that has come into direct contact with solid waste and contains dissolved, miscible and/or suspended contaminants as a result of such contact) subject to approval by DEQ and Metro.
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4.0	AUTHORIZATIONS	
4.1	General conditions on solid waste	The franchisee is authorized to accept at the facility only the solid wastes described in Section 4.0 of this franchise. The franchisee is prohibited from knowingly receiving any solid waste not authorized in this section.
4.2	General conditions on activities	The franchisee is authorized to perform at the facility only those waste-related activities that are described in Section 3.0 of this franchise.
4.3	Acceptance and management of putrescible solid waste	<ol style="list-style-type: none">1. The franchisee is authorized to accept putrescible waste for reload and transfer to an appropriate destination as provided in Section 13.2. The franchisee also is authorized to accept putrescible waste for material recovery.2. The franchisee must receive, manage, store, reload, and transfer all putrescible waste on an impervious surface, for example asphalt or concrete, and inside a roofed building that is enclosed on at least three sides or alternatively, inside watertight covered or tarped containers or within covered or tarped transport trailers.3. The franchisee is authorized to accept putrescible waste generated inside the Metro region only from persons who are franchised or permitted by a local government unit to collect and haul putrescible waste.4. The franchisee must not store putrescible waste on-site for more than 24-hours.5. Putrescible waste stored on-site overnight must not exceed one truckload (25 cubic yards) and must be stored inside a covered container inside the closed building.
4.4	Acceptance and management of mixed non-putrescible solid waste	<ol style="list-style-type: none">1. The franchisee is authorized to accept loads of mixed non-putrescible solid waste to perform material recovery.2. The franchisee must receive, sort, store, reload, and transfer all mixed non-putrescible solid waste on an impervious surface, for example asphalt or concrete, and inside a roofed



		<p>building that is enclosed on at least three sides. Unusually large vehicles, for example 30-foot tippers, may tip wastes outside, provided the tipped wastes are moved under cover prior to processing, within 12 hours of receipt, or by the end of the business day, whichever is earlier</p> <p>3. The franchisee is authorized to accept mixed non-putrescible waste from all customers including public self-haul.</p>
4.5	Material recovery required	<p>1. The franchisee must perform material recovery on mixed non-putrescible wastes. The franchisee must design and operate the facility to ensure materials are recovered in a timely manner and to protect the quality of non-putrescible waste that has not yet undergone material recovery. The franchisee must perform recovery at no less than the minimum level set forth in Metro Code Chapter 5.01.</p> <p>2. The franchisee must take quarterly samples of processing residual that are statistically valid and representative of the facility's residual. Each sample required by this section must weigh at least 300 pounds.</p>
4.6	Management of processing residual from material recovery	<p>The franchisee must store, reload, and transfer all non-putrescible waste processing residual on an impervious surface and inside a roofed building that is enclosed on at least three sides or alternatively, inside watertight covered containers or within covered transport trailers.</p>
4.7	Acceptance of source-separated recyclable materials	<p>1. The franchisee must provide a place for collecting source-separated recyclable materials on the facility premises.</p> <p>2. The franchisee is authorized to accept source-separated recyclable materials for the purpose of sorting, classifying, consolidating, baling, temporary storage, transfer and other similar functions related to preparing these materials for reuse or recycling.</p>
4.8	Acceptance of yard debris	<p>The franchisee is authorized to accept source-separated yard debris that has not reached a state of decomposition sufficient to produce malodors detectable beyond the boundaries of the facility. The franchisee may accept yard debris for grinding and reloading to authorized facilities for composting, use as hogged fuel, or other useful purposes as described in an operating plan and approved in writing by the COO.</p>



4.9	Acceptance of source-separated food waste	The franchisee is authorized to accept source-separated food waste that has not reached a state of decomposition sufficient to produce malodors detectable beyond the boundaries of the facility. The franchisee may accept source-separated food waste only for reloading to authorized facilities for composting or other useful purposes as described in an operating plan and approved in writing by the COO.
4.10	Acceptance of untreated wood	The franchisee is authorized to accept for processing and reloading, source-separated, untreated and unpainted wood waste, for example untreated lumber and wood pallets. The franchisee may accept clean wood waste for grinding and reloading to authorized facilities for composting, use in paper production, use as hogged fuel, or other useful purposes as described in an operating plan and approved in writing by the COO.
4.11	Acceptance of painted and treated wood	The franchisee is authorized to accept painted and treated wood waste for grinding and reloading to authorized facilities for use as hogged fuel or other useful purposes as described in an operating plan and approved in writing by the COO. The franchisee must not use or incorporate painted or treated wood into mulch, animal bedding, compost feedstock, or any other product unless otherwise described in an operating plan and approved in writing by the COO.
4.12	Acceptance of electronics devices	The franchisee is authorized to accept source-separated electronic devices for the purpose of sorting, classifying, consolidating, baling, temporary storage, transfer, and other similar functions related to preparing these materials for reuse, recycling, or disposal as required by the Oregon Department of Environmental Quality (DEQ).
4.13	Acceptance of inert material	The franchisee is authorized to accept inert materials for purposes of classifying, consolidating, transfer, and other similar functions related to preparing these materials for useful purposes.
4.14	Production of hogged fuel	<ol style="list-style-type: none">1. As authorized by Section 4.0, the franchisee is authorized to accept and process only untreated wood, painted wood, and incidental quantities of treated wood for delivery to facilities with industrial boilers for use as hogged fuel.2. The franchisee is prohibited from mixing any other solid waste with the wood wastes described above in Section



		4.14.1 for the production of hogged fuel.
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5.0	LIMITATIONS AND PROHIBITIONS	
5.1	Tonnage allocation	<ol style="list-style-type: none">1. In calendar year 2019, beginning on August 14, 2019 and ending December 31, 2019, the franchisee is authorized to accept up to 15,000 tons of putrescible waste generated inside the Metro region.2. By January 1 of each subsequent year, Metro will establish a calendar year tonnage allocation for this franchise and the COO will amend Section 5.1 as applicable.3. Metro bases its tonnage allocations on its <i>Solid Waste Forecast and tonnage allocation methodology</i>. Metro will determine future tonnage allocations based on the tonnage allocation methodology beginning in 2020.
5.2	Waste hauler access	<p>It is in the public's best interest that transfer stations located inside the Metro region maintain adequate capacity to accommodate solid waste generated within the region and provide adequate access to waste haulers that collect solid waste within the geographic proximity of the facility. Therefore:</p> <ol style="list-style-type: none">a) The franchisee must not accept solid waste generated outside the Metro region if to do so would limit the franchisee from accepting any putrescible or non-putrescible waste generated inside the Metro region;b) The franchisee should not accept solid waste collected outside of the geographic proximity of the facility if to do so would deny access to waste haulers that collect solid waste within the geographic proximity of the facility;c) The franchisee must not deny access to any unaffiliated waste hauler without due cause or written notice 30-days in advance. Due cause includes, but is not limited to, load contamination, failure to pay, or risk of exceeding the franchise tonnage allocation; andd) The COO may require the franchisee to provide a written explanation of its rationale if the facility denies access or refuses service to a waste hauler.
5.3	Prohibited waste	The franchisee must not knowingly receive, process, reload, or dispose of any solid waste not authorized by this franchise. The franchisee must not knowingly accept or retain any material



		amounts of the following types of waste: materials contaminated with or containing friable asbestos; lead acid batteries; liquid waste for disposal; vehicles; infectious, biological or pathological waste; radioactive waste; hazardous waste; or any waste prohibited by the DEQ.
5.4	Prohibition on mixing	<ol style="list-style-type: none">1. The franchisee must not mix or commingle any source-separated recyclable materials, source-separated yard debris or wood wastes brought to the facility with any unprocessed solid wastes or solid wastes destined for disposal.2. The franchisee must not mix or commingle putrescible solid waste with non-putrescible solid waste or source-separated recyclable materials, including without limitation wood waste and yard debris.3. The franchisee must not mix or commingle non-putrescible solid waste with putrescible solid waste or source-separated recyclable materials, including without limitation wood waste and yard debris.
5.5	Prohibition of size reduction on non-putrescible waste	The franchisee must not crush, grind or otherwise reduce the size of non-putrescible waste except when such size reduction constitutes a specific step in the facility's material recovery operations, reload operations, or processing residual consolidation or loading operations, and such size reduction is described in an operating plan and approved by the COO.
5.6	No disposal of recyclable materials	The franchisee must not transfer source-separated recyclable materials to a disposal site, including without limitation landfills and incineration facilities.
5.7	Composting prohibited	The franchisee must not keep yard debris on site long enough for more than negligible biological decomposition to begin.
5.8	Limits not exclusive	This franchise will not be construed to limit, restrict, curtail, or abrogate any limitation or prohibition contained elsewhere in this franchise document, in Metro Code, or in any federal, state, regional or local government law, rule, regulation, ordinance, order or permit.

6.0	OPERATING CONDITIONS	
6.1	General performance goals	The franchisee must operate in a manner that meets the following general performance goals:

		<ul style="list-style-type: none"> a) Environment. The franchisee must design and operate the facility to avoid undue threats to the environment including, but not limited to, stormwater or groundwater contamination, air pollution, and improper acceptance and management of hazardous waste, asbestos and other prohibited wastes. b) Health and safety. The franchisee must design and operate the facility to avoid conditions that may degrade public health and safety including, but not limited to, fires, vectors, pathogens and airborne debris. c) Nuisances. The franchisee must design and operate the facility to avoid nuisance conditions including, but not limited to, litter, dust, odors, and noise.
6.2	Qualified operator	<ul style="list-style-type: none"> 1. The franchisee must, during all hours of operation, provide an operating staff employed by the facility and qualified and competent to carry out the functions required by this franchise and to otherwise comply with Metro Code Chapter 5.01. 2. Facility personnel, as relevant to their job duties and responsibilities, must be familiar with the relevant provisions of this franchise and the relevant procedures contained within the facility's operating plan. 3. A qualified operator must be an employee of the facility with training and authority to reject prohibited waste that is discovered during load checks and to properly manage prohibited waste that is unknowingly received.
6.3	Fire prevention	The franchisee must provide fire prevention, protection, and control measures, including but not limited to, adequate water supply for fire suppression, and the isolation of potential heat sources and/or flammables from processing and storage areas.
6.4	Adequate vehicle accommodation	<p>The franchisee must:</p> <ul style="list-style-type: none"> a) Provide access roads of sufficient capacity to adequately accommodate all on-site vehicular traffic. The franchisee must maintain access roads to allow the orderly egress and ingress of vehicular traffic when the facility is in operation, including during inclement weather. b) Take reasonable steps to notify and remind persons delivering solid waste to the facility that vehicles must not park or queue on public streets or roads except under



		<p>emergency conditions or as provided by local traffic ordinances.</p> <p>c) Post signs to inform customers not to queue on public roadways.</p> <p>d) Provide adequate off-street parking and queuing for vehicles, including adequate space for covering and uncovering of loads on-site.</p>
6.5	Managing prohibited wastes	<ol style="list-style-type: none">1. The franchisee must reject prohibited waste upon discovery and must properly manage and dispose of prohibited waste when unknowingly received.2. The franchisee must implement a load-checking program to prevent accepting prohibited waste. This program must include at a minimum:<ol style="list-style-type: none">a) Visual inspection. As each load is tipped, a qualified operator must visibly inspect the load to prevent the acceptance of waste that is prohibited by the franchise.b) Containment area. A secured or isolated containment area for the storage of prohibited wastes that are unknowingly received. Containment areas must be covered and enclosed to prevent leaking and contamination.c) Record maintenance. The franchisee must maintain records of the training of personnel in the recognition, proper handling, and disposition of prohibited waste and make those records available for review by Metro.d) Upon discovery, the franchisee must remove all prohibited or unauthorized wastes or manage the waste in accordance with DEQ requirements and procedures established in the operating plan. All such wastes the franchisee unknowingly receives must be removed from the site and transported to an appropriate destination within 90 days of receipt, unless required to be removed earlier by the DEQ or local government.
6.6	Storage and exterior stockpiles	<p>The franchisee must:</p> <ol style="list-style-type: none">a) Manage, contain, and remove at sufficient frequency stored materials and solid wastes to avoid creating nuisance conditions, vector or bird attraction or harborage, or safety hazards;



		<ul style="list-style-type: none">b) Maintain storage areas in an orderly manner and keep the areas free of litter;c) Position exterior stockpiles within footprints identified on the facility site plan or operating plan; andd) Not stockpile recovered or source-separated materials for longer than 180 days.
6.7	Dust, airborne debris and litter	<p>The franchisee must operate the facility in a manner that controls and minimizes the generation of dust, airborne debris and litter, and must prevent its migration beyond property boundaries. The franchisee must:</p> <ul style="list-style-type: none">a) Take reasonable steps, including signage, to notify and remind persons delivering solid waste to the facility that all loads must be suitably secured to prevent any material from blowing off the load during transit;b) Maintain and operate all vehicles and devices transferring or transporting solid waste from the facility to prevent leaking, spilling or blowing of solid waste on-site or while in transit;c) Maintain and operate all access roads and receiving, processing, storage, and reload areas in such a manner as to minimize dust and debris generated on-site and prevent such dust and debris from blowing or settling off-site;d) Keep all areas within the site and all vehicle access roads within $\frac{1}{4}$ mile of the site free of litter and debris generated directly or indirectly as a result of the facility's operation;e) Maintain on-site facility access roads to prevent or control dust and to prevent or control the tracking of mud off-site; andf) Provide access to the facility for the purpose of uncovered load enforcement. During all times that solid waste or recyclable materials are being accepted, authorized representatives of Metro, including law enforcement personnel on contract to Metro, must be permitted access to the premises of the facility for the purpose of making contact with individuals they have observed transporting uncovered loads of solid waste or recyclable materials on a public road right-of-way in



		violation of Section 5.09.040 of the Metro Code.
6.8	Odor	<ol style="list-style-type: none">1. The franchisee must operate the facility in a manner that controls and minimizes the generation of odors that are detectable off-site.2. The franchisee must establish and follow procedures in the operating plan for minimizing odor at the facility.
6.9	Vectors (e.g. birds, rodents, insects)	<ol style="list-style-type: none">1. The franchisee must operate the facility in a manner that is not conducive to harboring rodents, birds, insects, or other vectors capable of transmitting, directly or indirectly, infectious diseases to humans or from one person or animal to another.2. If vectors are present or detected at the facility, the franchisee must implement vector control measures.
6.10	Noise	The franchisee must operate the facility in a manner that controls and minimizes noise sufficient to cause adverse off-site impacts and to meet applicable regulatory standards and land-use regulations.
6.11	Water contaminated by solid waste and solid waste leachate	<p>The franchisee must operate the facility consistent with an approved DEQ stormwater management plan or equivalent and must:</p> <ol style="list-style-type: none">a) Operate and maintain the facility to prevent contact of solid wastes with storm water runoff and precipitation; andb) Dispose of or treat water contaminated by solid waste generated on-site in a manner complying with local, state, and federal laws and regulations.
6.12	Access control	<ol style="list-style-type: none">1. The franchisee must control access to the facility as necessary to prevent unauthorized entry and dumping.2. The franchisee must maintain a gate or other suitable barrier at potential vehicular access points to prevent unauthorized access to the site when an attendant is not on duty.
6.13	Signage	The franchisee must post signs at all public entrances to the facility. The signs must comply with local government signage regulations. These signs must be easily and readily visible, and legible from off-site during all hours and must contain at least the following information:



		<ul style="list-style-type: none">a) Name of the facility;b) Address of the facility;c) Emergency telephone number for the facility;d) Operating hours during which the facility is open for the receipt of authorized waste;e) Fees and charges;f) Metro's name and telephone number (503) 234-3000;g) A list of authorized and prohibited wastes;h) Vehicle / traffic flow information or diagram;i) Covered load requirements; andj) Directions not to queue on public roadways.
6.14	Complaints	<ul style="list-style-type: none">1. The franchisee must respond to all complaints in timely manner (including, but not limited to, blowing debris, fugitive dust or odors, noise, traffic, and vectors), and must keep a record of such complaints and any action taken to respond to the complaints, including actions to remedy the conditions that caused the complaint.2. If the facility receives a complaint, the Franchisee must:<ul style="list-style-type: none">a) Attempt to respond to that complaint within one business day, or sooner as circumstances may require, and retain documentation of its attempts (whether successful or unsuccessful); andb) Log all such complaints as provided by the operating plan. The franchisee must retain each log entry for one year and it must be available for inspection by Metro.
6.15	Operating hours	Metro may reasonably regulate the hours of facility operations as it finds necessary to ensure compliance with this franchise.
6.16	Access to franchise document	The franchisee must maintain a copy of this franchise on the facility's premises, and in a location where facility personnel and Metro representatives have ready access to it.

7.0	OPERATING PLAN	
7.1	Plan compliance	The franchisee must operate the facility in accordance with an operating plan approved in writing by the COO. The operating plan must include sufficient detail to demonstrate that the facility



		will be operated in compliance with this franchise. The franchisee may amend or revise the operating plan from time to time, subject to written approval by the COO.
7.2	Plan maintenance	The franchisee must revise the operating plan as necessary to keep it current with facility conditions, procedures, and requirements. The franchisee must submit amendments and revisions of the operating plan to the COO for written approval prior to implementation.
7.3	Access to operating plan	The franchisee must maintain a copy of the operating plan on the facility premises and in a location where facility personnel and Metro representatives have ready access to it.
7.4	Procedures for inspecting loads	The operating plan must establish: <ul style="list-style-type: none">a) Procedures for inspecting incoming loads for the presence of prohibited or unauthorized wastes;b) Procedures for identifying incoming and outgoing loads for waste classifications;c) A set of objective criteria for accepting and rejecting loads; andd) An asbestos testing protocol for all materials that appear to contain friable asbestos.
7.5	Procedures for processing and storage of loads	The operating plan must establish procedures for: <ul style="list-style-type: none">a) Processing authorized solid wastes;b) Reloading and transfer of authorized solid wastes;c) Managing stockpiles to ensure that they remain within the authorized weights, volumes and pile heights;d) Storing authorized solid wastes; ande) Minimizing storage times and avoiding delay in processing of authorized solid wastes.
7.6	Procedures for managing prohibited wastes	The operating plan must establish procedures for managing, reloading, and transferring to appropriate facilities or disposal sites each of the prohibited or unauthorized wastes if they are discovered at the facility. In addition, the operating plan must establish procedures and methods for notifying generators not to place hazardous wastes or other prohibited wastes in drop boxes or other collection containers destined for the facility.



7.7	Procedures for odor prevention	<p>The operating plan must establish procedures for controlling and minimizing odors generated at the facility from being detected off the premises of the facility. The plan must include:</p> <ul style="list-style-type: none">a) A management plan that will be used to monitor and manage odors of any derivation including odorous loads delivered to the facility; andb) Procedures for receiving and recording odor complaints, immediately investigating all odor complaints to determine the cause of odor emissions, and remedying promptly all odor problems at the facility.
7.8	Procedures for dust prevention	<p>The operating plan must establish procedures for controlling and minimizing dust from blowing off the premises of the facility. The plan must include:</p> <ul style="list-style-type: none">a) A management plan that the franchisee will use to monitor and manage dust of any derivation; andb) Procedures for receiving and recording dust complaints, immediately investigating all dust complaints to determine the cause of dust emissions, and remedying promptly all dust problems at the facility.
7.9	Procedures for emergencies	<p>The operating plan must establish procedures that the franchisee will follow in case of fire or other emergency.</p>
7.10	Procedures for nuisance complaints	<ul style="list-style-type: none">1. For every nuisance complaint (for example odor, dust, vibrations, and litter) received, the franchisee must record:<ul style="list-style-type: none">a) The nature of the complaint;b) The date the complaint was received;c) The name, address and telephone number of the person or persons making the complaint; andd) Any actions taken by the operator in response to the complaint (whether successful or unsuccessful).2. The franchisee must make records of such information available to Metro upon request. The franchisee must retain each complaint record for a period of not less than one year.
7.11	Closure protocol	<p>The franchisee must establish protocol for closure and restoration of the site in the event of a cessation of operations as provided in Metro Code Chapter 5.01. The plan must include protocol for:</p>



		<ol style="list-style-type: none">1. Short-term closure (duration of time that is more than two consecutive business days but less than 120 days in length); and2. Long-term closure (duration of time that is 120 consecutive days or more in length).
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8.0	FEES AND RATES	
8.1	Annual fee	The franchisee must pay an annual franchise fee, as established in Metro Code Chapter 5.01. Metro reserves the right to change the franchise fee at any time by action of the Metro Council.
8.2	Rates	<ol style="list-style-type: none">1. The rates charged by the franchisee for accepting solid waste are not subject to regulation by Metro unless the Metro Council adopts an ordinance that establishes Metro's rate regulation authority.2. Notwithstanding the provision above, the rates charged by the franchisee must not exceed the rates posted at the facility as described in Section 6.13.
8.3	Metro fee and tax imposed on disposal	The franchisee is liable for payment of the Metro Regional System Fee, as provided in Metro Code Title V, and the Metro Excise Tax, as provided in Metro Code Title VII, on all solid wastes delivered to a disposal site.
8.4	Metro community enhancement fee imposed on waste received	The franchisee must collect and remit to Metro a community enhancement fee, as provided in Metro Code Chapter 5.06, in an amount equal to \$1.00 per ton for all putrescible waste including food waste and residential yard debris mixed with food waste. The franchisee must remit the community enhancement fees to Metro on a monthly basis in conjunction with fees remitted in Section 8.3.

9.0	RECORD KEEPING AND REPORTING	
9.1	Record keeping requirements	For all solid waste and materials the franchisee is authorized to accept under Section 3.0, the franchisee must keep and maintain accurate records of the amount of authorized materials the franchisee accepts, recovers, recycles, reloads, and disposes. These records include the information specified in the Metro document titled, <u>Reporting Requirements and Data Standards for</u>



		<u><i>Metro Solid Waste Licensees, Franchisees, and Parties to Designated Facility Agreements.</i></u>
9.2	Reporting requirements	The franchisee must transmit to Metro records required under Section 8.0 no later than fifteen days following the end of each month in a format prescribed by Metro.
9.3	Material recovery reporting	The franchisee must provide the results of its quarterly sampling of processing residual, as provided in Section 4.5 of this franchise, to Metro as a component of its monthly report no later than fifteen days following the end of the each quarter in a format prescribed by Metro.
9.4	Account number listing	Within five business days of Metro's request, franchisee must provide Metro with a listing that cross-references the account numbers used in the transaction database with the company's name and address.
9.5	Transactions based on scale weights	Except for minimum fee transactions for small, lightweight loads, the franchisee must record each inbound and outbound transaction electronically based on actual and accurate scale weights using the franchisee's on-site scales.
9.6	DEQ submittals	The franchisee must provide Metro with copies of all correspondence, exhibits, or documents submitted to the DEQ relating to the terms or conditions of the DEQ solid waste permit or this franchise within two business days of providing such information to DEQ.
9.7	Copies of enforcement actions provided to Metro	The franchisee must ensure Metro receives copies of any notice of violation or noncompliance, citation, or any other similar enforcement actions issued to the franchisee by any federal, state, or local government (other than Metro) related to the operation of the facility.
9.8	Unusual occurrences	<ol style="list-style-type: none">1. The franchisee must keep and maintain accurate records of any unusual occurrences (such as fires or any other significant disruption) encountered during operation, and methods used to resolve problems arising from these events, including details of all incidents that required implementing emergency procedures.2. The franchisee must notify Metro within 24 hours of any breakdown of the franchisee's equipment if the breakdown will substantially impact the facility's ability to comply with



		<p>this franchise or with Metro Code, or which will create off-site impacts.</p> <p>3. The franchisee must report any facility fires, accidents, emergencies, and other significant incidents to Metro within 12 hours of the discovery of their occurrence.</p>
9.9	Changes in ownership	<p>1. Any change in control of franchisee or the transfer of a controlling interest of franchisee requires prior written notice to Metro. "Transfer of a controlling interest of franchisee" includes without limitation the transfer of 10% or more of the ownership of franchisee to or from a single entity. Metro may amend this franchise under Section 12.3 to require the new ownership of franchisee to assume all the rights and obligations of this franchise.</p> <p>2. The franchisee may not lease, assign, mortgage, sell, or otherwise transfer control of the franchise unless the franchisee follows the requirements of Metro Code Section 5.01.220.</p>

10.0	INSURANCE REQUIREMENTS	
10.1	General liability	The franchisee must carry the most recently approved ISO (Insurance Services Office) Commercial General Liability policy, or its equivalent, written on an occurrence basis, with limits not less than \$1,000,000 per occurrence and \$1,000,000 aggregate. The policy will include coverage for bodily injury, property damage, personal injury, death, contractual liability, premises and products/completed operations. Contractor's coverage will be primary as respects Metro.
10.2	Automobile	The franchisee must carry automobile bodily injury and property damage liability insurance.
10.3	Coverage	Insurance coverage must be a minimum of \$1,000,000 per occurrence and \$1,000,000 aggregate.
10.4	Additional insureds	Metro, its elected officials, departments, employees, and agents must be named as ADDITIONAL INSURED.
10.5	Worker's Compensation Insurance	The franchisee, its subcontractors, if any, and all employers working under this franchise, are subject employers under the Oregon Workers' Compensation Law must comply with ORS 656.017, which requires them to provide Workers' Compensation



		coverage for all their subject workers. The franchisee must provide Metro with certification of Workers' Compensation insurance including employer's liability. If the franchisee has no employees and will perform the work without the assistance of others, a certificate to that effect may be attached in lieu of the certificate showing current Workers' Compensation.
10.6	Notification	The franchisee must give at least 30 days written notice to the COO of any lapse or proposed cancellation of insurance coverage.

11.0	ENFORCEMENT	
11.1	Authority vested in Metro	The power and right to regulate, in the public interest, the exercise of the privileges granted by this franchise is at all times vested in Metro. Metro reserves the right to establish or amend rules, regulations or standards regarding matters within Metro's authority, and to enforce all such requirements against franchisee.
11.2	No enforcement limitations	This franchise may not be construed to and does not limit, restrict, curtail, or abrogate any enforcement provision contained in Metro Code or administrative procedures adopted pursuant to Metro Code Chapter 5.01, nor does this franchise limit or preclude Metro from adopting ordinances that regulate the health, safety, or welfare of any person or persons within the District, notwithstanding any incidental impact that such ordinances may have upon the terms of this franchise or the franchisee's operation of the facility.
11.3	Penalties	Each violation of a franchise condition is punishable by penalties as established in Metro Code Chapter 5.01. Each day a violation continues constitutes a separate violation.

12.0	AMENDMENT, SUSPENSION, AND REVOCATION	
12.1	Amendment by agreement	At any time during the term of the franchise, either the COO or the franchisee may propose amendments to this franchise.
12.2	Amendment by Metro Council action	Except as provided in Section 5.0 and 12.0, the provisions of this franchise will remain in effect unless the Metro Council: a) Amends the Metro Code, amends the Regional Waste Plan, or implements other legislation of broad applicability that



		affects the class of facilities of which this franchisee is a member; or b) Adopts an ordinance amending this franchise to implement the policy, code or process specified by said ordinance.
12.3	Amendment, suspension or revocation by Metro for cause	<p>The COO may, at any time before the expiration date, amend, suspend, or revoke this franchise in whole or in part, in accordance with Metro Code Chapter 5.01, for reasons including but not limited to:</p> <ul style="list-style-type: none">a) Violation of the terms or conditions of this franchise, Metro Code, or any applicable statute, rule, or standard;b) Changes in local, regional, state, or federal laws or regulations that should be specifically incorporated into this franchise;c) Failure to disclose fully all relevant facts;d) A significant release into the environment from the facility;e) Significant change in the character of solid waste received or in the operation of the facility;f) Any change in ownership or control;g) A request from the local government stemming from impacts resulting from facility operations;h) Compliance history of the franchisee; andi) Changes in regional tonnage trends or actual solid waste generation.

13.0	GENERAL OBLIGATIONS	
13.1	Compliance with law	<p>The franchisee must fully comply with all applicable local, regional, state and federal laws, rules, regulations, ordinances, orders and permits pertaining in any manner to this franchise, including all applicable Metro Code provisions and administrative rules adopted pursuant to Chapter 5.01 whether or not those provisions have been specifically mentioned or cited in this franchise. All conditions imposed on the operation of the facility by federal, state, regional or local governments or agencies having jurisdiction over the facility are deemed part of this franchise as if specifically set forth. These conditions and permits include those cited within or attached as exhibits to the franchise document, as well as any existing at the time the franchise is</p>



		issued but not cited or attached, and permits or conditions issued or amended during the term of the franchise.
13.2	Deliver waste to appropriate destinations	The franchisee must ensure that solid waste transported from the facility goes to the appropriate destinations under Metro Code Chapters 5.01 and 5.05, and under applicable local, state and federal laws, rules, regulations, ordinances, orders and permits.
13.3	Right of inspection and audit	<ol style="list-style-type: none">1. Authorized representatives of Metro may take photographs, collect samples of materials, and perform any inspection or audit as the COO deems appropriate. The franchisee must allow authorized representatives access to the premises of the facility at all reasonable times during business hours with or without notice or at such other times upon giving reasonable advance notice (not less than 24 hours). Metro inspection reports, including site photographs, are public records subject to disclosure under Oregon Public Records Law. Subject to the confidentiality provisions in Section 13.4, Metro's right to inspect includes the right to review all information from which all required reports are derived including all books, maps, plans, income tax returns, financial statements, contracts, and other similar written materials of franchisee that are directly related to the operation of the facility.2. The franchisee must permit access to the facility premises to authorized representatives of Metro, including personnel on contract to Metro, at all reasonable times during business hours with or without notice to determine whether the franchisee meets the minimum level of recovery as provided in Section 4.5. The franchisee must provide:<ol style="list-style-type: none">a) Access to all areas where it generates, manages, stores, and reloads processing residual, including without limitation to transfer vehicles;b) Access to facility personnel and equipment to collect, segregate, contain, and weigh individual samples of processing residual; andc) A safe, covered location away from working areas and vehicle traffic where authorized representatives of Metro may conduct an analysis of the franchisee's processing residual.



13.4	Confidential information	<p>The franchisee may identify as confidential any reports, books, records, maps, plans, income tax returns, financial statements, contracts and other similar written materials of the franchisee that are directly related to the operation of the facility and that are submitted to or reviewed by Metro. The franchisee must prominently mark any information that it claims confidential with the mark "CONFIDENTIAL" before it submits it to Metro for review. Metro will treat as confidential any information so marked and will make a good faith effort not to disclose such information unless Metro's refusal to disclose such information would be contrary to applicable Oregon law, including, without limitation, ORS Chapter 192.</p> <p>This Section 12.0 does not limit the use of any information submitted to or reviewed by Metro for regulatory purposes or in any enforcement proceeding. In addition, Metro may share any confidential information with representatives of other governmental agencies provided that, consistent with Oregon law, those representatives agree to continue to treat the information as confidential and make good faith efforts not to disclose the information</p>
13.5	Compliance by agents	<p>The franchisee is responsible for ensuring that its agents and contractors comply with this franchise.</p>

STAFF REPORT

IN CONSIDERATION OF ORDINANCE NO. 19-1435 FOR THE PURPOSE OF APPROVING A SOLID WASTE FACILITY FRANCHISE APPLICATION AND AUTHORIZING CITY OF ROSES DISPOSAL & RECYCLING, INC. TO OPERATE A TRANSFER STATION

Date: April 25, 2019
Department: Property and Environmental
Services
Meeting Date: May 9, 2019

Prepared by: Hila Ritter, 503-797-1862,
hila.ritter@oregonmetro.gov
Presenters: Roy Brower and Hila Ritter
Length: 15 minutes

ISSUE STATEMENT

City of Roses Disposal & Recycling, Inc. (partner company of CORE Recycling) a Metro-licensed non-putrescible (dry) waste material recovery facility located at 4580 NE 138th Avenue in Portland, (Metro District 1), seeks authorization to operate a transfer station, named COR Transfer Station, at its existing facility. In addition to its current material recovery operation, COR Transfer Station seeks to accept putrescible (wet) waste for consolidation and transport to Wasco County Landfill in The Dalles for disposal. The Metro Council determines whether to approve or deny an application for a solid waste facility franchise. (Metro Code 5.01.180).

ACTION REQUESTED

Review applicable code criteria and Metro policies to determine whether Council should grant a new solid waste facility franchise to COR Transfer Station and authorize it to accept up to 15,000 tons of wet waste for calendar year 2019.

IDENTIFIED POLICY OUTCOMES

Approval of this ordinance will support the goals of the *2030 Regional Waste Plan* as described later in this report. It will also help achieve some of the transfer system configuration policy objectives that Council adopted in 2016. Additionally, it will help achieve many of the goals outlined in Metro's *Strategic Plan to Advance Racial Equity Diversity and Inclusion (Diversity Action Plan and Equity Plan)* and Property Environmental Services' *Diversity, Racial Equity and Inclusion (DEI) Work Plan, 2018-2022*. This staff report further describes these expected policy outcomes.

POLICY QUESTION

Does the Metro Council approve the solid waste facility franchise application and authorize COR Transfer Station to accept wet waste according to the provisions of Metro Code Chapter 5.01.180 and as described in the ordinance?

POLICY OPTIONS FOR COUNCIL TO CONSIDER

1. Approve the ordinance as proposed to grant a new franchise to COR Transfer Station effective 90 days after adoption of the ordinance.
2. Amend the ordinance to grant a franchise with different conditions other than those recommended by staff.

3. Amend the ordinance to declare an emergency, as requested by the applicant, finding that it is necessary to establish an earlier effective date for the franchise for the health, safety or welfare of the Metro area.
4. Do not approve Ordinance No. 19-1435.

STAFF RECOMMENDATIONS

Staff recommends that Council adopt Ordinance No. 19-1435 to authorize a new solid waste facility franchise. The applicant has requested that the ordinance take effect immediately pursuant to an emergency clause, rather than taking effect 90 days after Council adoption. Staff does not recommend that Council adopt an emergency clause.

STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION

Metro's *2030 Regional Waste Plan* sets the policy direction to shape the future of the solid waste system to better attain public benefits and improved sustainability. A major component of this plan is to take a broad look at the role, configuration, and services offered by publicly and privately-owned transfer stations. In 2016, Metro also established a transfer system configuration policy to:

- 1) Ensure that the region's transfer system provides maximum public benefit;
- 2) Maintain the current configuration of publicly and privately-owned transfer stations;
- 3) Ensure that an adequate amount of wet waste flows to publicly-owned stations (at least 40 percent of the region's wet waste);
- 4) Limit the amount of wet waste that any one company may accept for transfer within the region (no more than 40 percent); and
- 5) Improve rate transparency.

The configuration policy also seeks to promote more efficient off-route transport of waste to reduce greenhouse gas and provide opportunities for small, locally-based businesses to participate in the region's solid waste system.

Tonnage Allocation

In addition to the objectives above, the transfer system configuration policy shifted Metro away from its historical "tonnage cap" approach, in which the Metro Council had established annual facility tonnage limits, to a more systematic and predictable "tonnage allocation" system, in which tonnage authority is proportionally allocated to privately-owned stations each year. Staff is developing the detailed methodology for future tonnage allocations for adoption as administrative rules later this year, to become effective in 2020.

In its franchise application, COR Transfer Station requested an allocation of 30,000 tons of wet waste per calendar year. If Council approves the ordinance as proposed, then the proposed franchise would become effective mid-way through the year. As such, staff recommends that the Council grant COR Transfer Station an initial tonnage allocation of 15,000 tons of wet waste for the remainder of calendar year 2019. In the future, Metro will determine and adjust tonnage allocations for all privately-owned transfer stations in the region, including COR Transfer Station, by applying a percentage-based allocation methodology currently being developed using the allocation framework that Metro Council adopted in November 2018 via Ordinance No. 18-1426.

Regional Waste Plan Goals

This proposed ordinance is consistent with Metro's 2030 Regional Waste Plan because it helps achieve many of the goals outlined in the plan including nos. 2, 4, 12, 13, and 16. In particular, staff finds that the proposed facility would likely:

- Increase the percentage of garbage and recycling system revenue that benefits a company owned by people of color (Goal 2);
- Increase the diversity of the workforce in occupations where people of color are underrepresented (Goal 4);
- Promote efficient off-route travel which reduces environmental impacts (Goal 12);
- Support investment in the host community by way of the Community Enhancement Grant program (Goal 13); and
- Implement the transfer system configuration policy by including a small, locally-based business in the region's solid waste system (Goal 16.7).

Equity Plan and Diversity Plan

The Metro Council adopted a Diversity Action Plan and the Equity Plan that set goals for Metro to advance racial equity, diversity and inclusion. This proposed ordinance is consistent with the strategies and goals outlined in those plans. In particular, staff finds that the proposed ordinance helps achieve Metro's goal of advancing racial equity by authorizing COR Transfer Station to operate a transfer station and participate in the region's solid waste system (Goal E).

PES DEI Work Plan

In 2016, the Property and Environmental Services Department (PES) adopted its first DEI work plan to support Metro's Equity Plan and Diversity Action Plan and further guide its work in solid waste reduction, regulation, management, planning and policy. Approval of this ordinance aligns with many of the DEI work plan strategies. Specifically:

- Providing services equitably, with a priority on communities of color (strategy 3);
- Create jobs, career pathways and promote workforce equity in the sectors where PES works, with a priority on people of color and women (strategy 5); and
- Incorporate racial equity outcomes into PES allocation of budget resources (strategy 6).

Emergency Clause

As previously noted in this staff report, if the Council approves the proposed ordinance, then the applicant seeks a franchise with an effective date earlier than the 90-days required under the Charter for adoption of an ordinance. The applicant submitted the following request for Metro to consider as part of its application:

Due to the urgency and necessity of this facility not only for the City of Portland but more importantly for the Metro Region, we are strongly urging and requesting that you and your council move forward with an emergency ordinance which would allow this facility to immediately receive wet waste if Metro Council decides to approve the application. The urgency in this matter has a triple bottom line effect for our region but moving forward with the standard 90 day process (upon approval), will only hinder our ability to work alongside all solid waste stakeholders in this region to achieve the desirable environmental outcomes by logistically citing the first ever privately owned transfer station in the City of Portland, achieve the social outcomes the Diversity Equity and Inclusion goals set forth by the Property and Environmental Services team strives to achieve and lastly the underserved community of East Portland will now have the

chance to host this facility and the ability to tap into the Community Enhancement Grant Program which will foster greater investments and economic opportunities for this part of the region.

Please consider moving forward with an emergency ordinance that would allow for this transfer station facility to provide all the community benefits we all hope to see in the near future.

Per the Metro Charter, all ordinances take effect 90 days after adoption *unless* the Council finds that an emergency exists that affects the “health, safety or welfare of the Metro Area.” In such instances, at least two-thirds of the Council (five Councilors) must approve an emergency clause and the Council must state the reasons for the emergency.

Staff does not find that there is an emergency circumstance, as described in Metro’s Charter, in this instance and does not recommend adoption of an emergency clause. Additionally, the proposed franchise includes several pre-operating conditions that the applicant would be required to complete before the facility accepts wet waste.

Specific Franchise Conditions

As mentioned above, the proposed franchise includes several pre-operating conditions and other unique requirements in addition to Metro’s standard requirements for transfer stations. The unique requirements included in the franchise are derived from the land use conditions required by the city of Portland, and facility infrastructure improvements required by DEQ for leachate management.

The proposed franchise requires that the facility must meet the following conditions before accepting wet waste:

- Install an odor control and neutralizing system subject to approval by DEQ and Metro;
- Install landscaping (a high hedge) along the southern property line that meets landscaping standards subject to approval by the city of Portland and Multnomah County Drainage District; and
- Implement facility infrastructure improvements for the capture and management of leachate (liquid that has come into direct contact with solid waste and contains dissolved, miscible and/or suspended contaminants as a result of such contact) subject to approval by DEQ and Metro.

In addition to the above, the proposed franchise includes a specific operating condition that requires that the facility must remove all wet waste from the site within 24 hours of receipt. The facility may store small amounts of wet waste on-site overnight if the waste is enclosed in a covered container within a closed building.

Known Opposition/Support/Community Feedback

Metro posted notice and provided an opportunity for the public to review and submit comments on the franchise application. The public notice was posted on Metro’s website, mailed to approximately 1,420 property owners and residents surrounding the proposed facility, and emailed to various other parties that are generally interested in solid waste issues. The comment period began on December 28, 2018, and closed on February 8, 2019. A detailed description of the written comments that Metro received during that time is provided in the *Public Comment Report* included as Attachment 2 to this staff report. Overall, comments were mixed. Many neighboring residents expressed concerns about the location of this facility and its proximity to residential housing, increased traffic impacts, potential environmental and human health impacts, and odors negatively impacting quality of life in the area. Comments in

support of granting the proposed franchise generally described the benefits of approving a local minority-owned business with an emphasis on innovation and waste recovery.

In addition to posting the application for public review and comment, staff also hosted a community conversation in conjunction with DEQ's public hearing at Shaver Elementary School on April 9. Metro hosted this event in response to requests from the public received during Metro's public comment period. As explained further in the *Public Comment Report*, public opinion regarding the proposed transfer station is mixed.

Staff finds that COR Transfer Station has a good compliance history as a material recovery facility and has adequately demonstrated that it is qualified to appropriately manage wet waste. The proposed franchise includes specific operating conditions to prevent and mitigate off-site impacts. Approval of the proposed franchise aligns with Metro's *2030 Regional Waste Plan*, the transfer station configuration policy, Equity Plan, and the PES DEI Plan. Staff finds that the application meets the franchise requirements in Metro Code Section 5.01.170 and the proposed franchise meets the objectives and goals of the Regional Waste Plan.

Legal Antecedents

Pursuant to Metro Code 5.01.180, the Council must consider the following factors when determining whether to issue a franchise:

- (1) Whether the applicant has demonstrated that the proposed solid waste facility and authorized activities will be consistent with the Regional Solid Waste Management Plan;

Staff finds that the proposed activity is consistent with the regional values and policies outlined in the *2030 Regional Waste Plan* and specifically aligns with many of the goals of the plan, leading with equity in particular.¹ In addition, staff finds that the proposed activity is consistent with the configuration policy in that it promotes more efficient off-route transport of waste to reduce greenhouse gas (as it provides a closer option for trucks operating in the vicinity) and provides an opportunity for a small, locally-based business to participate in the region's solid waste system.

- (2) The effect that granting a franchise will have on the cost of solid waste disposal and recycling services for the citizens of the region;

Approval of the proposed franchise would likely result in minimal shifting of tons of waste away from Metro's transfer stations. COR Transfer Station is seeking to initially provide additional transfer options for third-party haulers. Staff understands that most of the wet waste that the proposed facility is likely to receive in 2019 will be from a vertically integrated hauling company, Waste Connections, which currently transports waste to its affiliated transfer stations located in Clark County, Vancouver Materials Recovery Center, under authority of a Metro non-system license (NSL No. N-029-17B). Waste Connections is also the owner/operator of Wasco County Landfill. Because this waste has already been allocated to privately-owned facilities the associated revenue impacts have already been

¹ Regional Solid Waste Management Plan retitled to 2030 Regional Waste Plan during planning process. Metro Code will be amended to reflect this name change in 2019.

factored into Metro's budget. Additional information regarding the costs associated with the proposed franchise is provided in the budget and rate impact section of this report.

- (3) Whether granting a franchise is likely to adversely affect the health, safety and welfare of Metro's residents in an unreasonable manner;

The applicant operated a dry waste material recovery facility at 5726 NE 109th Avenue in Portland since 2013. In February 2019, the applicant relocated its facility to 4580 NE 138th Avenue in Portland. The applicant proposes to perform material recovery activities and accept wet waste for consolidation and transport to a landfill for disposal. Staff finds that the proposed franchise is unlikely to adversely affect the health, safety, and welfare of Metro's residents because transfer stations generally pose minimal environmental risk. The proposed franchise requires the franchisee to manage all wet waste received inside of a building and subsequently remove from the site within 24 hours. In addition, COR Transfer Station has performed significant site improvements to appropriately manage waste, and meet all land use conditions such as paving, land clearing and landscaping, and internal and external rehabilitation of existing structures.

The applicant plans to use operational practices and management controls that are typical of transfer stations and that Metro considers adequate for the protection of health and the environment.

- (4) Whether granting a franchise is likely to adversely affect nearby residents, property owners, or the existing character or expected future development of the surrounding neighborhood in an unreasonable manner;

As discussed in attachment 2, the *Public Comment Report*, this facility is located in a regionally-significant industrial sanctuary. City of Portland has granted conditional use approval for the proposed waste-related activity in this industrial zone. The site was formerly home to Oregon Recycling Systems, a processor of recyclable materials, from 1995-2016.

The proposed franchise requires the franchisee to operate the facility in a manner that controls and minimizes off-site impacts, including, but not limited to: odors, noise, vectors, traffic, etc. All wet waste will be required to be managed and received inside of a building and subsequently removed from the site within 24 hours of receipt, and all vehicles transporting waste materials will have to be covered. Furthermore, additional facility infrastructure improvements will be required prior to the facility accepting wet waste such as: installing an odor control and neutralizing system subject to approval by DEQ and Metro, improving the leachate capture and management system within the building, and increased landscaping to function as a buffer.

Staff's detailed response to both the concerns and the benefits of approving this proposed transfer station, which were submitted to Metro during the comment period, is included as attachment 2, the *Public Comment Report*.

In addition, in order to help mitigate potential impacts from solid waste facilities on host communities, Metro requires that any facility receiving wet waste must collect and remit to

Metro \$1 per ton for use in local community enhancement programs to mitigate facility impacts by improving economic opportunities, neighborhood livability, and public safety. As previously mentioned, COR Transfer Station is already operating as a dry waste material recovery facility at this location. Approval of a franchise will initiate the formation of a Community Enhancement Committee to grant funds for enhancement projects. Staff finds that the proposed franchise is not likely to adversely affect the surrounding community in an unreasonable manner.

- (5) Whether the applicant has demonstrated the strong likelihood that it will comply with all requirement and standards of this chapter, the administrative rules and performance standards adopted pursuant to Section 5.01.280 and other applicable local, state, and federal laws, rules, and regulations, ordinances, orders or permits pertaining in any manner to the proposed franchise.

Metro staff's investigation of COR Transfer Station has revealed a good record of compliance. DEQ and city of Portland staff have reported that there are no code, environmental, or nuisance violations at the site. Based on the applicant's good compliance record operating a material recovery facility, staff finds that there is a strong likelihood that COR Transfer Station will comply with the requirements and standards of the proposed franchise.

Anticipated Effects

Approval of ordinance No. 19-1435 will authorize the COO to issue a new franchise to COR Transfer Station to accept up to 15,000 tons of wet waste in 2019 and establish future annual allocations as described in Metro's tonnage allocation methodology currently being developed. If approved, the franchise will replace and supersede the applicant's current solid waste facility license upon its effective date. The proposed license becomes effective on August 14, 2019, and expires on December 31, 2023.

Financial Implications (current year)

As described above, it is Metro's understanding that for 2019, COR Transfer Station will partner with Waste Connections to accept the wet waste that it currently transports to its affiliated facilities in Clark County Washington. COR Transfer Station proposes to transport the waste to Wasco County Landfill which is also affiliated with Waste Connections. Metro's cost and rate model already assumed that waste would not come through Metro's transfer stations. Therefore, approval of the proposed franchise is expected to have minimal impact to Metro's Solid Waste Fund operating costs and revenues. Furthermore, beginning in 2020, as part of Metro's tonnage allocation methodology, Metro will adjust tonnage allocations for all privately-owned transfer stations and require that at least 40 percent of the region's wet waste tonnage flows to publicly-owned transfer stations (Metro Central and South).

If this proposed ordinance is approved, a Community Enhancement Committee will be established in the city of Portland which could receive up to \$15,000 in 2019, and \$1 per ton of wet waste received for all subsequent years under the proposed franchise. As a result of this action, other Community Enhancement Committees might experience a reduction in funds based on potential tonnage shifts. For example, it is possible that the Metro Central and South community enhancement committees could experience a reduction in funds if any tonnage shifts to COR Transfer Station.

This ordinance may also have the effect of driving rates down at privately-owned facilities as a result of increased competition, which would benefit rate payers. Cost savings may also occur if vehicle miles traveled are reduced.

As previously explained in this staff report, staff are developing administrative rules that will set forth a detailed process for determining and adjusting future tonnage allocations. Staff notes that this prescribed tonnage allocation process, beginning in 2020, may result in a different, to be determined, tonnage allocation for COR Transfer Station.

BACKGROUND

The applicant is a locally-owned company that operates a waste hauling service (City of Roses Disposal and Recycling) and a Metro-licensed dry waste material recovery facility. COR Transfer Station has operated a facility on NE 109th since 2013. COR Transfer Station applied for and obtained Metro and DEQ authorization to operate a dry waste material recovery facility at its current location, 4530 NE 138th Ave in Portland.² COR Transfer Station primarily accepts and processes mixed dry waste collected by its hauling company. It does not currently accept waste from the general public, and is not proposing to accept self-haul waste as part of its transfer station operation. It specializes in the recovery of waste generated during construction projects that seek to obtain LEED (Leadership in Energy and Environmental Design) certification. LEED projects require that the solid waste resulting from construction activities be recovered to a higher degree and be more extensively documented than from standard construction projects.

Metro has conducted one inspection of the applicant's current site on NE 138th Avenue, and 44 inspections of the former location at NE 109th Avenue (from August 2011 - January 2019). COR Transfer Station is currently in compliance with Metro's requirements and has a good history of compliance. In addition, DEQ and city of Portland staff have reported that there are no enforcement or compliance issues associated with the current site.

The functions of regional solid waste system are implemented by Metro, cities and counties, and many private for-profit businesses and non-profit organizations. This sharing of responsibilities means that Metro has a strong interest in the success of the private sector at creating, expanding, preserving and broadening efforts that advance waste prevention, reuse, recycling and energy recovery. In December 2017, the Metro Council established a new Investment and Innovation grant program to support this interest through the granting of funds to businesses and non-profit organizations involved in these efforts and to help foster economic opportunities for people who have historically been left out of the garbage and recycling system, particularly communities of color. COR Transfer Station applied for and was granted a capital grant for \$500,000 with a 100 percent matching requirement. The grant will be used to expand dry waste material recovery and processing operations at its facility. This expansion will include significant property improvements and new equipment to increase both the volumes and types of materials recovered for reuse and recycling at COR Transfer Station.

The applicant seeks to continue and evolve its current material recovery activities on dry waste and also accept wet waste to diversify its operation, and avoid the added costs of travel time and tipping fees using other transfer stations. The site was formerly occupied by Oregon Recycling Systems which operated a material recovery facility there from 1995-2016. Additionally, the city of Portland had previously granted a conditional waste related use of the site and Metro had previously issued a transfer

² Metro Solid Waste Facility License No. L-057-18 and DEQ Solid Waste Disposal Site Permit 1606

station franchise to the former occupant in 2005, although the transfer station never opened. The site has undergone significant site improvements under COR Transfer Station's ownership.

On November 28, 2018, the applicant submitted to Metro a complete solid waste facility franchise application accompanied by payment of the appropriate application fee of \$500. The applicant requested to both become authorized to accept wet waste for transfer and amend its NSL (N-134-16C) to similarly authorize the transport of waste to Wasco County Landfill for disposal. The proposed non-system license amendment will be brought to Metro Council for consideration on May 16, 2019, under Resolution No. 19-4981 on the consent agenda.

ATTACHMENTS

- A. Exhibit A to Ordinance No. 19-1435: Draft Franchise No. F-057-19
- B. Attachment 1 to Staff Report: Images
- C. Attachment 2 to Staff Report: Public comment report

Attachment 1: Images



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Attachment 1 to Staff Report for Ordinance No. 19-1435

PUBLIC NOTICE:

COR Transfer Station

Submit comments to Metro by 5 p.m. January 25, 2019

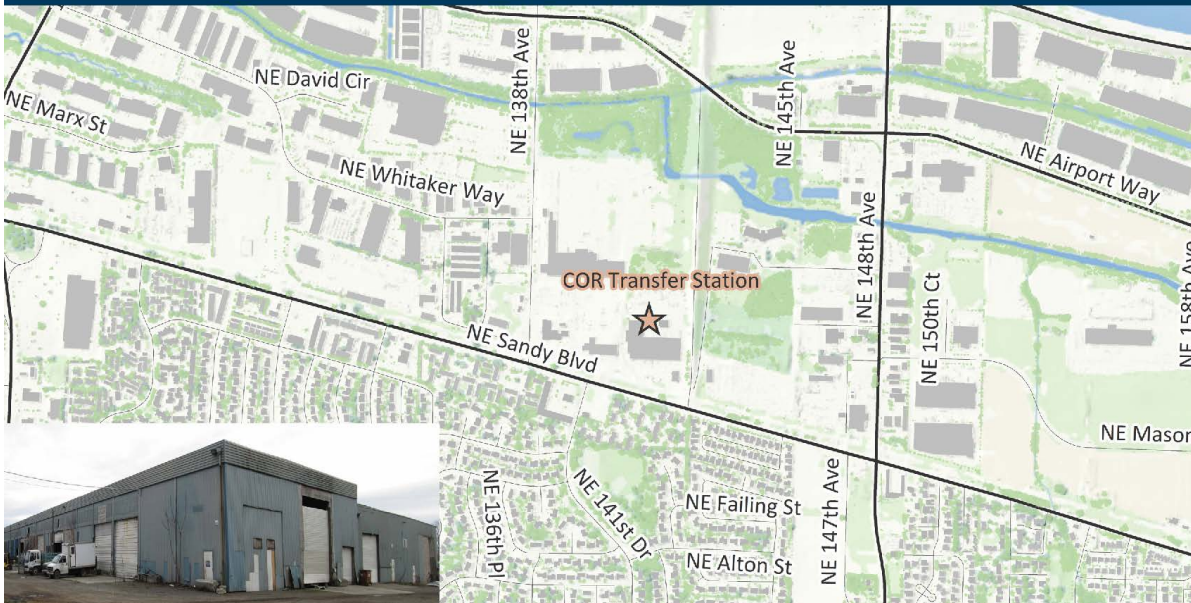


Photo 1: Public notice post card, front

COR Transfer Station submitted an application for a new Metro solid waste franchise to receive garbage generated within the Metro region for reloading and transport to a landfill for disposal. COR Transfer is a locally owned and operated subsidiary of City of Roses Disposal and Recycling.

Please refer to oregonmetro.gov/solidwastepublicnotices for more information about the license application.

Location: 4530 NE 138th Ave, Portland, Oregon



Metro

600 NE Grand Ave
Portland, OR 97232

Written comments must be submitted by 5 p.m. January 25, 2019.

Metro Solid Waste Information Compliance & Cleanup
600 NE Grand Ave., Portland, OR 97232

Fax: 503-813-7544 Email: SWICC@oregonmetro.gov

More information: oregonmetro.gov/solidwastepublicnotices

Esta es una notificación de su oportunidad para comentar sobre una solicitud para operar un establecimiento de desechos sólidos (basura o reciclado) en su comunidad. Si necesita asistencia con el idioma, llame al 503-797-1890 (de 8 a 5, lunes a viernes).

Настоящим уведомляем, что у вас есть возможность оставить свой отзыв относительно заявки на эксплуатацию учреждения по переработке твердых отходов (или вторсырья), расположенного в вашем районе. Языковую поддержку можно запросить по номеру 503-797-1890 в рабочие дни с 8:00 до 17:00.

Đây là thông báo về cơ hội của quý vị được trình bày ý kiến bằng đơn trong việc điều hành cơ sở quản lý rác thải (rác hoặc đồ tái chế) trong cộng đồng của quý vị. Nếu quý vị cần trợ giúp về ngôn ngữ, xin gọi số 503-797-1890 (từ 8 giờ sáng đến 5 giờ chiều vào những ngày thường).

本公告旨在通知您利用這個機會評論在您所在社區經營固體廢物(垃圾或回收服務)設施的申請。需要語言援助者請在撥打503-797-1890(工作日上午8點至下午5點)。

본 통지서는 지역사회 내 고형 폐기물(쓰레기 또는 재활용) 시설 운영 신청에 대해 귀하의 의견을 제시할 수 있는 기회를 알려 드리기 위한 것입니다. 언어 지원 서비스가 필요한 경우 전(근무일 기준)까지 503-797-1890으로 전화하십시오(주중 오전 8시 ~ 오후 5시).

Printed on recycled content paper.

Photo 2: Public notice post card, back

Attachment 1: Images

Attachment 1 to Staff Report for Ordinance No. 19-1435



Photo 3: Aerial photo of COR Transfer Station located at 4530 NE 138th Ave in Portland

Attachment 1: Images

Attachment 1 to Staff Report for Ordinance No. 19-1435



Photo 3: COR Transfer located at 4530 NE 138th Ave in Portland



Photo 4: COR Transfer located at 4530 NE 138th Ave in Portland

Attachment 1: Images

Attachment 1 to Staff Report for Ordinance No. 19-1435



Photo 4: Community conversation and DEQ public hearing at Shaver Elementary School on April 9, 2019



Photo 5: Community conversation and DEQ public hearing at Shaver Elementary School on April 9, 2019

Public comment report



Attachment 2 to Staff Report for Ordinance No. 19-1435

April 25, 2019

Prepared by: Hila Ritter
503-797-1862

BACKGROUND

COR Transfer Station, (partner company of City of Roses Disposal and Recycling) a Metro-licensed non-putrescible (dry) waste material recovery facility located at 4580 NE 138th Avenue in Portland, (Metro District 1), submitted a Solid Waste Facility Franchise application to Metro to operate a transfer station at its existing facility. In addition to its current material recovery facility (MRF) operation, COR Transfer Station seeks to accept putrescible (wet) waste for consolidation and transport to a landfill for disposal.

PUBLIC NOTICE AND OPPORTUNITY TO COMMENT

Metro posted notice and provided an opportunity for the public to review and submit comments on COR Transfer Station's franchise application. The public notice was posted on Metro's website, mailed to approximately 1,420 property owners, schools, neighborhood association and residents surrounding the facility, and emailed to other parties that have a general interest in solid waste issues. The 30-day public comment period began on December 28, 2018, was extended an additional two-weeks to ensure sufficient time to comment, and closed February 8, 2019.

In addition to posting the application for public review and comment, staff also hosted a community conversation in conjunction with the Oregon Department of Environmental Quality's (DEQ) public hearing for the proposed transfer station at Shaver Elementary School on April 9. This event was planned in response to requests for a public meeting received during Metro's public comment period, and approximately 70 people attended. The questions and concerns discussed at the meeting were similar to those articulated to Metro during the written comment period.

Metro received an additional five written comments via e-mail after the comment period closed on February 8, which did not become an official part of the record. COR Transfer Station submitted responses to the comments that Metro received, which are included in full at the end of this report.

SUMMARY OF WRITTEN PUBLIC COMMENTS ON APPLICATION

Metro received 48 comments during the public notice period from 45 individuals or organizations. Twenty-six of the comments supported the proposed franchise citing support for a local minority-owned business, and increased recycling infrastructure. Twenty comments opposed the proposed franchise primarily due to its location (proximity to residential housing, restaurants, and Costco). Two comments were neutral/indeterminable.

Attachment 2 to Staff Report for Ordinance No. 19-1435

The concerns and benefits that were identified by the commenters can be summarized in five general categories: livability, facility location, traffic, economic impacts and environmental impacts.

1. LIVABILITY

- Concerns that garbage odors will be pervasive in the surrounding community.
- Concerns about increased noise, both from trucks entering/exiting the site and equipment noise negatively impacting the community.
- Concerns about increased pests, particularly rodents

Metro response #1 – Livability:

Metro is tasked with planning, management, and oversight of the region's solid waste system. It has an obligation to the public to ensure that the waste intended for reuse, recycling and other purposes is handled properly and sent to appropriate markets, and that all other waste is safely managed and disposed. In carrying out its oversight responsibilities, Metro balances the need to manage waste in or near the region with the needs of the local communities that live and work near these facilities.

The proposed franchise requires the franchisee to operate the facility in a manner that controls and minimizes off-site odors. In addition it must manage all wet waste received inside of a building and subsequently remove wet waste from the site within 24 hours of receipt. It also requires the facility to install an odor control and neutralizing system subject to approval by DEQ and Metro prior to accepting wet waste.

The facility is located in an industrial sanctuary and is subject to compliance with local noise regulatory standards allowed in industrial zones. Metro primarily relies on the local jurisdiction, in this case city of Portland, to determine noise allowances. The proposed franchise requires the franchisee to operate the facility in a manner that controls and minimizes noise and to meet applicable local noise regulatory standards and land-use regulations

The proposed franchise requires the franchisee to operate the facility in a manner that is not conducive to the harborage of rodents, birds, insects, or other vectors or pests. It further requires implementation of vector control measures if vectors are present or detected.

Metro employs two full time solid waste facility inspectors who are trained in environmental compliance and tasked with monitoring the solid waste facilities authorized by Metro in and around the region. The inspectors generally perform seven or eight inspections of a facility annually. When greater attention at a facility is merited, Metro performs an increased amount of both announced and un-announced facility inspections and complaint investigations in neighboring areas surrounding the facility. Metro has conducted one inspection of the applicant's current site on NE 138th Avenue, and 44 inspections of the former location at NE 109th Avenue (from August 2011 - January 2019). COR Transfer Station is currently in compliance with Metro's requirements and has a good history of compliance. In addition, DEQ and

Attachment 2 to Staff Report for Ordinance No. 19-1435

city of Portland staff have reported that there are no enforcement or compliance issues associated with the current site.

2. FACILITY LOCATION

- Land use concerns, particularly, that a garbage facility should not be allowed in proximity to residential housing and restaurants.
- Concerns about whether there is a need for another transfer station in the region.
- East Portland has been historically disproportionately burdened by industry.

Metro response #2 – Facility location:

This facility is located in a regionally-significant industrial sanctuary and has been the site of several industrial, commercial, and waste-related businesses since 1959. City of Portland has granted conditional use approval for the proposed waste-related activity in this industrial zone. Additionally, the site was formerly occupied by Oregon Recycling Systems which operated a material recovery facility there from 1995-2016. Additionally, the city of Portland had previously granted a conditional waste related use of the site and Metro had previously issued a transfer station franchise to the former occupant in 2005, although the transfer station never opened. The site has undergone significant site improvements under COR Transfer Station's ownership.

Metro is committed to working with existing facilities to ensure they operate in a manner that is benefitting the community, and overseeing the region's solid waste system to achieve public benefits of the highest and best use of materials and, when needed, their safe disposal. Since early 2017, Metro has been working with communities across the region to develop the 2030 Regional Waste Plan as both a vision for greater Portland's garbage and recycling system and a blueprint for achieving that vision. For more information visit: www.oregonmetro.gov/regionalwasteplan

COR Transfer Station is a private business that has applied to Metro to operate at its location on NE 138th Ave. Although there are other transfer stations in proximity to this proposed facility (GSS Transfer locally owned by Gresham Sanitary Service and Troutdale Transfer Station owned by Waste Management), COR Transfer Station chose this site for its industrial zoning between three freight heavy streets and its historical use as a solid waste facility.

In order to help mitigate potential impacts from solid waste facilities on host communities, Metro requires that any facility receiving wet waste must collect and remit to Metro \$1 per ton for use in local community enhancement programs to mitigate facility impacts by improving economic opportunities, neighborhood livability, and public safety. As previously mentioned, COR Transfer Station is already operating as a dry waste material recovery facility at this location. Approval of a franchise will initiate the formation of a Community Enhancement Committee to grant funds for enhancement projects. Staff finds that the proposed franchise is not likely to adversely affect the surrounding community in an unreasonable manner.

3. TRAFFIC

- Concerns about increased traffic congestion.
- Railroad concerns and hazards associated with trains transporting oil.

Metro response #3 – Traffic:

Traffic is a major concern across the region. As greater Portland grows into a major metropolitan area, our communities need a collaborative approach to transportation planning, funding and implementation. Metro primarily relies on the local jurisdiction, in this case city of Portland, to determine traffic allowances for solid waste facilities. The applicant completed and submitted a Transportation Impact Study (TIS) to the City. Based upon the information that Metro received from City staff, the proposed activities comply with the Portland Bureau of Transportation and Oregon Department of Transportation traffic requirements. The vehicles that will access the site will likely use streets that are classified to accommodate truck movements. The applicant intends to direct customers to use NE Airport Way, when possible, to minimize congestion at the intersection of NE 138th Avenue and Sandy Boulevard. Finally, given the significant paving of the site, there will be adequate areas on site to accommodate the peak number of vehicles expected at the site at any one time.

The concerns about the adjacent rail line and potential impact of oil trains raised at the public meeting on April 9 are outside the scope of Metro's franchise requirements. However, the franchise requires that the operator must comply with all local, state, and federal requirements. In addition, Union Pacific Railroad offers a railroad safety presentation for those interested in enhancing railroad safety in their community. Union Pacific inspects crossing signals regularly for a variety of safety checks. If a malfunctioning signal is noted, the public should report it via the Union Pacific Grade Crossing Hot Line (1-800-848-8715).

4. ECONOMIC IMPACTS

- Concern about decreased property values
- Increased job opportunities

Metro response #4 – Economic impacts:

The city of Portland has determined that the proposed waste-related use is appropriate for this industrial site. At this time, Metro does not regulate the location where private facilities are cited, and relies on the local jurisdiction for zoning determinations.

Regionally significant industrial areas are near major transportation routes that enable efficient movement of freight, and movement and storage of goods. These are vital to the region's economy and provide good jobs. COR Transfer Station proactively hires second-chance populations and provides living wage jobs to this marginalized group as well as employing people of color. As mentioned previously, this is a locally-owned business whose owners live in the community where the facility is located and seeks to support the local community and economy. COR Transfer Station expects that diversifying and expanding its operations will increase its ability to create more living wage jobs.

5. ENVIRONMENTAL IMPACTS

- Concerns about potential contamination of air from dust and odors, and groundwater or nearby waterways such as the Columbia Slough due to contaminated stormwater.
- Comments in support based on COR Transfer Station's sustainable business practices and innovation in the recycling industry.

Metro response #5 – Environmental impacts:

The proposed site has undergone significant site improvements since COR Transfer Station acquired ownership of the facility in 2018. For example, all site roadways have been paved to mitigate dust from vehicle traffic, significant portions of exterior siding of the main building were replaced to decrease exposure to elements and increase aesthetics, land clearing and preliminary landscaping have begun to enhance visual aesthetics and buffer site activities, and the site office building has been largely renovated. As a condition of sale of the property to COR Transfer Station, an engineered bio-swale and natural area was installed on the eastern property line to control site drainage and function as a buffer. City of Portland's Bureau of Environmental Services has evaluated the existing stormwater management system and has determined that it meets the City's requirements. The site has also applied for and obtained a DEQ National Pollutant Discharge Elimination System Stormwater Discharge Permit 1200-Z. In addition, the proposed Metro franchise requires additional facility infrastructure improvements for the capture and management of leachate (liquid that has come into direct contact with solid waste and contains dissolved, miscible and/or suspended contaminants as a result of such contact) subject to approval by DEQ and Metro prior to the acceptance of wet waste. This requirement is to ensure that the catchment and storage system located inside the facility is sufficient to manage any liquids that are then regularly pumped out and transported offsite to a wastewater treatment facility. Additional site infrastructure improvements are planned, as described above, including construction improvements to buildings, and paving and site improvements including design, engineering and permitting for site drainage and traffic access.

COR Transfer Station is actively working toward increasing its recovery rate of recyclable materials, particularly around re-use of reclaimed lumber and discarded wood products. The proposed transfer stations may reduce emissions in the region based on decreased vehicle miles traveled while also increasing workforce and enterprise opportunities for low-income people and people of color. As mentioned previously, COR Transfer Station's hiring practices are intentional around building wealth in low-income and people of color communities who have been marginalized in the region's economic prosperity. Additionally, COR Transfer Station is a certified Benefit Corporation, which are businesses that achieve a minimum verified score on a rigorous assessment of a company's impact on its workers, customers, community, and environment—and make their Benefit Impact Report transparent on bcorporation.net. Certified Benefit Corporations also amend their legal governing documents to require their board of directors to balance profit and purpose.

Staff finds that the proposed facility supports many of the goals of the Regional Waste Plan that was collaboratively created with the community to plan for the future of the solid waste system with a focus

on equity, health and the Environment. This proposed franchise will increase the percentage of garbage and recycling system revenue that benefits a company owned by people of color (Goal 2), increase the diversity of the workforce in occupations where people of color are underrepresented (Goal 4), promote efficient off-route travel which reduces environmental impacts (Goal 12), support investment in the host community by way of the Community Enhancement Grant program (Goal 13), and implement the transfer system configuration policy by including a small, locally-based business in the region's solid waste system (Goal 16).

PUBLIC COMMENTS ARE LISTED BELOW IN NO PARTICULAR ORDER:

1. I am sending this email to show my support for the transfer station franchise proposal being submitted by City of Roses Disposal & Recycling! When opportunities like these are offered to organizations of color it shows the community that Portland has and supports the economic growth and development for minority owned business. Additionally, this company conducts sustainable and environmentally friendly practices. Also, they are leaders in innovative recycling practices. Lastly, as an individual who is a native to Portland and impacted by gentrification in inner N/NE Portland, it's important to me to see equal access to space for minority owned businesses.
2. This letter is in support of the transfer station franchise proposal being submitted by City of Roses Disposal and Recycling. City of Roses is a local minority-owned business focused on sustainability and innovation. Their increased industry presence will be a benefit to diversifying the disposal industry and investment in the local community.
3. I am writing in support of the transfer station franchise proposal being submitted by City of Roses Disposal & Recycling. Alando Simpson came to the Parkrose Neighborhood Association a couple years ago when he was thinking of expanding his current facility in the neighborhood., and at the time, it appeared he had all the bases covered. From what I have seen of his plans for the Argay station, he has continued to follow all the necessary precautions against noise and vectors and has even taken traffic impacts into account. There are other reasons I support this project. Simpson has sustainability at the core of his business. Recycling is a bigger interest of his, but he is creating a transfer station in our area both because he sees a need as this area's population grows and also to have shorter trips for garbage trucks to make on the east side, thereby reducing fuel usage. His business will also be a minority-owned business that will create jobs (in an area that typically has higher unemployment than the rest of Portland) and will keep profits local. Overall, Simpson and his family--who has been in this community since the early 1900s--has community concerns in mind, and I trust his business will be beneficial. I'm glad he has chosen to invest in our community, and I'm looking forward to see how the Community Enhancement Grant program that comes along with a transfer station project can help improve an area that suffers from blight and is the home to vulnerable populations. Thank you for considering my commentary, and I hope that Mr. Simpson's project will be approved.
4. I am writing you this email to show my support for the transfer station franchise proposal being submitted by City of Roses Disposal & Recycling. I hope that you recommend or vote for approval of this proposal.
City of Roses Disposal and Recycling is African American owned waste hauling and recycling benefit company with deep roots and long standing ties to the North and Northeast

Portland community. It is the first African American transfer station in the state of Oregon. As long time African American resident of Northeast Portland, myself, this business is great for Portland and supports the equity goals that have been expressed by the City of Portland and METRO.

City of Roses is a leader and innovator. This business focuses on a growing sector of the economy and plans for the future. It will provide living wage jobs for East Portland and the community. It embodies the triple bottom line goals and objectives we seek for the region, promotes sustainability and our natural resources, provides local growth for a minority entrepreneur and our regional economy, and is a concrete measurable example of investment in a minority business, which promotes real measurable economic equity.

Please support this innovative business as it captures the spirit of Oregon!

5. I would like to express to you my support for the transfer station franchise proposal that is being submitted by City of Roses Disposal and Recycling. My support comes in the fact that COR is a locally and minority owned business that has been in the community since the early 1900's. They are an innovated leader in the recycling industry and bring a wonderful value to our community. Between their sustainable ways and the great value they bring to the community by offering jobs in the community and keeping profits local, they have my complete support in this matter.
6. We as a family in the Argay neighborhood are vigorously opposed to a new transfer station off 138th. The traffic on 138 is already congested because of Costco being on that street not to mention the railroad tracks and the back ups on Sandy Blvd as well. We already have traffic issues on Sandy Blvd why escalate the traffic issues we endure already? There will be traffic accidents with trucks entering and leaving the station. This site might produce contaminated water runoff near the Columbia River because it of its drainage system. We are concerned also about the odor, noise and more rats in our neighborhood. We don't believe that we need another transfer station when we have two closeby in Troutdale and one at Metro. Don't allow this station at this location here! It's a very bad idea!
7. I know there is a meeting coming up this Tuesday which I will be attending. I am told we will not be able to participate and will only be able to listen. Therefore, I would like voice my concerns now regarding the potential location of the Waste Transfer operation slated for 138th off of Sandy Blvd. I am not in favor of the Transfer Station being relocated to this property and feel it is a very bad addition for our surrounding neighborhood. I would like my concerns voiced at this meeting.
This proposed Transfer Waste station is very close to one of the largest undeveloped properties in Northeast Portland. The Rossi/Guisto/Garre Farms property located at 122nd and Shaver, near Parkrose high school. This land is slated for a major residential and commercial development and is in the proposal/planning process at this time. Having a dump located just on the other side of Sandy Blvd. is not conducive to "upgrading" the Parkrose/ Argay neighborhood

and definitely not a “plus” for selling the commercial and more importantly, the residential development of this location.

Sandy Blvd is already a major traffic / commuter route. With only single lanes in both east and west directions, traffic congestion is already heavy at most times of the day. Adding major truck traffic for the transfer station will only make traffic worse, adding more early morning noise pollution as well. I have additional concerns about air quality for our neighborhood. The prevailing wind often comes along the river. Having a “wet” as well as dry transfer station is concerning. The odors associated with this type of operation are not pleasant for the surrounding neighborhood. This type of “wet” and “dry” waste are also a breeding ground for rodents and other garbage related pests. The increased traffic and air quality will decrease the desirability and livability of the surrounding area. With the increase in homeless camps, tent cities in the slums and along the bike paths and freeways along with the east counties focus on affordable housing, we do not need one more development that makes our area less desirable and livable. A more remote location that is not in direct proximity to existing and planned residential neighborhoods would be a better solution. There is land further out in Gresham and Fairview that have better I-84 access that would be more suitable for this Transfer Station.

The proposed location on 138th off of Sandy should be developed with similar types of businesses as the surrounding area. Warehouses, regional offices and sales outlets would be a better development for our neighborhood.

I hope you will strongly voice these concerns at the upcoming meeting. I speak for many of my neighbors who have discussed with me their opposition to the location of this proposed Waste site.

8. We as a family in the Argay neighborhood are vigorously opposed to a new transfer station off 138th. The traffic on 138 is already congested because of Costco being on that street as well. There will be traffic accidents with trucks entering and leaving the station. We are concerned also about the odor, noise and more rats in our neighborhood. We don't believe that we need another transfer station when we have two close by in Troutdale and one at Metro. Don't allow this station at this location here! It's a very bad idea!
9. I would be interested in a public meeting regarding this transfer station. I think the location off 138 is bad because of the existing traffic issues with Costco there. Will you consider a meeting? What do we do to make it happen?
10. The volume of trucks this will bring to an area that already is extremely congested will be INSANE. Does anyone have any knowledge of this area? Costco is right there causing constant traffic jams. The plan does not seem thought out or vetted in any way. Please reconsider this. It will be terrible for the adjacent neighborhoods that already have to fight constant long lines of traffic on Sandy Blvd. OY!

11. I have used City of Roses Disposal and Recycling in the past to recycle construction debris from a remodel we were doing on our home. We were drawn to this company because of their ongoing commitment to the community, the fact that they are a minority owned business, and the emphasis they put on sustainability not only for the environment but the social and economic aspects as well. When I found out that they were looking to grow their business by opening a transfer station I was very excited and knew that I needed to lend them my support as a community member. This is the type of business that we as a community need to get behind; we should encourage their growth as a locally owned business who is investing their profits back into the area to the benefit of the future of Portland. In closing, I would like to thank you for your service to the community as the Solid Waste Authorization Coordinator with Metro.
12. We have lived in the Argay neighborhood for 48 years and are strongly opposed to the proposed garbage transfer station off NE 138th and Sandy Blvd. We have not objected to the previous requests for the recycling transfer stations (which are self contained). However, this transfer station will process garbage and will pollute the neighborhood with obnoxious odors. This proposed transfer station is too close to existing homes and apartments. There are many low income apartments on NE Sandy Blvd that will be only one block from this proposed station. It is very unfair to put such a facility in an area where there are many low income residents. There are also many homes just two blocks away. Our property values would be greatly affected as well as livability. We will be unable to spend time outside without smelling this garbage facility.
We are also concerned that this will produce more rats in our neighborhood. We are already plagued with rats from the homeless RV's that park nearby, leaving their garbage by the side of the road. In addition, we are concerned about the noise. The existing businesses north of Sandy Blvd already produce continual low level noise during the day. Another concern is additional traffic. Traffic at the intersection of 138th and Sandy Blvd is already congested because of Costco being on that street. There are also the railroad tracks. All this causes considerable traffic backup on Sandy Blvd in both directions as well as on 138th heading south. Since we already have traffic issues on Sandy Blvd, why escalate the traffic issues we endure already? There could be additional traffic accidents with trucks entering and leaving the station.
A further concern is this site might produce contaminated water runoff near the Columbia River because of its drainage system. If there is a need for another transfer station, it should NOT be built so close to homes. There are many other locations closer to Airport Way that would be away from any homes. Also lots of empty area east of 181st. Please, don't allow this transfer station at this location! It's a very bad idea and will greatly harm the Argay neighborhood.
13. The location at NE 138th that you have selected for a potential Waste Transfer location is a very poor decision by Metro.
You have selected a high-traffic area that is consistently backed up and congested at all times of day. The streets are narrow and can't handle the amount of cars and trucks today let alone adding more trucks to the streets. Building a Transfer Station at this location will cause traffic

that the streets are not able to handle. The streets are at capacity right now. Having large Garbage Trucks hauling in and out will reek havoc on the traffic flow not to mention the bad odor that will waft through the adjoining residential neighborhood. The Gorge Winds consistently blow down Sandy Blvd at 138th and will spread the foul odor. The quality of air will deteriorate rapidly. You need to find a more remote location that will not adversely affect traffic patterns and cause air pollution to residential neighborhoods.

Metro claims to be community-focused and friendly to Portland residents' needs. Approval of this Transfer location will have a very high-impact negative affect on many, many levels. The Parkrose residents are currently working with the City, on a major Project, to improve the livability and desirability of the Parkrose Neighborhood. Having a Garbage Dump for a neighbor will decrease our Property Values significantly which will result in less Property Taxes for you to use.

14. As a Tax Payer, in Argay/Parkrose, I am requesting that you conduct a Public Hearing on Metro's decision to locate a Transfer Station (Garbage Dump) on NE 138th Avenue.
I am unclear as to why Metro would make such a decision with a 2-lane Road on Sandy Blvd. that intersects with the narrow 2-lane road on 138th. This infrastructure cannot even handle the current traffic flow let alone adding multiple large Garbage Trucks to the already backed up traffic lanes.
Metro needs to have some consideration and respect for the Tax Payers who support Metro and Metro should not make these kind of negative impact decisions without Tax Payer feedback. Please schedule a Public Hearing ASAP and notify the neighborhood of the date, time and location.
15. I wanted to take a moment and express my support of the transfer station franchise proposal being submitted by City of Roses Disposal & Recycling. There are many reasons I support this, but some key reasons that stick out in my head are that they are locally owned, it's a minority owned business (first African American xfer station in the state), and they go above and beyond to keep their profits local. In addition to this they are a true leader in recycling and innovation and this would be a strong job boost for East Portland. If you have any questions, please don't hesitate to reach out and thank you for taking the time to read my email!
16. I would like to express my support for City of Roses Disposal and Recycling and their transfer station. I love the fact that they are a minority owned company that provides jobs to other minorities and convicted felons. This goes along with their goal of full sustainability; environmentally and socially.
17. Please accept this note of support for the franchise proposal submitted by City of Roses Disposal and Recycling.

18. I am against this garbage transfer station in my neighborhood of Argay Terrace for many reasons. Smell, traffic concerns, vermin, etc. I could go on but I'm sure you have heard other people's concern already. I would like to request a public hearing. I do not think sending a post card in the mail is sufficient notice.
19. As a customer of City of Roses Disposal & Recycling, I am in support of the transfer station franchise proposal that was submitted by them. City of Roses Disposal & Recycling is a locally minority owned business that promotes sustainability while continuing to be a leader in recycling and innovation. As a N/NE Portland native, I have witnessed the gentrification and displacement of the African American community and I believe that it would serve the community well if the proposal was granted.
20. My wife and I oppose the transfer station on 138th of sandy blvd. we live in the Argay neighborhood and it's not a good idea!
21. I just wanted to write in support of the transfer station franchise proposal being submitted by City of Roses Disposal & Recycling. Not only are they a company that is centered around sustainability, it they are a locally owned business. Both of these points alone are reason enough for my support. Things like being the first African American transfer station in Oregon, or that this family has been a part of this area since the really 1900's.. these are just more of a reason for my support. Please consider!
22. I write in support of the transfer station franchise proposed submitted by City of Roses Disposal & Recycling for a number of reasons, but in particular, because their ownership is a local, minority- and family-owned, and it is a registered Benefit corporation. City of Roses has led to efforts in job creation, sustainability, innovation, and civic engagement for our city. The owners are family that is from our community, with generations in Portland going back to the early part of last century.
Thank you for considering my letter of support.
23. This letter is in regard to the City of Roses Disposal and Recycling COR Transfer Station Station and CORE Recycling Material Recovery Facility proposed off of 138th and NE Sandy Blvd. I have a number of concerns which I have listed below, all of which comprise my objections to these two facilities, objections which I believe all those in my community share as well.
Noise
 - The noise that these facilities stand to generate concerns me greatly: back-up beepers, machinery, trucks, etc.
 - Will a sound level survey be conducted?
 - What levels of sound are deemed appropriate and at what distance will these various sounds be audible?

Attachment 2 to Staff Report for Ordinance No. 19-1435

- What will the days and hours of operations be?

Odor

- The inevitability for odors emanating from these facilities, especially one categorized as taking “putrescent” waste, is another cause for extreme alarm.
- What methods will be used to control odor?
- Is there an “acceptable” level of odor? If so, at what distance is this odor deemed acceptable?

Chemical and Biological Pollutants

- What control measures will be taken to not only minimize, but completely eliminate, the risk of chemical and biological pollutants being released and/or accumulating in these two sites?
- Facilities like these have the high probability of being feeding grounds and general harborage for pests. An explosion in the population of pests in the community is another great concern. What effective pest control measures will be taken?

Truck Traffic

- We will already be experiencing an increase in traffic due to the new Castlegate Apartment Complex. Has a traffic impact study been conducted?
- Where will the main entry and exit points be for trucks and other vehicles? This is important to consider given the following:
 - NE Sandy Blvd is a 2 lane “highway,” in fact, all routes in this area save for Airport Way only have 2 lanes
 - Airport Way going West often becomes impassable after 2pm on weekdays due to people commuting back into Washington
 - 138th, a main connecting route from Airport Way to Sandy, which is also just 2 lanes, is often choked by traffic to and from Costco
 - Train traffic traveling parallel to Sandy Blvd often blocks the ability to cross back and forth from North to South for extended periods of time at various intersections
 - NE Fremont St. is a 2 lane residential thoroughfare with a cut-through on NE 141st to Sandy and is not a reasonable route for increased truck traffic

For each of these concerns, I would like to know what governing agencies – local/state/federal government and/or third party auditors – are responsible for inspecting and enforcing any and all measures City of Roses Disposal and Recycling commit to taking to mitigate each of these concerns that have a direct impact on the health, finances / property value, and general wellbeing and livability of the residents in this community, including myself. At what intervals are inspections to be conducted and any applicable re-certifications re-issued? What recourse do residents have to file meaningful and actionable complaints should these agencies not be effective?

I would also like to request a hearing regarding these facilities.

As I mentioned above, this list of concerns – which is by no means comprehensive – serve as the reasons for my strong objection to these two facilities. Some of the questions I ask, while I am interested in the answers, also serve as an almost comical and certainly rhetorical list of reasons

why the proposed locations for these two facilities is incomprehensible. Why would facilities such as these be considered, let alone approved, for installation this close to residential areas? It is beyond rational thought why area residents should have to hear, smell, and see these types of facilities from their backyard, patio, porch, or Community Park.

I appreciate the opportunity to submit this comment and I look forward to your response and the hearing on these two facilities.

24. Just a quick Friday email in support of the transfer station franchise proposal being submitted by the locally minority owned City of Roses Disposal & Recycling based in NE Portland. The geographic location makes real sense at 138th and Sandy Blvd. Strategically located for less fuel consumption and material handling. It's also in a industrial spot away from the community. Thanks for considering this good idea for METRO and the people it serves.
25. I am writing you regarding the proposed COR Transfer Station Station at 4530 NE 138th Ave, Portland, Oregon, to be operated by City of Roses Disposal and Recycling. I would like to voice my support for the approval of the Transfer Station and provide you with some insight about why I take this position.
- City of Roses Disposal and Recycling has an exemplary history of operations in Portland, already having operated other waste management facilities and transfer stations in the area for over 20 years. Alando Simpson, Vice President and owner of COR Disposal and Recycling, has a long history of service to the community and environmental responsibility and stewardship evidenced by his extensive resume. This includes serving on the board of the City of Portland Small Business Advisory Council, the National Association of Minority Contractors of Oregon, as well as the Oregon Sustainability Board. Mr. Simpson also serves on the Oregon Transportation Commission as PAC Co-Chair.
- City of Roses Disposal and Recycling was started in 1996 by Al Simpson, the father of Alando Simpson, becoming the first waste company in the United States fully owned by African Americans. Both Al and Alando have striven to maintain a highly diverse, well-paid workforce, with a focus on providing quality jobs to the community while working to protect and preserve the environmental sustainability and livability conditions in the Portland metro area.
- I have worked in the recycling, carting and environmental sustainability sector in Portland for as long as City of Roses Disposal and Recycling has existed. It has been my privilege and honor to consider both Al and Alando Simpson friends and business associates for many of those years. In my own 20+ years in the industry, I have found City of Roses Disposal and Recycling to be among the most well managed organizations I've interacted with. They have a true passion for creating a sustainable Portland and exercise extreme care for neighborhoods they operate in, the citizens of those communities, and the Portland-Metro area as a whole.
- In closing, I wish to point out that the facility location being proposed was previously

licensed to another firm to perform, greatly, the same services being proposed at the new facility. While that previous operation never got off the ground at the proposed location, I can say with full certainty that City of Roses Disposal and Recycling has the know-how to do the operation the right way. This will provide additional solid waste processing capacity that is badly needed in the City of Portland.

By approving this facility, METRO would be sending a strong message that a) it fully supports responsible recycling operations; b) is strongly committed to supporting minority owned local business, c) supports environmental sustainability efforts of the greater Portland metro area; and d) is committed to creating new jobs, diverse workforce initiatives and general economic opportunity to the communities it serves.

Thank you for your time and consideration in this effort.

26. I currently use City of Roses Disposal and Recycling for remodeling our home. This is a minority owned business and with me being a minority I feel like it was best to support this business. This company is family owned and they've been apart of the community since the early 1900's. They're all very professional, affordable and overall just great people. love using them also because I know they're guaranteed to recycle our debris from my house. I'm very excited about this transfer station if all goes well. As a community member and someone who currently still uses the company, it's only right I support them. This company has grown tremendously and I can't wait to see what's still to come.
27. I am writing regarding the COR Transfer Station station on 138th. I live in the Argay neighborhood and am very opposed to a new transfer station. The traffic on 138th is already congested because of Costco, the railroad tracks, and increased traffic on Sandy Blvd. The morning and afternoon gridlock on Sandy is unnavigatable now. This site will undoubtedly produces contaminated water runoff and will impact the Columbia River. We are concerned also about the odor, noise and more rats in our neighborhood. We don't believe that we need another transfer station when we have two close by in Troutdale and one at Metro. Don't allow this station at this location here!
28. As a resident in the Argay neighborhood, I vigorously oppose a new transfer station off 138th. Has a traffic analysis been completed for the increased truck traffic and number of vehicles in Sandy and at 138th with Costco bringing in so much already? Has an impact study been completed for environmental sustainability to ensure health of the neighbors and Columbia River Watershed? Why not? We are concerned also about the odor, noise and more rats in our neighborhood. Has an impact study been completed for home values and quality of life/livability with a waste management center so close to homes? As a home owner, I have only read nightmare stories about living next to recycling and waste from the families in these areas and expect we would suffer the same. What about when the farms are sold and developed for more housing and business? This will

likely drive away residents and businesses from investing. We don't believe that we need another transfer station when we have two close by in Troutdale and one at Metro. Don't allow this station at this location here! It's a very bad idea!

29. I am writing in support of the transfer station franchise proposal being submitted by the City of Roses Disposal & Recycling. City of Roses is the first African American-owned transfer station in the State of Oregon and is recognized for its leadership in sustainability, recycling and social equity – it invests in blighted communities, keeps its profits local as a locally-owned benefit corporation, and creates jobs in East Portland. I have worked with City of Roses for more than a decade in my previous position as a director at the Portland Development Commission and as current vice chair of the Metropolitan Contracting Improvement Partnership (MCIP) and the Hispanic Metropolitan Chamber of Commerce, and I have never met a better community partner. This family-owned business is exactly what Portland needs, and this proposal is crucial for its business plans to create jobs and keep them local. Please feel free to contact me if you need any more information or would care to discuss.

30. As residents of the Argay neighborhood, we are expressing concerns with the proposed Metro authorized franchise, COR Transfer Station Station at 4530 NE 138th Avenue, Portland. A response to our concerns is requested.

Positives: In reviewing the application, the company-CORE Recycling- demonstrates strong knowledge and experience with the proper handling of its business to process and dispose of, or recycle, waste products. Their application plans more than adequately address issues of that business including acceptable waste materials; processes to review, contain, and dispose of acceptable and unacceptable or unsafe materials; environmental impact and safety; pest control; and noise reduction or abatement issues.

Negatives / Concerns: Traffic impact, management, and related safety issues are not requested nor addressed in the application process. The company's application estimates initial traffic volume – use by 10-30 trucks per day, with a potential and goal for increases beginning in Year Two. Also, the application states that certain property-specific paving and road management will be addressed eventually.

We could not see if Metro's application process contained or requested traffic impact or traffic management studies, and subsequent plans for the surrounding roadways. If those elements had been included, a study or review would show that traffic along adjacent Sandy Blvd (from NE 122nd Ave to NE 148th Ave) and along NE 138th Avenue (NE Sandy Blvd and NE Airport Way due to Costco Warehouse) is frequently extremely congested. The adjacent major commercial railway frequently stalls traffic on both of the arterial roadways. The addition of several large commercial waste disposal trucks per day will further congest the two roadways, adding to safety issues, potential for traffic accidents, and driver impatience, aka "road rage". What is traffic flow capacity for these roadways?

1- Please address the issue of traffic impact, management and related safety plans for the new COR Transfer Station Station on NE 138th Avenue.

2 - Please describe the preferred method(s) and agency(ies) for reporting observations of COR Transfer Station franchise not fulfilling its management plans, and when traffic exceeds capacity.

31. As a resident and active community member in the City of Portland, I am writing in support of COR Transfer Station's application for a new Metro solid waste franchise. After reviewing their application, I believe that their business would serve our City needs. I am impressed by COR Transfer's proposed approach to working with community members in the area through their master planning process for the site and innovative ideas for material recovery. Also, given limited industrial zoned land and the community lens COR brings as well as M/W/ESB goals for the City, I support the approval of this application.
32. I live in the Wilkes Neighborhood and I am vehemently opposed to the COR Transfer Station proposed at 4530 NE 138th Ave.
This area can not withstand the additional traffic and safety hazards. The intersection at NE Sandy Blvd and NE 138th Ave is currently horrendous. Sandy Blvd is only a two lane street as is 138th Ave. Train tracks run parallel to Sandy Blvd and prevent traffic from turning onto 138th when there is a train. That wait for a train can be lengthy at times which creates a huge backup of traffic on Sandy Blvd.
Costco at this location on NE 138th Ave is extremely popular, not only for those of us in Portland and the surrounding area, but in addition draws an incredible amount of traffic from Vancouver and the surrounding area. This is the only Costco location on this side of the city. Their gas station was so busy that they had to increase the size, and yet there is still a huge backup of traffic waiting for gas at times. There are many times when they have multiple deliveries of gas just to service the need, not to mention the trucks making deliveries to stock the warehouse. And there is a backup of traffic on 138th waiting to make that left hand turn into Costco.
Western Pacific Trucking School is also there on NE Whitaker Way putting additional big trucks on the street increasing traffic. The Columbia River Slough is right there. What will the environmental impact be with a transfer station?
I strongly urge you to deny this application for a new Metro Solid Waste franchise.
33. I wanted to express my support for the transfer station franchise proposal being submitted by City of Roses Disposal & Recycling. I think it is important we consider that they are a company that is locally owned, minority owned, focused on sustainability and they are creating job opportunities in a community who needs it.
Thank you for your attention to the matter.
34. My name is Laura Tokarski, and I am the Executive Director of Trash for Peace. I am writing to support the transfer station franchise proposal being submitted by City of Roses Disposal & Recycling.

From our experience working in the solid waste and recycling field (mostly through education and outreach), we find it is not every day we work with a hauler who genuinely cares about reducing waste and recycling, and who cares about the sustainability of our planet. City of Roses is one of those organizations.

They are also a locally and minority owned business, they are a benefit corporation, they invest in our community and are willing to partner with organizations such as my own to work towards a cleaner and safer Metro region.

I have no doubt that their increased participation in this industry will make our region better. Feel free to call me if you have any questions.

35. As an East Portland resident and business owner, I wholeheartedly support the City of Roses Disposal and Recycling transfer station in the Historic Parkrose district.

This proposal is beneficial for East Portland for multiple reasons. First, this local, family owned business will bring much needed living wage job opportunities to East Portland residents. This is a top priority for the East Portland Action Plan, of which I am the co-chair of the Economic Development Sub-committee.

Further, this business investment is within the Historic Parkrose Neighborhood Prosperity Initiative's service area, which has been identified as a priority area for commercial revitalization in Prosper Portland's five year strategic plan. As the former executive director of the Division Midway Alliance, East Division Street's NPI area, an investment like this aligns directly with Historic Parkrose's revitalization efforts.

Portland has historically supported small, local business, and the City of Roses Disposal and Recycling is exactly that type of business. As the United States sees more and more disposal companies purchased by corporations, it is essential that Metro support a local, multigenerational, family owned business with roots in the very community where it is investing.

Thank you for supporting the City of Roses Disposal and Recycling transfer station proposal; your support will help establish Oregon's first African American owned transfer station.

36. I am a HOA board member and resident of Jasper Heights Condominium. Our complex is located on 148th north of I-84 and south of Sandy. We continue to see traffic increases on 148th as it is a main arterial street for airport traffic, Costco traffic, business traffic, commuters, etc. As PBOT slows traffic down on the 4 lane streets in east county drivers continue to find other streets in the area where they can drive faster to get to their location.

Allowing additional traffic especially commercial trucks into this congested area is irresponsible and not on the path to making this area more desirable for residential housing as the land gets developed. There are lots of lower income rentals in the area where this transfer station would be located. These individuals are going to see the worse of the effects from this garbage and recycling station. I consider this another bad decision that is made by individuals who don't live in this area. Perhaps you come out here and see industrial, railroad tracks, junk yards, etc. but

there are nice neighborhoods with well maintained homes, condominiums, and apartments. We don't want this in our area. It's not compatible with our vision.

37. I am a resident of the Argay neighborhood and it has come to my attention that Metro is considering a transfer station on 138th. I am curious if anyone from Metro has ventured out here to review the current feasibility of added traffic on 138th. I travel this road regularly and during times that Costco is open for business it is a solid stream of traffic. If there is not a planned traffic light, the garbage trucks are going to have a difficult time entering and exiting the property. I have other concerns centered mostly on possible smells and varmints. I believe you owe it to the surrounding community to at least express how Metro plans to deal with the variety of issues that this transfer station could pose. I would also hope that government won't ignore the voices of those affected.
38. I live in outer Northeast, not far from where you want to make your solid waste transfer station. I am opposed to your proposed location and do wonder why you chose this location and also about the environmental impact for our area. The area is full of low income and other disenfranchised people. The surrounding roads are bumper to bumper at times during the day and when it isn't bumper to bumper people are significantly speeding because there is no regular police presence in our area. Increased traffic with garbage trucks, no sidewalks, and no police presence is scary to me.
Please help make our neighborhood a better place, not a place that no one would want to live, given choices. Please reconsider this and do the right thing.
39. Even though I have not yet used City of Roses Disposal and Recycling services I am quite familiar with them. My father works for them and I know the type of business they run and I am familiar with everyone who works there. When I heard that they wanted to expand and open up a transfer station I was so excited to hear that because they are a company who offer opportunities to everyone that walks into their facility. I feel that with this new station they will be able to provide the community with job opportunities. This the type of business that we as a community need to get behind and encourage their growth as a locally owned business who is investing their profits back into our community.
40. There is already so much traffic in the area being proposed (there was a fatality on Sandy Blvd not to far from the site). Car traffic going in and out of COSTCO and plus the fact that Sandy Blvd. is a heavily traveled street from 205N to Gresham is significant. Not to mention the train tracks. I don't feel that this would be positive for the environment and those who live in the Argay area.
41. I am writing you due to my anxiety that large waste companies are possibly interfering with City of Roses Disposal and Recycling efforts for their new location by the airport. We have all seen way-too many times how these big guys destroy opportunities for the emerging, locally-owned

businesses, when these small operations are the background of our local economies and civic interests. Here we have a Benefit Corporation, minority owned, family enterprise which has been so dutifully engaged in the health and welfare of our entire community, and is finding struggles due to the influence of these out-of-state, well-funded organizations which care only to absorb dollars out of our region, not contribute. I urge you to support the transfer station franchise that the City of Roses is submitting.

42. Greetings and thank you for the chance to "chime in" on the discussion of the upcoming COR Transfer Station. I have been waiting for a new recycle location to handle the type items we used to recycle at the old NE Marx St. location, which has closed for good without a nearby location for an alternative. We used that place for years, decades with great appreciation. I am thinking that this new station will not be handling recycling but garbage instead. I may be wrong, but if that is the case, I would certainly be very concerned about this kind of operation so close to my home, which is also my business. Everyone knows what that stuff smells like and I am not at all interested in smelling garbage from my house. I remember a composting operation near my old place of employment near PDX that had to shut down after the smells and air born toxins were affecting nearby folks. If it's going to smell and be any kind of air issue, I am not for this location for such a project. Better to find a spot a bit further east to avoid costly public problems after it starts to smell in my opinion.
43. As a resident in the Argay neighborhood, I adamantly oppose a new transfer station off 138th. Traffic in that specific area is already at its maximum. If a study by PBOT has been done, you need to share it with the community. Sandy Blvd always backs up now almost every afternoon. Has an impact study been completed for environmental sustainability to ensure health of the neighbors and Columbia River Watershed? Why not? We are concerned also about the odor, noise and more rats in our neighborhood. Rats are already a huge problem here and I am sure this transfer station will just increase the problem. And the odor that will be in the air daily is not what homeowners want or should have to tolerate. As a home owner, I have only read nightmare stories about living next to recycling and waste from the families in these areas and expect we would suffer the same. What about when the farms are sold and developed for more housing and business? Rossi Farm area will be developed soon and but it is unknown yet as to what will be built there. Also the Kmart area. So both will probably bring more traffic. We don't believe that we need another transfer station when we have two close by in Troutdale and one at Metro. Metro sent us a flyer but why aren't we having some sort of community meeting on this issue? I think many neighbors may have missed this in their mail. We need a public meeting. This is a very bad idea.
44. We oppose the transfer station. I wanted to share with you our concerns as nearby homeowners. We are concerned about:

Increased Traffic (Currently, we already can hardly take a left or right on Sandy Blvd)
Increased Smells
Increased Vermin
Increased Noise (We already have the planes flying over us, buses and existing traffic)
We already have transfer stations in Troutdale and Metro that are close by. We do not need one located here. How much more can we take living in NE Portland.. Please.

45. I am writing you regarding the transfer station franchise proposal by City of Roses Disposal and Recycling. I have worked in the waste sector both locally and internationally for the past decade. I have not found a Portland waste business that better represents the values of inclusion, equity, job creation for disadvantaged folks, local development, and commitment to waste reducing/recycling than COR. We live in a state with an unfortunate history of racial exclusion, including in our waste sector, and there is work to be done to tip the balances towards a more equitable and inclusive business environment in Oregon and in Portland. We should be proud to have a African American-owned company in our city that is able to expand its work here, and as a city we should support such ambitions. I ask that you please do what you can to ensure that COR's proposal is accepted, and to help COR's neighbors understand the value and potential of having this type of business in our city.
46. I am writing to express support for the transfer station franchise proposal submitted by City of Roses Disposal & Recycling. As a family-owned and operated minority business, City of Roses has proven its commitment to responsible waste management as well as generating community benefits through its business operations. I believe they will bring the same level of commitment to this franchise opportunity, which is much needed in the Metro area.
47. Verde is a Portland-based non-profit focused on ensuring that low-income communities and communities of color participate and benefit from sustainability and environmental investments. Since 2005, Verde has worked at the intersection of sustainability, social justice and equity and has brought environmental infrastructure to low-income neighborhoods, engaged residents to design and implement these projects, and ensured that environmental investments contribute to community well-being.
- City of Roses is a long-standing partner and important part of our collective effort to build wealth in low-income and people of color communities. It's model of creating workforce and enterprise opportunities for people of color mirrors Verde's approach to solving environmental problems we face: create co-benefits that prioritize improving environmental conditions and increasing wealth among people of color who have been marginalized in the region's economic prosperity. City of Roses' proposal reduces VMT and emissions while increasing workforce and enterprise opportunities for low-income people and people of color while strengthening the region's only people of color owned hauler. An additive benefit: these dollars stay in the region.
- As with many environmental sector spaces, people of color are woefully under-represented in

decision-making, design and operation of environmental investments such as those Metro makes across its portfolio. We applaud Metro's recent efforts to examine equity across its portfolio including solid waste and make investments in increasing capacity in communities of color to understand and exercise increased control in decision-making of these investments. We urge Metro to continue this effort by approving City of Roses' proposal. Please contact me if you have any questions or need more information about Verde.

48. I would like to say that I support City of Roses Disposal and Recycling in becoming a transfer station franchise. This would be a locally owned business, who is a minority and the First African American transfer station in Oregon. Lets make Oregon great by being inclusive to all.

COR Transfer Station response to comments:

In response to comments that were submitted from Kathy Liebowitz, Michael Satern, Rex Johnston, Carolyn Williams, Harley Gilson-Smith, Delores & Jim Livesay, Roger Rossman, Cheryl (Argay Terrace Resident), Susan Raethke, Jean Donohue, Jenny Stewart, Randy & Loretta Burmester, Brenda Scrivens, Patricia Donohue, Nancy Horsfield, Cathy Tennant, Marlene Rooney, Joseph Hooker, Robert Depew, please consider the following information below as our formal response:

1. *Thank you for your comments, as many of your concerns have been addressed through the City of Portland's land use hearing approval in the fall of 2018, we welcome your presence, comments and transparent dialogue at the upcoming public hearing which will be hosted by Metro at Shaver Elementary School on April 9th at 6pm.*

We look forward to seeing you there!

Best,

Alando Simpson, LEED® GA

CEO

City of Roses Disposal & Recycling | COR

In response to all additional comments submitted that were either in support and or neutral through the closure of the public comment period that ended on February 8th, please consider the following information below as our formal response:

2.

We would like to thank all of those who submitted comments, letters of support and advocacy for the COR Transfer Station Station Franchise Application. As many of you know whether it be from our voices, the community's voice or simply our reputation as a 23 year old locally owned business we are humbled that there are so many of you out there who support our goals and aspirations around innovating and modernizing our solid waste industry for the 21st century. We are fully aware that we will not be able to be successful

without the community that has supported our business in the past as well as all of those who are supporting us going forward. We look forward to working with all stakeholders in the waste and recycling industry in a concerted effort to making the Metro Region a true model for what a triple bottom line closed loop ecosystem looks like. We welcome your presence, comments and transparent dialogue at the upcoming public hearing which will be hosted by Metro at Shaver Elementary School on April 9th at 6pm.

We look forward to seeing you there!

Best,

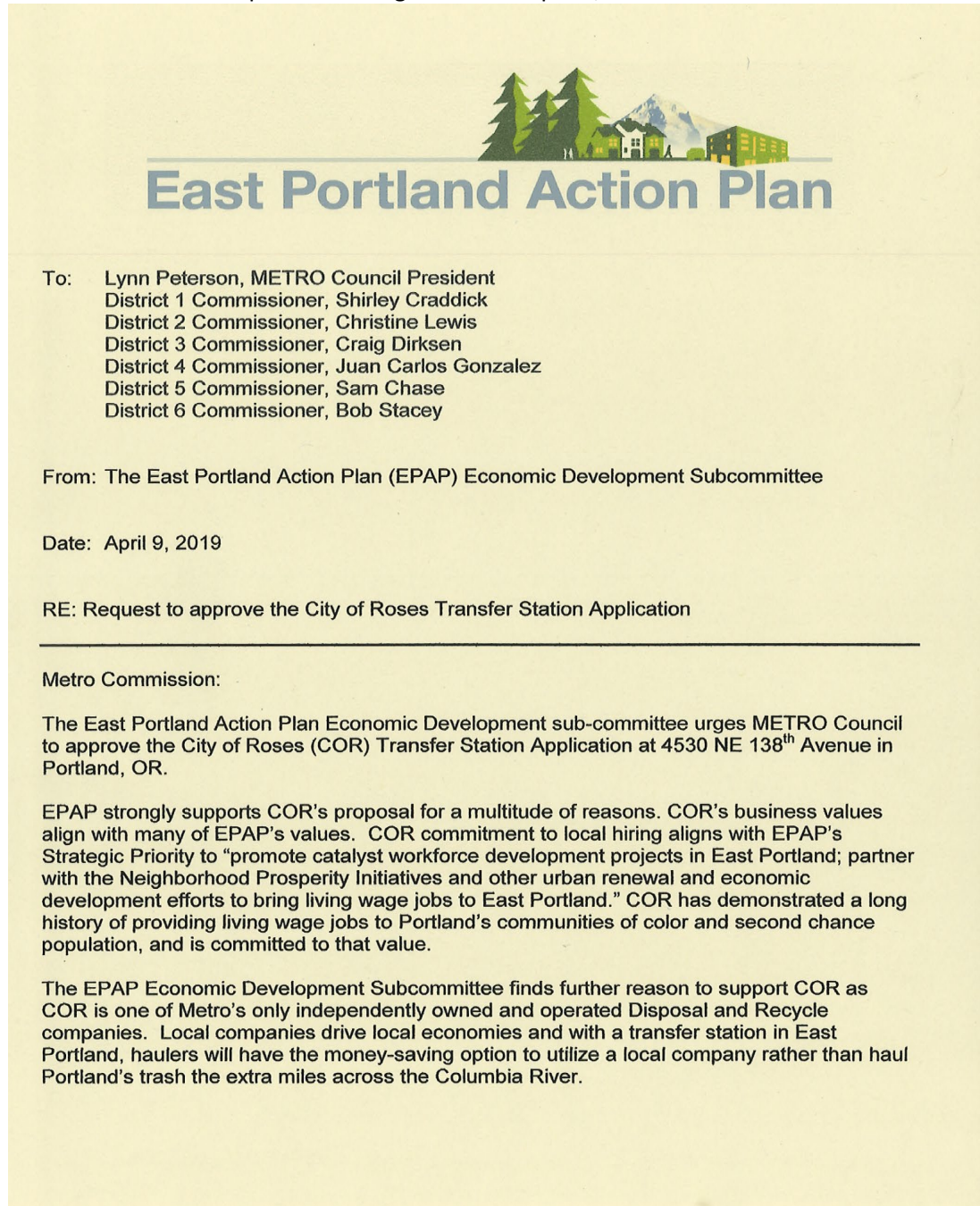
Alando Simpson, LEED® GA

CEO

City of Roses Disposal & Recycling | COR

Attachment 2 to Staff Report for Ordinance No. 19-1435

The East Portland Action Plan (EPAP) Economic Development Subcommittee submitted this letter to Metro and DEQ at the public meeting hosted on April 9, 2019:





COR has the distinction of being the United States' only Solid Waste B-Corporation, which underscores COR's commitment to sustainability. COR is dedicated to creating new and innovative ways to deal with urban wood waste, which has led to the development of an on-site cross laminated plywood production facility that processes post-consumer lumber waste.

Thank you for your time and consideration of this request.

Respectfully,

A handwritten signature in blue ink that reads "Lori Boisen".

Lori Boisen
EPAP Economic Development Sub-committee Co-Chair

Materials following this page were distributed at the meeting.

What is recycling? According to both DEQ and Metro, recycling is "any process by which waste materials are transformed into new products in such a manner the original products may lose their identity." Personally, I have my own definition: "Recycling is the use of a waste product for something other than its original purpose that has a net environmental effect superior to landfilling as garbage."

Last week at WasteExpo in Las Vegas the primary topic was finding new markets for Construction & Demolition materials with the focus on the most difficult to recycle materials: wood and fines. This is not just a local problem, it is a national problem. Today I will speak only to the issue of fines or screenings. Under the archaic recovery methods used by most local facilities, fines are not captured and remain in the flow as garbage. New innovative advanced dry waste recovery technologies rely upon multiple sequential separations by size, shape, and density. Skip a process and the system fails. With current methodology, the most untouched area is the 6" and smaller materials flow. Too small to pick by hand, automation with a series of machines which use magnets, screens, air, and water are the only way to economically recover this material. The second step in this process is to remove the fines. Leave them in and you create a dust bomb in one place and mud in another. Take them out and not only does the system work, you have a recycled material ready for use as well as the ability to recover even more materials for recycling.

Processing dry waste is not cheap. It costs approximately \$30.00 per ton to run the material through any reasonable system. If ADC becomes taxed that adds \$5.82 per ton or 19% to these costs. A 19% increase in costs is a massive blow to any financial investment.

HB 3084 is a bill that protects recycling and fosters an environment for investment in advanced dry waste recovery.

Metro's lobbyist has been very vocal in his opposition to this recycling bill which makes no sense at all to us. Soon there will be the final hearing on this bill and I ask that the Metro Council instruct its lobbyist to change his position to one of pro-recycling.

Thank you.

May 16, 2019

Dear Metro President Peterson & Metro Council,

On behalf of the undersigned organizations and individuals, we write to support the Metro Council's decision to refer renewal of the Regional Greenspaces Bond Measure to the voters in November 2019 election. We strongly support the proposal within the Capital Grant Program to pilot a participatory budgeting (PB) process with up to \$5 million. We are pleased to see that this program will be initiated by Metro so it can be designed and implemented across jurisdictional boundaries. Many park-deficient communities in the region, like Rosewood in East Portland and West Gresham, cross municipal boundaries and are underserved.

We also appreciate the focus on marginalized communities especially communities of color with this program component. We support a process centered on the least represented who face the most barriers to participating in public decision-making processes in order to make our democracy more accessible and equitable to all. We also support Metro prioritizing diverse partnerships with community organizations and private foundations. *Lastly we urge the Council to maximize the flexibility in potential PB project outcomes funded by this component of the bond measure.* This will help increase the impact and benefits of a pilot PB process by giving the community wider latitude to propose and select projects.

We appreciate and support Metro's continued innovation in creating new mechanisms for people to meaningful participate in regional self-governance.

Sincerely,

Tyler Wilkins
Advocacy Program Manager
Participatory Budgeting Oregon

Linda Robinson
East Portland Parks Coalition

Kayse Jama,
Executive Director
Unite Oregon

Julia Degraw
Executive Director
Portland Forward

Luz Reyna
Executive Director
East County Rising

Jenny Glass
Executive Director
Rosewood Initiative

Lee Dayfield
Friends of Nadaka

Metro

*600 NE Grand Ave.
Portland, OR 97232-2736
oregonmetro.gov*



Metro

Minutes

Thursday, May 9, 2019

2:00 PM

Metro Regional Center, Council chamber

Council meeting

1. Call to Order and Roll Call

Council President Peterson called the Metro Council meeting to order at 2:01 p.m.

Present: 6 - Councilor Sam Chase, Councilor Shirley Craddick, Councilor Bob Stacey, Council President Lynn Peterson, Councilor Christine Lewis, and Councilor Juan Carlos Gonzalez

Excused: 1 - Councilor Craig Dirksen

2. Safety Briefing

Council President Peterson called on Councilor Gonzalez to provide a safety briefing. Councilor Gonzalez provided a safety briefing for the meeting including information on the location of emergency exits, fire extinguishers and automated external defibrillators.

3. Public Communication

There was none.

4. Presentations**4.1 Oregon Zoo Bond Citizens' Oversight Committee Annual Report**

Council President Peterson called on Ms. Susan Hartnett, Oregon Zoo Bond Citizen's Oversight Committee Chair, and Ms. Heidi Rahn and Ms. Sarah Keane, Metro staff to present the committee's 2018 annual report. Ms. Rahn provided background on the Oregon Zoo Bond and the role of the Citizen's Oversight Committee.

Ms. Hartnett explained that the committee's activities were focused on assessing progress on the zoo bond projects and improvements, monitoring spending trends and cost projects and recommending project modifications. She shared that the committee had expanded its role to include supporting and advising on efforts to increase participation

from minority owned, women owned and emerging small business design and construction firms.

Ms. Hartnett summarized that bond funds continued to be spent wisely, bond projects were advanced on schedule and within budget, and overall the bond program was on track to deliver on voter expectations. She reviewed the framework of the report, noting the focus on the three main objectives of the ballot measure: animal welfare, conservation education and infrastructure and sustainability. Ms. Hartnett provided an overview of the committee's work and lessons learned from the past year, including:

- The construction management of the final projects as a single construction site had served the project well.
- The successful completion of final project designs that placed the greatest value on animal welfare.

Ms. Hartnett thanked Oregon Zoo staff, the Oregon Zoo Foundation, and her fellow committee members for all their work as the program moved into its final stage.

Council Discussion:

Councilor Stacey expressed his gratitude for the committee's work and the comprehensive report. Councilor Lewis also thanked the committee and shared her background with the 2008 bond campaign team. Councilor Craddick conveyed her appreciation for the work of the committee, noting the significance of project completion on time and on budget.

5. Consent Agenda

Councilor Stacey moved, seconded by Councilor Gonzalez, that this item be adopted. The motion passed by the

following vote:

Aye: 6 - Councilor Chase, Councilor Craddick, Councilor Stacey, Council President Peterson, Councilor Lewis, and Councilor Gonzalez

Excused: 1 - Councilor Dirksen

- 5.1 Consideration for the Council Meeting Minutes for May 2, 2019
- 5.2 Resolution No. 19-4994, For the Purpose of Confirming the Appointment of Andrew Scott as Acting Chief Operating Officer

6. Ordinances (First Reading and Public Hearing)

- 6.1 Ordinance No. 19-1435, For the Purpose of Approving a Solid Waste Facility Franchise Application and Authorizing City of Roses Disposal & Recycling, Inc. to Operate a Transfer Station

Council President Peterson reviewed the process for public hearing on the ordinance, noting that the applicant would have an opportunity to make a brief presentation. She asked if Councilors had ex parte contact or conflicts of interest to disclose. Council President Peterson stated that she had a brief conversation with the applicant the week of May 6 and discussed the applicant's request for a declaration of an emergency. Councilor Stacey stated that he and Councilor Dirksen met with the applicant in February where the applicant provided an update on the project and requested their support for a declaration of an emergency. Councilors Chase and Craddick also stated that they met with the applicant earlier in the year to discuss updates on the project.

Council President Peterson called on Mr. Roy Brower, Interim Property and Environmental Services Director, and Ms. Hila Ritter, Interim Solid waste Compliance Manager, to introduce the ordinance. Mr. Brower explained that the legislation would approve a franchise agreement for a new solid waste transfer station with City of Roses Disposal (COR). He then outlined the regulatory structure for Metro

Council's authority over this matter.

Ms. Ritter explained that COR was a local, minority-owned small business currently authorized by Metro and the Department of Environmental Quality (DEQ) to operate a dry waste material recovery facility in North Portland and noted COR's good history of regulatory compliance. She reviewed the process for community conversations and public comment, highlighting key areas of support and opposition to the COR application. Ms. Ritter addressed the primary concerns raised during the public comment period including location of the station, environmental impacts and offsite impacts. She shared that the application sufficiently demonstrated that it met the approval criteria and requirements for a franchised.

Ms. Ritter discussed the impacts of the proposed transfer station, noting little impacts to the solid waste fund operating costs and increases in funds for community enhancement projects in the area. She highlighted the proposal's alignment with the 2030 Regional Waste Plan and the Strategic Plan to Advance Racial Equity. Ms. Ritter discussed a companion resolution to be brought forward that would align the non-system license with the outbound tonnage at the landfill.

Council President Peterson called on Mr. Alonzo Simpson and Mr. Alando Simpson, of COR, to provide a brief presentation. Mr. Alonzo Simpson shared his personal story growing up in Portland, starting his business and the significance of this opportunity for his children and their families. Mr. Alando Simpson stated that approval of the ordinance would mark the first African American owned transfer station on the West Coast and the first certified B-corporation owned transfer station in the nation. He

discussed the proposal's benefits to the community and highlighted COR's efforts to hire employees of color and provide second chance employment opportunities.

Council Discussion:

Councilors thanked Mr. Alonzo Simpson for his presentation and work in the community. Councilor Craddick asked about COR's hiring model.

Council President Peterson opened up a public hearing on Ordinance No. 19-1435 and requested that those wishing to testify come forward to speak.

Tony Jones, City of Portland: Mr. Jones, of the Coalition of Black Men, testified his support for the ordinance. He acknowledged the history of the removal of the African American community during urban renewal and discussed exclusionary land use practices in the region. Mr. Jones shared that approval of the transfer station aligned with the communities social, economic and environmental goals.

Lynn Felton, City of Portland: Ms. Felton testified in opposition for the ordinance and expressed her concerns over the location and impacts of the transfer station. She discussed public safety concerns and public safety and stated her belief that the proposal did not comply with the goals of the 2030 Regional Waste Plan. (Ms. Felton submitted written materials with her testimony; please see the May 9 meeting materials.)

Arianne Sperry, City of Portland: Ms. Sperry, City of Portland Solid Waste Program Coordinator, stated the City of Portland's support for the ordinance. She shared that the COR transfer station proposal advanced the city's goals of

equity and reduced greenhouse gas emissions and noted that the location was an industrially zoned site approved for waste related use. (Ms. Sperry submitted written materials with her testimony; please see the May 9 meeting materials.)

Alan Hipolito, City of Portland: Mr. Hipolito, of Verde, testified in support of the ordinance. He stated that the COR transfer station proposal was aligned with Verde's values of developing resources and markets for minority contracting community and diverse workers. Mr. Hipolito also noted that the proposal advanced Metro's racial equity goals and reducing disparities in contracting.

Corky Collier, City of Portland: Mr. Collier, Executive Director of the Columbia Corridor Association, testified in support of the ordinance, noting significant improvements to the property and benefit to the community. He highlighted COR's commitment to sustainability and equity. (Mr. Collier submitted written materials with his testimony; please see the May 9 meeting materials.)

Mike Mercer, City of Portland: Mr. Mercer, of Mercer Consulting, testified in support of the ordinance and discussed the significance of COR's B-corporation certification. He shared the benefits of B-corporations to the community, highlighting the increased likelihood of providing living wage employment and health care costs for employees.

Andrew Hoan, City of Portland: Mr. Hoan, President and CEO of the Portland Business Alliance, stated the Business Alliance's support for the ordinance. He shared that the proposed transfer station would be the first ever African American B. Corporation privately owned transfer station in

the City of Portland. Mr. Hoan discussed the proposal's benefits to the green collar economy and noted the importance of the project's investment in East Multnomah County.

James Posey, City of Portland: Mr. Posey testified in support of the ordinance. He acknowledged the history of systemic inequities experienced by the African American community and shared his appreciation for the hard work of the Simpson family. Mr. Posey discussed the benefits of the proposal to the community.

Ashley Henry, City of Portland: Ms. Henry, Executive Director of the Business for a Better Portland, stated her organization's support for the ordinance. She explained the Business for a Better Portland's goals for an equitable city and shared that the COR transfer station was a significant opportunity to implement inclusive and beneficial strategies to Portland's diverse communities.

Nate McCoy, City of Portland: Mr. McCoy, Executive Director of the Oregon Chapter of the National Association of Minority Contractors (NAMC), stated the chapter's support for the ordinance. He discussed the importance of the proposed transfer station in providing opportunity to the displaced communities living in the east are of Portland, noting the benefits of creating living wage jobs in the area.

Councilor Chase asked Mr. McCoy to speak to the benefits of the COR transfer station to other NAMC members. Mr. McCoy discussed the opportunities for expanding youth based and pre-apprenticeship programs and developing partnerships with school districts and non-profit organizations.

Jeff Moreland, City of Portland: Mr. Moreland, President of Waymore Construction, testified in support of the ordinance. He stated that Mr. Simpson was a role model in his community and shared the inspiration it gave him in starting his own business.

Seeing no further testimony, Council President Peterson closed the public hearing. She stated that second reading, consideration and vote of Ordinance No. 19-1435 was scheduled for May 16.

Council Discussion:

Councilor Craddick reviewed concerns raised during the public comment period and asked for clarification on Metro's role in ensuring that offsite impacts such as dust, odors and vectors do not become an issue. She discussed the protection of the Columbia Slough and asked what systems were in place to prevent runoff. Councilor Craddick reviewed the location of the proposed transfer station and highlighted the significance of the Columbia corridor industrial area. She then asked when community enhancement funds would be available to the community. Councilor Stacey asked for clarification on the concerns over the station's proximity to the Portland Airport.

7. Chief Operating Officer Communication

Ms. Martha Bennett recognized departing Director of Finance and Regulatory Services Mr. Tim Collier, Director of Finance and Regulatory Services, for his contributions to Metro. She commended his creativity and service to the region.

Ms. Bennett shared her gratitude for the work of the agency during her tenure at Metro. Council recognized Ms. Bennett

for her service, leadership and many contributions to the region and expressed deep appreciation for her work.

8. Councilor Communication

There was none.

9. Adjourn

There being no further business, Council President Peterson adjourned the Metro Council meeting at 4:04 p.m. The Metro Council will convene the next regular council meeting on May 16, 2019 at 2:00 p.m. at the Metro Regional Center in the council chamber.

Respectfully submitted,

A handwritten signature in black ink, appearing to read 'S. Farrokhzadian', with a stylized flourish at the end.

Sara Farrokhzadian, Legislative and Engagement
Coordinator

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF MAY 9, 2019

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
5.1	Minutes	5/9/19	Council Meeting Minutes for May 2, 2019	50919c-01
6.1	Letter	5/9/19	Letter in Opposition to Ordinance No. 19-1435 from Lynn Felton	50919c-02
6.1	Letter	5/9/19	Letter in Support of Ordinance No. 19-1435 from City Portland Solid Waste and Recycling	50919c -03
6.1	Letter	5/8/19	Letter in Support of Ordinance No. 19-1435 from the Columbia Corridor Association	50919c -04
6.1	Letter	4/8/19	Letter in Support of Ordinance No. 19-1435 from the East Portland Action Plan Economic Development Subcommittee	50919c -05
6.1	Letter	5/9/19	Letter in Opposition to Ordinance No. 19-1435 from Jean Burch	50919c -05
6.1	Letter	5/8/19	Letter in Opposition to Ordinance No. 19-1435 from Debbie Holmstedt	50919c -06
6.1	Letter	5/8/19	Letter in Opposition to Ordinance No. 19-1435 from James Burch	50919c -07
6.1	Letter	5/8/19	Letter in Opposition to Ordinance No. 19-1435 from Flo McWillis	50919c -08
6.1	Letter	5/8/19	Letter in Opposition to Ordinance No. 19-1435 from Bernie and Margaret Muller	50919c -09
6.1	Letter	5/8/19	Letter in Opposition to Ordinance No. 19-1435 from Randy and Loretta Burmester	50919c -10
6.1	Letter	5/8/19	Letter in Opposition to Ordinance No. 19-1435 from Christina Talbot	50919c -11
6.1	Letter	5/8/19	Letter in Opposition to Ordinance No. 19-1435 from Doyle Sites	50919c -12
6.1	Letter	5/7/19	Letter in Opposition to Ordinance No. 19-1435 from Dave and Julie Schnacky	50919c -13
6.1	Letter	5/7/19	Letter in Opposition to Ordinance No. 19-1435 from Marnie Murray	50919c -14
6.1	Letter	5/6/19	Letter in Opposition to Ordinance No. 19-1435 from Andy Beers	50919c -15