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**SOUTHWEST WASHINGTON
REGIONAL TRANSPORTATION COUNCIL
(RTC)**

UNIFIED PLANNING WORK PROGRAM

FOR

FISCAL YEAR 1998

**Southwest Washington Regional Transportation Council
1351 Officers' Row
Vancouver, WA 98661
Telephone: (360) 737-6067**

Draft: February 1997

FISCAL YEAR 1998 UNIFIED PLANNING WORK PROGRAM: INTRODUCTION

Purpose of UPWP

The Unified Planning Work Program (UPWP) is prepared annually by the Southwest Washington Regional Transportation Council (RTC), as designated Metropolitan Planning Organization (MPO) for the Clark County urban area. RTC is also the designated Regional Transportation Planning Organization (RTPO) for the three-county area of Clark, Skamania and Klickitat. RTC's UPWP was developed in coordination with the FY98 transportation planning program to be undertaken by WSDOT Southwest Region. All regional transportation planning activities as part of the continuing transportation planning process proposed by the MPO/RTPO, as well as Washington State Department of Transportation and local agencies, are documented in the UPWP. The financial year covered in the UPWP runs from July 1, 1997 through June 30, 1998.

The UPWP focuses on the transportation work tasks that are priorities to federal or state transportation agencies, and those tasks considered a priority by local elected officials. The planning activities relate to several modes of transportation and include are significant to the Regional Transportation Plans (RTPs) for the three-county region and the Metropolitan Transportation Plan (MTP) for the Clark County region. Since RTC was established in 1992, the agency's role and program of planning activities has continually evolved. RTC in the last 4 years has moved through the initial organizational steps of establishing regionally coordinated transportation planning and project prioritization to completing a series of major transportation planning studies and policy activities. FY98 represents a transition year. The current federal transportation act, the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), ends in 1997. It is hoped that the next multi-year act will be passed by Congress and signed by the President before the end of 1997. In addition, the work of the Transportation Futures Committee (TFC) in Clark County is complete. The Committee's findings have resulted in new transportation planning initiatives in the region.

UPWP Objectives

The UPWP describes the transportation planning activities and summary of local, state and federal funding sources required to meet the key transportation policy issues of the upcoming year. It reflects regional transportation problems 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 Metropolitan Area and RTPO region with a useful basis for regional coordination.

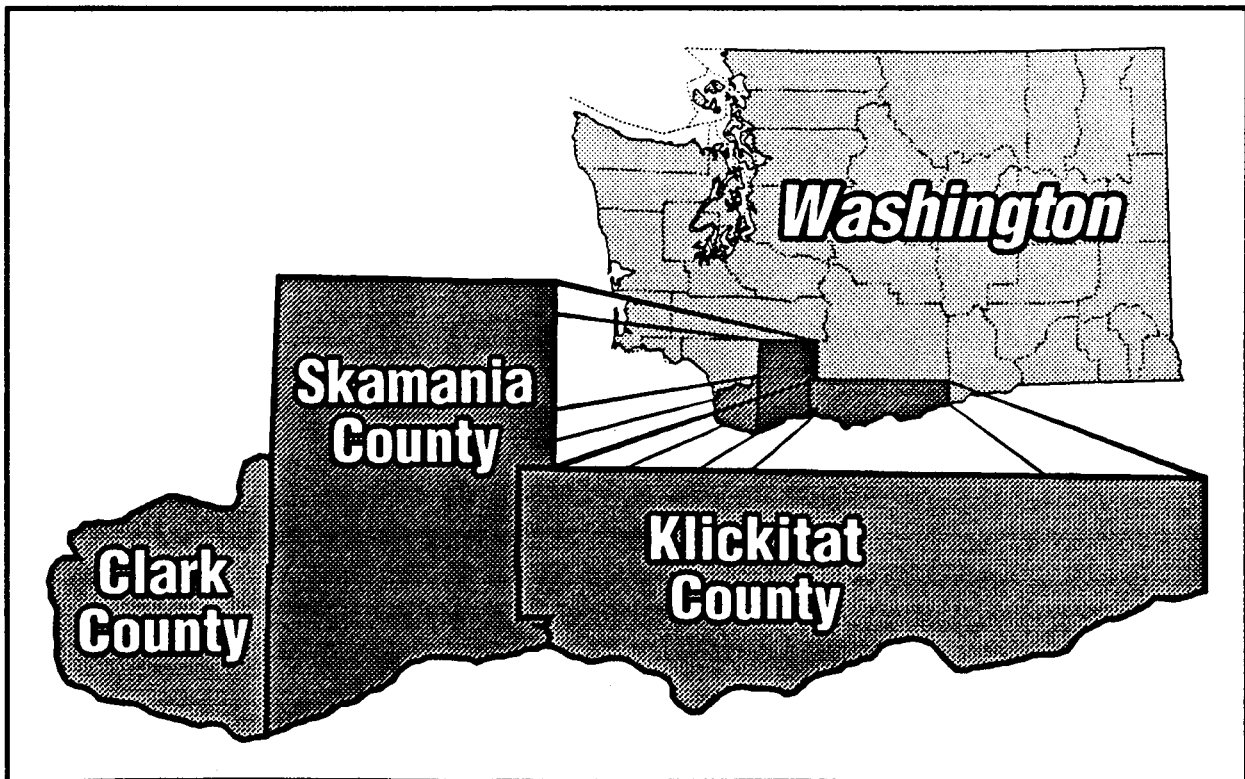
The key transportation issues facing the region during FY98 include:

- Identifying long-range and medium-term (six-year) transportation needs and strategy for financing improvements as part of the transportation plan for both the Metropolitan and RTPO region.
- Adopting a 1998-2000 Transportation Improvement Program (TIP) to reflect programming of the region's priority projects and funding programs under the federal transportation act.
- Providing for the rapid growth that the region is experiencing. Between 1990 and 1996, Clark County's population grew by 27.5 percent. A corresponding proportional investment in expanding transportation system capacity has not occurred.
- Implementing plans adopted under the Washington State Growth Management Act and implementing the 1991 federal Intermodal Surface Transportation Efficiency Act and its successor Act.

- Carrying out a High Occupancy Transportation Study to determine possible High Occupancy Vehicle (HOV) and High Capacity Transit (HCT) needs/demand, feasibility, design, potential corridors, cost and public acceptance.
- Addressing environmental issues relating to transportation, including seeking ways to reduce the transportation impacts on air quality.
- Study of the application of Intelligent Transportation Systems (ITS) technology in the I-5/Highway 99 corridor.
- Continuing the congestion management monitoring program.
- Working to address bi-state transportation needs in cooperation with Metro, Portland. Such needs are addressed in the South/North High Capacity Transit Corridor Draft Environmental Impact Statement (DEIS) and the update to the Metro Regional Transportation Plan.
- Involving the public in identifying transportation needs, issues and solutions in the region.

SOUTHWEST WASHINGTON REGIONAL TRANSPORTATION COUNCIL (RTC)

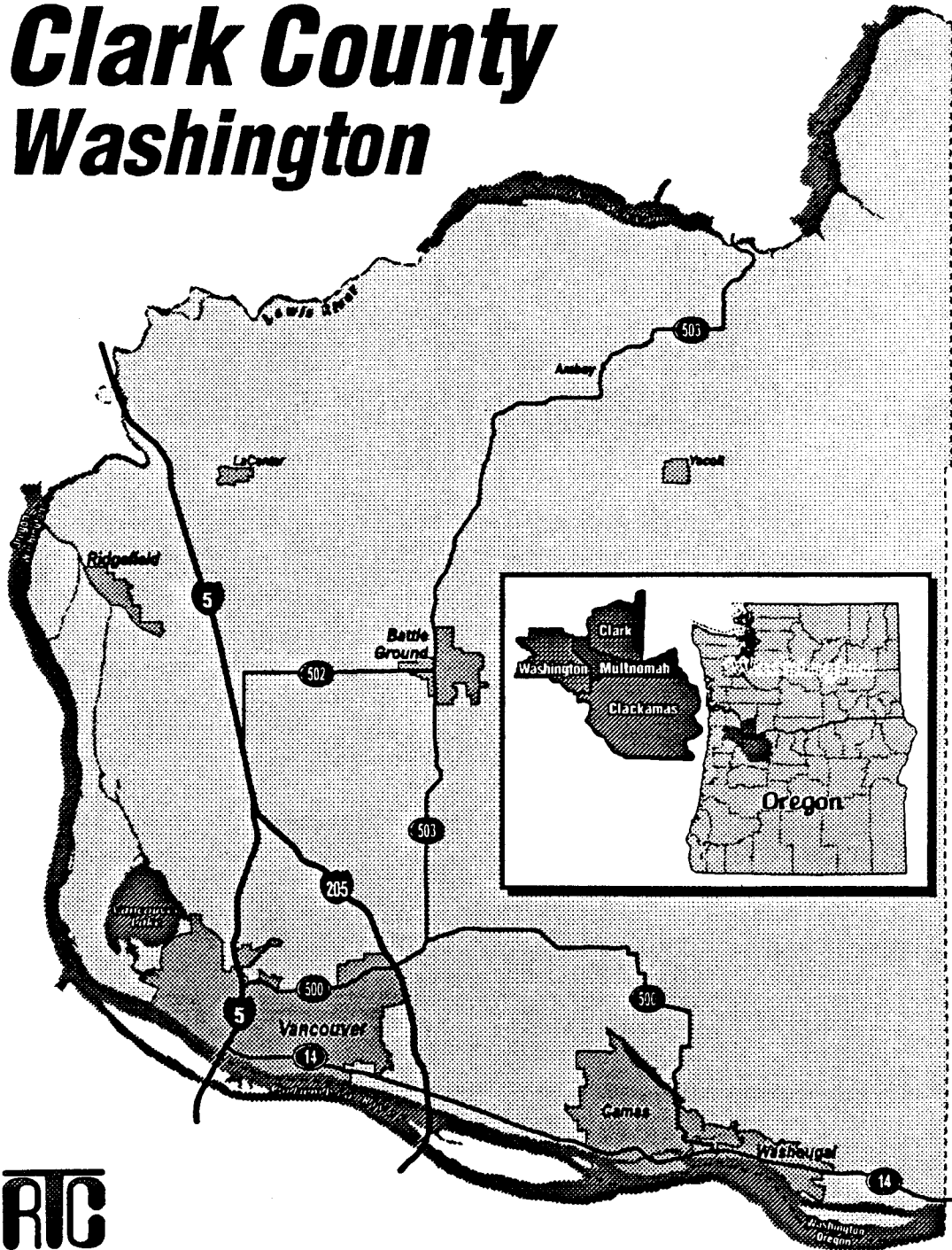
EXTENT OF RTC REGIONAL TRANSPORTATION PLANNING ORGANIZATION REGION



SOUTHWEST WASHINGTON REGIONAL TRANSPORTATION COUNCIL (RTC)

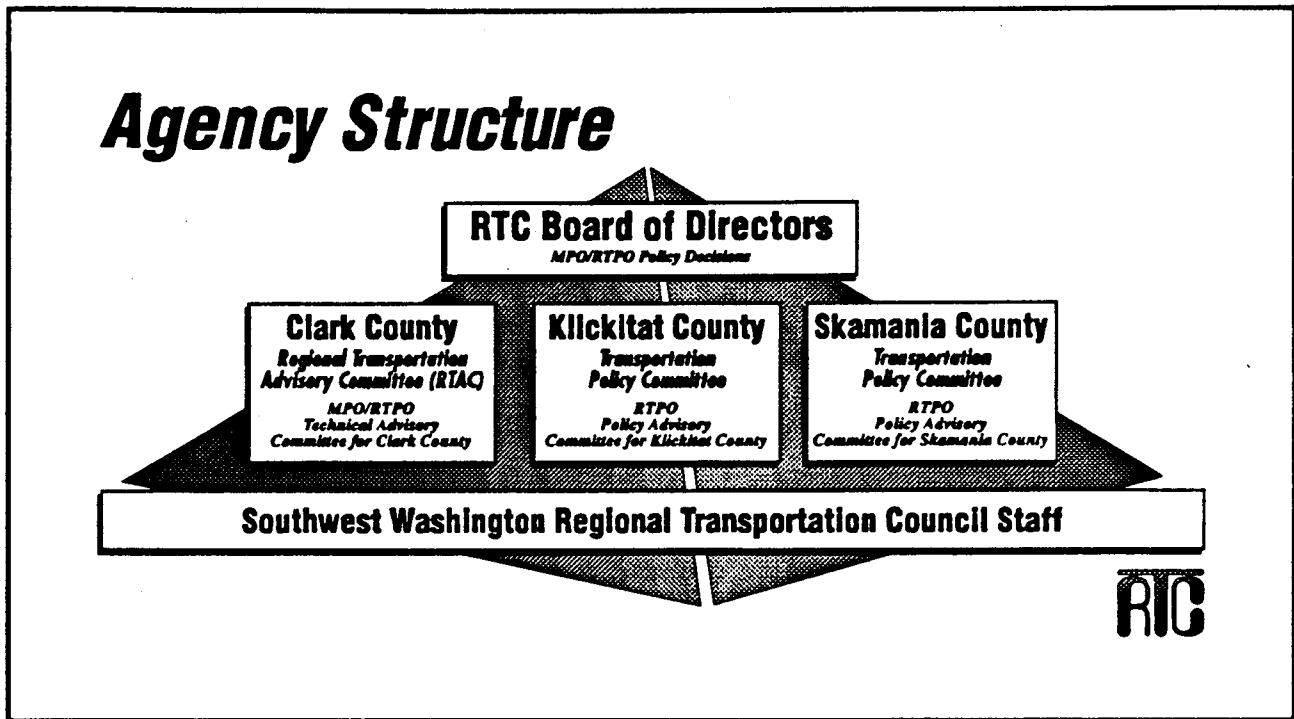
EXTENT OF RTC METROPOLITAN PLANNING ORGANIZATION REGION

Clark County Washington



SOUTHWEST WASHINGTON REGIONAL TRANSPORTATION COUNCIL (RTC)

RTC: AGENCY STRUCTURE



RTC: TABLE OF ORGANIZATION	
Position	Duties
Transportation Director	Overall MPO/RTPO Planning Activities, Coordination, and Management
Sr. Transportation Planner	MTP, UPWP, I-205 and East-West Arterials Study
Sr. Transportation Planner	TIP, Project Programming, RTPO in Skamania and Klickitat Counties, traffic counts
Sr. Transportation Planner	HCT, Bi-State, Air Quality, Management Systems
Sr. Transportation Planner	HCT, Regional Travel Forecasting Model, Air Quality
Sr. Technical Transportation Planner	Regional Travel Forecasting Model
Sr. Technical Transportation Planner	Computer Systems, GIS, Cartography
Administrative Staff: 2½ Positions	General administrative and accounting duties

Participants, Coordination and Funding Sources

Consistent with the 1990 State Growth Management Act legislation, the Regional Transportation Council (RTC) Board of Directors has been established to deal with transportation policy issues in the three-county RTPPO region. Transportation Policy Committees for Skamania and Klickitat Counties are in place and a Regional Transportation Advisory Committee (RTAC) for Clark County. (Refer to *Agency Structure* graphic, Page iv).

A. Clark County

The primary transportation planning participants in Clark County include the following: the Regional Transportation Council, C-TRAN, Washington State Department of Transportation, 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, and two federal agencies, the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA). In addition, the Department of Ecology (DOE) is involved in the transportation program as it relates to the State Implementation Plan for carbon monoxide and ozone. As the designated MPO for the Clark County Urban Area, RTC annually develops the transportation planning work program and endorses the work program for the entire metropolitan area. RTC is also responsible for the development of the Regional Transportation Plan, Metropolitan Transportation Plan, the Transportation Improvement Program, and other regional transportation studies, operational and near-term transit planning. C-TRAN adopted the *1996-2001 Transit Development Program* (TDP) which provides a comprehensive guide to C-TRAN's future development and has information regarding capital and operating improvements over the next six years. The TDP contains information required by RCW 35.58.2795 to be provided in the annual Transit Development and Financial Program. WSDOT is responsible for preparing *Washington's Transportation Plan*. RTC cooperates and coordinates with WSDOT, at the Southwest Region and Headquarters' level, in ensuring that results from regional and local planning studies are incorporated into Statewide plans. RTC and WSDOT also cooperate in involving the public in development of transportation policies, plans and programs.

WSDOT, the Community Development and Public Works Departments of Clark County and Departments of Preservation and Development and Public Works of the City of Vancouver conduct project planning for the highway and street systems related to their respective jurisdictions.

The coordination of transportation planning activities includes local and state officials in both Oregon and Washington. Coordination occurs at the staff level through involvement on advisory committees (RTC's RTAC and Metro's TPAC). Mechanisms for local, regional and state coordination are spelled out formally in a series of Memoranda of Agreement and Memoranda of Understanding (MOU). These memoranda are intended to assist and complement the transportation planning process:

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

An agreement between RTC and Metro is in place. Memoranda of Understanding (MOUs) between RTC and Southwest Washington Air Pollution Control Authority (SWAPCA), and RTC and C-TRAN, the local

public transportation provider, were adopted by the RTC Board on January 4, 1995 (Resolutions 01-95-02 and 01-95-03, respectively). A Memoranda of Understanding between RTC and Washington State Department of Transportation was adopted by the RTC Board at their August 1, 1995 meeting (RTC and WSDOT MOU; RTC Board Resolution 08-95-15).

Issues of Interstate Significance

Both RTC and METRO have recognized that bi-state travel is an important part of the Portland-Vancouver regional transportation system and it is in the best interest of the region to keep this part of the system functioning efficiently. Currently, several locations on the I-5 and I-205 north corridors are at or near capacity with frequent traffic delays. The need to resolve increasing traffic congestion levels and to identify long term solutions continues to be a priority issue. Also of significance is the implementation of air quality maintenance plans for ozone and Carbon Monoxide.

RTC Board of Directors

Cities East	Mayor Charles Crumpacker (Washougal) [President]
Ports	Commissioner Bob Moser (Vancouver) [Vice-President]
Clark County	Commissioner Mel Gordon
Clark County	Commissioner Betty Sue Morris
Clark County	Commissioner Judie Stanton
City of Vancouver	Mayor Royce Pollard
City of Vancouver	Vernon Stoner (City Manager)
Cities North	Mayor Tevis Laspa (Ridgefield)
C-TRAN	Leslie White (Executive Director)
WSDOT	Gerald Smith (Southwest Regional Administrator)
ODOT	Dave Williams
Metro	Metro Councilor
Skamania County	Commissioner Judy Carter
Klickitat County	Commissioner Ray Thayer

Regional Transportation Advisory Committee Members

WSDOT Southwest Region	Mary Legry / Doug Ficco
Clark County Public Works	Pete Capell
Clark County Planning	Jerri Bohard
City of Vancouver, Public Works	Thayer Rorabaugh
City of Vancouver, Community Development	Azam Babar
City of Washougal	Mike Conway
City of Camas	Eric Levison
City of Battle Ground	Public Works Director
City of Ridgefield	City Clerk
C-TRAN	Deb Wallace
Port of Vancouver	Bernie Bills
ODOT	Leo Huff
Metro	Rich Ledbetter
Regional Transportation Council	Dean Lookingbill

B. Skamania County

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

Skamania County Transportation Policy Committee

Skamania County
City of Stevenson
WSDOT, Southwest Region
Port of Skamania

Commissioner Judy Carter
Monica Masco-McSherry, City Council Member
Gerry Smith, SW Regional Administrator
Anita Gahimer, Port Manager

C. Klickitat County

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

Klickitat County Transportation Policy Committee

Klickitat County
City of White Salmon
WSDOT, Southwest Region
Port of Klickitat

Commissioner Ray Thayer
Mamie Gaddis, City Council Member
Gerry Smith, SW Regional Administrator
Kathleen McCuiston, Port Commissioner

I. REGIONAL TRANSPORTATION PLANNING PROGRAM

Introduction

The Regional Transportation Planning Program encompasses MPO/RTPO planning activities including (A) Metropolitan Transportation Plan, (B) Transportation Improvement Program, (C) Congestion Management Monitoring, (D) High Occupancy Transportation Study, (E) Commuter Rail, (F) I-205 Six-Point Access Report, (G) Skamania County RTPO, and (H) Klickitat County RTPO. This region's 1997/8 regional transportation planning program will focus on continuing implementation of the transportation requirements of the State's Growth Management Program, the federal Intermodal Surface Transportation Efficiency Act of 1991 and its anticipated successor, and the Federal Clean Air Act Amendments of 1990, as well as monitoring performance of the regional transportation system.

All RTPO planning activities are incorporated into Regional Transportation Plans which include regional transportation policies, goals, data, and identify transportation needs in Clark, Skamania and Klickitat counties. The MTP/RTPs are the principal transportation planning documents which help to guide work of agencies throughout the RTPO region involved in transportation planning and programming of projects. The MTP/RTPs will be updated in FY98.

Federal transportation funding for individual projects within the MPO region of Clark County is dependent upon their consistency with the Metropolitan Transportation Plan (MTP); the Regional Transportation Plan for the Clark County metropolitan region. During FY98 the MTP will be updated to incorporate findings from the Transportation Futures Committee, updated transportation policies, work on a six-year transportation strategy, an enhanced financial plan and results from recent regional transportation planning studies. The MTP for Clark County covers a county-wide-area. Clean Air Act conformity analysis must be carried out on the updated Plan.

ISTEA requires that the MPO, in cooperation with the state and affected transit operators, develop a Transportation Improvement Program (TIP) which must include a priority list of projects and project segments for the next 3 years, together with a realistic financial plan. Projects included are those proposed for federal highway and transit funding. It is anticipated that a 1998-2000 TIP will be adopted in fall 1997, however, the schedule could be subject to change due to the impending re-authorization of the federal transportation act. Air quality conformity analysis will be carried out on the Program.

ISTEA designates regions of over 200,000 population, such as Clark County, as Transportation Management Areas (TMAs). Within the TMA, the MPO, in consultation with the state, selects projects for Surface Transportation, Congestion Mitigation/Air Quality and federal Transit Programs. Under ISTEA, TMAs must have a Congestion Management System in place, to include both travel demand reduction and operational management strategies. In FY98, RTC will focus on continuing implementation of the Traffic Congestion Management System the RTC Board adopted in May, 1995 with the Congestion Management Monitoring element. The program supports development of the MTP, concurrency management programs of local agencies, development of the regional travel forecasting model, TIP and implementation of the Congestion Management System.

Following completion of the I-205 and East/West Arterials Study in the fall of 1996, the next step in implementing study recommendations is to submit a six-point access report to the Federal Highways Administration to request additional access to the interstate system.

RTPO program activities for Klickitat and Skamania Counties are described in the Skamania County RTPO and Klickitat County RTPO work elements.

I. REGIONAL TRANSPORTATION PLANNING PROGRAM**A. Metropolitan Transportation Plan**

The Metropolitan Transportation Plan serves as the Regional Transportation Plan (RTP) for the Clark County metropolitan region to promote and guide development of an integrated intermodal and multimodal transportation system that facilitates the efficient movement of people and goods, using environmentally sound principles and fiscal constraint. An update to the December, 1994 *Metropolitan Transportation Plan (MTP) for Clark County* was adopted in December, 1996. The 1996 update was primarily a technical update to incorporate revised demographic forecasts for the Clark County region, update the designated regional transportation system and list of system improvements. The 1996 review resulted in initiating work on a new current year travel forecasting model calibration, identification of policy issues and need for work on a six-year action plan to be incorporated into a 1997 MTP update. The Metropolitan Transportation Plan (MTP) work element includes (i) update of the MTP, (ii) consideration of the environment during MTP development in accordance with the State Environmental Policy Act (SEPA) and National Environmental Policy Act (NEPA), (iii) continuing MTP development and (iv) incorporation of system monitoring and performance analysis results.

Work Element Objectives**(i) Plan Update**

1. Update of the adopted December, 1996 Metropolitan Transportation Plan (MTP) for compliance with GMA and ISTEA and consistency with state, local and regional plans. The MTP is to be regularly updated to reflect changing trends, conditions, regulations and study results. According to state requirements the Plan is to be reviewed for currency every two years and under federal rules, the Plan must be updated at least every three years. The Plan for Clark County covers a county-wide-area, the area encompassed by the Metropolitan Area Boundary, and covers a 20-year planning horizon.
2. To comply with state standards and to incorporate the provisions of revised RCW 47.80 (SHB 1928 codified) the updated MTP must include the following components:
 - a. A statement of the goals and objectives of the Plan.
 - b. A statement of land use assumptions upon which the Plan is based.
 - c. A statement of the regional transportation strategy employed within the region.
 - d. A statement of the principles and guidelines used for evaluating and development of local comprehensive plans.
 - e. A statement defining the least cost planning methodology employed within the region.
 - f. Designation of the regional transportation system.
 - g. A discussion of the needs, deficiencies, data requirements, and coordinated regional transportation and land use assumptions used in developing the Plan.
 - h. A description of the performance monitoring system used to evaluate the plan, including Level of Service (LOS) parameters consistent with federal management systems, where applicable, on all state highways at a minimum.

- i. An assessment of regional development patterns and investments to ensure preservation and efficient operation of the regional transportation system.
 - j. A financial section describing resources for Plan development and implementation.
 - k. A discussion of the future transportation network and approach.
 - l. A discussion of high capacity transit and public transportation relationships, where appropriate.
3. To comply with ISTEA, the sixteen transportation planning factors to be considered in the regional transportation planning process, are to be addressed in the MTP. The sixteen factors include the consideration of both freight and people movement. The sixteenth factor is the need to address recreational travel and tourism in developing plans and programs.
 4. Public participation and review of the MTP, as well as inter-agency review of the Plan.
 5. Although the National Highway System Designation Act of 1995 made ISTEA's six management systems optional at the state level, it did not remove the need for Transportation Management Areas (TMAs), such as Clark County, to maintain Congestion Management Systems (CMSs) as part of the Metropolitan Planning Organization's (MPO) planning process. The RTC Board adopted Transportation Management Systems (TMS) work completed by RTC at their May 2, 1995 meeting (RTC Board Resolution 05-95-14). Management systems include the consideration of multimodal intermodal linkages, transit, TDM and TSM strategies as alternatives to Single Occupant Vehicle capacity projects. Work on management systems will continue in this region with system monitoring through integration of CMS strategies into the MTP and through system performance monitoring to be reported in the MTP update. Washington State Department of Transportation is developing and using a Public Transportation Management System.
 6. Incorporation of recommendations for development of the High Speed Train corridor, the Pacific Northwest Rail Corridor from Oregon to Vancouver BC, which runs through Clark County. Improvement of the Vancouver Amtrak rail station is proposed.
 7. Incorporation of a six-year action strategy into the MTP.

(ii) SEPA/NEPA Review

1. Coordination with environmental resource agencies in MTP development.
2. Assessment of environmental conditions, at a regional level.
3. Environmental review of the proposed MTP, prior to MTP adoption.
4. Evaluation of cumulative environmental impacts consistent with ISTEA, Clean Air Act and State requirements, including Clean Air Act conformity analysis.

(iii) Continuing MTP Development

The MTP will be subject to continuous review to ensure that changing trends, conditions or regulations and future study results are identified and that they will be reflected in the triennial

update to the Plan required by ISTEA. The GMA also requires that a biennial review of the MTP takes place. Updating of the MTP will include:

1. Re-evaluation of the future regional transportation system to be used in quantifying transportation performance and cumulative environmental impacts consistent with ISTEA, Clean Air Act and State requirements.
2. Revisiting of major bi-state policy positions, such as the South/North Corridor Draft Environmental Impact Statement (DEIS), initial High Occupancy Vehicle (HOV) policies, Traffic Relief Options (TRO), and congestion management policies.
3. Incorporation of recommendations from modal plans developed by Washington State as plans are developed and/or revised. The *State Highway Systems Plan* is due for update in spring 1997. The *Public Transportation and Intercity Rail Passenger Plan for Washington State, 1997-2016* was completed in 1996.
4. Integration of results from Washington State's Six Year Plan.
5. Integration of the findings of ISTEA management systems, and any Major Investment Study results into the MTP.
6. Description of any identified Transportation Control Measures (TCMs) to attain and maintain federal clean air standards and evaluation of MTP conformity with the Clean Air Act Amendments (CAAA) of 1990.
7. Evaluation of freight routes and review of the State's Freight and Goods System for currency.
8. Integration of findings from the citizens' Transportation Futures Committee (TFC) which convened in fall of 1995 and met through July 1996 to address transportation policy and transportation needs in the Clark County region. A final meeting of the TFC was held in December 1996.
9. Track federal initiatives such as FTA's Livable Communities initiative and consider its applicability in the Clark County region. Clark County and the City of Vancouver acknowledge the need to have a program to encourage transit-oriented development in implementing Growth Management Plans.
10. Consideration of concurrency management and its impact on development of the regional transportation system.
11. Consideration of High Occupancy Vehicle policy and system for the Clark County region.
12. Consideration of Intelligent Transportation System (ITS) applications to improve the Clark County transportation system. The I-5/Highway99 corridor has been identified for study of ITS applicability to improve its capacity.
13. An MTP update is likely in the fall/winter of 1997 to reflect a review of transportation policies in the region, updated consideration of High Capacity Transit needs, an updated base year regional travel forecasting model calibration and a six-year transportation strategy.

(iv) System Monitoring

1. The MTP will be used as the document in which system performance monitoring is reported.
2. RTC will coordinate with WSDOT Southwest Region and Headquarters Service Center in providing recommendations contained in the Plan and results from the monitoring systems for inclusion in statewide transportation plans and programs.

Relationship To Other Work Elements

The MTP takes into account the reciprocal effects between land use, growth patterns and transportation system development. It also identifies the mix of transportation strategies needed to solve future transportation system problems. The MTP for Clark County is interrelated to all other work elements. In particular, the MTP provides planning support for the TIP and relates to ISTEAs management systems. In Transportation Management Areas (TMAs), such as the Clark County region, no federally-funded project which will add capacity for single-occupant-vehicles will be permitted unless it is part of the ISTEAs Congestion Management System and transportation alternatives have been considered.

FY98 Products

1. MTP update for Clark County meeting GMA standards and ISTEAs requirements. The MTP will include a description of the proposed regional transportation system, including the number of lanes proposed for highway segments so that clean air conformity analysis assumptions are clear. The updated Plan will include more specific policy recommendations, actions and implementation measures, particularly in regards to non-motorized modes, freight transportation, Transportation Demand Management (TDM) measures and will address how these are incorporated into the planning process. A summary matrix, showing how the ISTEAs-required sixteen planning factors, are incorporated into RTC's regional transportation planning process will be updated
2. An updated financial plan will show the application of fiscal constraint in development of the MTP. It will provide an analysis of revenue estimation and clearly document operations, maintenance and system preservation costs as well as system improvement costs. Information from C-TRAN's Transit Development Plan (TDP) will be included with transit financing information.
3. The updated Plan will identify and discuss transportation enhancement activities.
4. The updated Plan will describe public involvement activities carried out by RTC as part of the regional transportation planning process and Plan Development.
5. A description of Major Investment Study (MIS) procedures will be provided in the updated Plan. RTC's adopted procedures will use the MIS procedures developed by WSDOT and procedures adopted by Metro as their basis.
6. Clean Air Act Amendments (CAAA) conformance analysis documentation.
7. Performance monitoring which compares system performance with the levels of service established in the GMA planning process as part of the concurrency requirement.

8. Initial application of a Least Cost Planning methodology, implementing SHB 1928, in development of the MTP.
9. A fully maintained Traffic Congestion Management System will serve as a tool for performance evaluation and support for transportation policy decisions, as well as identification of transportation strategies to relieve and/or manage congestion. Use of results from the Management Systems will enhance the region's MTP in terms of transportation strategies, system and capital needs.

FY98 Expenses:

	\$
RTC	79,962
	<hr/>
Total	79,962

FY98 Revenues:

	\$
FY98 PL	35,000
FTA, FY98	10,000
RTPO	12,000
Local	22,962
	<hr/>
	79,962

I. REGIONAL TRANSPORTATION PLANNING PROGRAM**B. Regional Transportation Improvement Program**

The regional Transportation Improvement Program (TIP) is a three-year program of transportation projects having a federal funding component. In order for transportation projects to receive federal funds they must be included in the metropolitan TIP. Projects programmed in the TIP should implement the Metropolitan Transportation Plan (MTP). The TIP is developed by the MPO in a cooperative and coordinated process involving local jurisdictions, the Washington State Department of Transportation (WSDOT) and C-TRAN. Projects listed in the metropolitan TIP should have financial commitment and Clean Air Act conformity analysis must be carried out on the TIP.

Work Element Objectives

1. Adoption of 1998-2000 Transportation Improvement Program (TIP), consistent with the requirements of ISTEA. The awaited successive legislation to ISTEA may require that the TIP process be modified to comply with new project funding requirements contained in the new Act.
2. Review and implementation of project selection criteria used to evaluate projects proposed for federal highway and transit funding in order to prioritize projects. Projects for the following three years will be programmed in the 1998-2000 TIP. Project selection criteria reflects the multiple policy objectives of the regional transportation system (e.g. maintenance and operation of existing system, reduction of Single Occupant Vehicles (SOVs), capacity improvements, transit expansion and air quality improvement).
3. Address programming of Congestion Mitigation/Air Quality (CM/AQ) funds for 1998-99 TIP, with consideration given to emissions reduction benefits of such projects.
4. Work with local agencies to put together a regional package of projects to compete for statewide federal competitive Surface Transportation Program (STP) funds, federal Transportation Enhancement funds and state Transportation Improvement Account (TIA) funds.
5. Development of a realistic financial plan as part of the 1998-99 TIP which addresses costs for operation and maintenance of the transportation system.
6. Analysis of air quality impacts and Clean Air Act conformity documentation.
7. Review of project selection process.
8. Amendment of TIP, where necessary.
9. Monitoring of TIP implementation.
10. Maintain State Transportation Improvement Program (STIP) database.

Relationship To Other Work Elements

The TIP provides the link between the MTP and project implementation. The process to prioritize TIP projects will draw from data from the transportation database and regional travel forecasting model output. It relates to the Public Involvement element described in section III of the FY98 UPWP.

FY98 Products

1. An adopted 1998-2000 Transportation Improvement Program to reflect the programming of federal funds, clarification of project selection procedures and exercise of fiscal constraint to ensure that revenues and costs are balanced. The TIP will provide analysis/documentation for Operations and Management (O&M) costs and will provide an explanation of the adequacy/inadequacy of funds for such costs. A summary of significant public comments received during the public review period will be provided.
2. Clean Air Act conformity analysis and documentation.
3. Updated STIP database.
4. Opportunity for public involvement in TIP development.

FY98 Expenses:

	\$
RTC	37,903
	<hr/>
Total	37,903

FY98 Revenues:

	\$
FY98 PL	17,000
FTA, FY98	5,000
RTPO	7,000
Local	8,903
	<hr/>
	37,903

I. REGIONAL TRANSPORTATION PLANNING PROGRAM

C. Congestion Management Monitoring

The RTC Board of Directors adopted the Congestion Management System (CMS) for the Clark County region in May of 1995. The CMS focuses on vehicular travel, transit, and TDM performance in congested roadway corridors. ISTEA requires that any federally-funded project which significantly expands single occupancy vehicle capacity must come from a CMS. It also requires that all reasonable alternatives to the single occupant vehicle must be considered first. Congestion Management Monitoring continues implementation of the data collection, and congestion monitoring element of the Congestion Management System.

Work Element Objectives

1. Build from FY97's Congestion Management Monitoring work element which accomplished a major update of the regional traffic count database, allowed for re-calibration of the regional travel forecasting model and provided an updated congestion corridor index.
2. Collection of traffic counts, turning movements, vehicle classification counts, travel delay, and other key data to assist implementation of the adopted CMS program. The focus will be on the collection and analysis of traffic count data in identified CMS corridors, as well as at locations throughout the regional transportation network. This would expand on last year's traffic counts and collect data at missing locations, locations where major projects have been completed, and other locations to allow for analysis of growth from 1996 to 1997.
3. Analyze traffic count data, turn movements, vehicle classification counts and travel delay data to get an up-to-date picture of system performance, including an evaluation of congestion on the Columbia River Bridges in Clark County.
4. Coordinate with local jurisdictions and local agencies to ensure consistency of data collection, data factoring and ease of data storage/retrieval. Coordination will be a key element to ensure the traffic count and turn movement data will support local and regional transportation planning studies and Concurrency Management programs
5. Collection, validation, factoring and incorporation of traffic count data into the existing count program. The data will be separated into 24 hour and peak hour categories, and utilized for travel model calibration.
6. Once traffic count data analysis has been completed it will be applied to measure and analyze the performance of the transportation corridors in the CMS network. This system performance information will be used to help identify system needs and solutions. The data will also be used to support Growth Management Act concurrency analysis.

Relationship To Other Work

The Transportation System Performance Monitoring element is closely related to the data management and travel forecasting model elements. Monitoring will support development of the MTP, TIP, implementation of concurrency management, ISTEA transportation management systems, including the Traffic Congestion Management System required in Transportation Management Areas (TMAs) and regional travel forecasting model development. Congestion

monitoring is a key component of the regional transportation planning process and supports local jurisdictions in their concurrency management process.

FY98 Products

1. Traffic counts, turning movement, vehicle classification counts, travel delay and other key data for numerous locations throughout Clark County.
2. Analysis of traffic data to provide system performance indicators and support for GMA concurrency analysis and CMS implementation.
3. Identification of system needs and solutions.

Continuation of a FY97 UPWP element			
<u>FY98 Expenses:</u>	Estimated carry-over to FY98		<u>FY98 Revenues:</u>
	\$		\$
RTC	63,584	CM/AQ	55,000
Total	<u>63,584</u>	Local	<u>8,584</u>
			<u>63,584</u>

The full project budget, begun in FY97, is for \$100,000 in federal CM/AQ funds and \$15,607 in local MPO funds for a total project budget of \$115,607.

I. REGIONAL TRANSPORTATION PLANNING PROGRAM**D. Regional High Occupancy Transportation Study**

High growth rates and limited funding for infrastructure investment have led to increasing levels of congestion in Clark County and on the two interstate bridges crossing the Columbia River. Efficient management of travel demand on Clark County and bi-state transportation corridors is critical to providing mobility within the region. A high-occupancy-vehicle (HOV) program can improve overall mobility in the most congested parts of our region by increasing the people-moving efficiency and capacity of freeways and arterials. HOV facilities have the potential to reduce travel times, encourage mode shift, manage congestion, improve transit mobility, increase corridor capacity, improve travel flow and reduce the need to expand highway vehicle-carrying capacity. A comprehensive regional and bi-state HOV/HCT study that examines needs/demand, feasibility, design, potential corridors, cost and public acceptance is to be developed. The study is scheduled for completion in 1998 and will result in a HOV facility implementation plan to include specific HOV projects, supported by a system plan. The Study will pay particular attention to travel needs within the I-5 and I-205 bi-state transportation corridors. RTC will coordinate the study and will have a Management Team for guidance, a Technical Advisory Committee comprised of the RTC member jurisdictions and full participation of bi-state partners. Local community input and review will occur through a citizens advisory committee and a broader citizen outreach process.

Work Element Objectives

1. Work with local jurisdictions, agencies and the community to develop a High Occupancy Vehicle/High Capacity Transit (HOV/HCT) strategy for Clark County. Work will be coordinated with C-TRAN's Transit Development Program and WSDOT's HOV Policy and State Highway System Plan. Bi-state issues affecting the HOV Study would be coordinated with Oregon Department of Transportation (ODOT) and Metro. These issues include the I-5 Capacity Reconnaissance being conducted by ODOT and I-5 north pricing alternatives for the Traffic Relief Options (TRO) Study. This study will also be coordinated with other regional transportation study activities currently under consideration, such as the I-5 Capacity Study and the Commuter Rail Study.
2. Define overall approach for regional HOV development and objectives of a Clark County HOV system. Work will include review of state and federal policies regarding HOV, the consistency of HOV policies with local land use plans, determination of transportation objectives for HOV facilities in Clark County, identification of transportation problems in Clark County and bi-state corridors that HOV facilities are intended to mitigate (such as recurring congestion and traffic bottlenecks). Fundamental issues critical to successful HOV facilities, such as the level of recurring congestion and the nature of commute patterns and distances, will be addressed.
3. Identify transportation corridors for evaluation. A two tier evaluation system will be used. First, screening criteria will be applied to identify corridors and facilities that have HOV potential. Thresholds for HOV viability such as travel time savings, congestion levels, corridor travel demand and travel demand between residential origins and activity centers, as well as the physical characteristics of the roadway will be considered. The second tier of evaluation criteria will be more detailed and use quantitative data to assess viable HOV corridors. Criteria will address transportation impacts, operational assessment, design considerations, and other factors.
4. Examine low-cost short-term HOV improvements that could be implemented to provide immediate mobility improvements.

5. Develop approach for addressing the function of Intelligent Transportation Systems (ITS) to supplement or complement HOV facilities or provide additional mobility to the transportation system.
6. Conduct screening process to determine viable or potential HOV corridors. Preliminary assessment of regional freeway and arterial corridors will be made. Viability thresholds and criteria will be compared with available transportation data and other qualitative information to assess the potential HOV corridors and identify corridors for further study. Candidate HOV corridors should meet viability thresholds including, adequate travel time savings, sufficient travel demand, and reasonable potential for successful implementation and operation. Information and data will be gathered for this activity. Factors conducive to HOV utilization such as congestion levels, optimal trip distances, travel time savings will be considered and base and forecast data for potential HOV corridors including: congestion, transit demand, trip length, travel time, average speed, vehicle occupancy, origin/destination data, trip density, and potential HOV travel sheds.
7. Determine types of HOV facilities for consideration in Clark County. For freeway HOV facilities this might include concurrent, contra-flow, movable barriers, queue bypass, reversible and barrier-separated facilities. For arterial HOV facilities the options might include bus-only, right-lane, middle-lane and contra-flow facilities.
8. Develop alternatives for potential HOV corridors. The range of appropriate HOV treatment and types for both auto and transit will be considered. Alternatives definition will also include facility design, access location, enforcement, operations, and support facilities.
9. Evaluate HOV alternatives. Design considerations, transportation model impacts, operational assessment, support facilities and programs, coordination with bi-state activities and long-term use of the corridor will all be considered.
10. Recommend HOV system alternatives for implementation. The comprehensive HOV system plan for Clark County will include phasing of proposed corridors, design (type and treatment) and a financial plan.

Relationship To Other Work

The HOV Facility Study relates to other specific UPWP elements such as MTP, TIP, and Regional Transportation Data and Travel Forecasting as well as to ongoing transportation studies in the metropolitan area such as the ODOT I-5 and I-205 Capacity Reconnaissance and the Metro's Traffic Relief Options (TRO) Study and other regional transportation studies currently under consideration such as an I-5 Capacity Study and Commuter Rail Study.

FY98 Products

1. A High Occupancy Vehicle/High Capacity Transit region-wide system plan for Clark County that defines policies and objectives, identifies the need and benefits, and identifies the location of possible corridors and/or facilities.

Continuation of a FY97 UPWP element

<u>FY98 Expenses:</u>	Estimated carry-over to FY98	<u>FY98 Revenues:</u>	
	\$		\$
		CM/AQ	170,000
RTC	196,759	Local	26,759
Total	196,759		196,759

The full project budget, begun in FY97, is for \$216,000 in federal CM/AQ funds and \$34,000 in local MPO funds for a total project budget of \$250,000.

I. REGIONAL TRANSPORTATION PLANNING PROGRAM

E. Commuter Rail

The concept of a bi-state commuter rail system has been discussed for a number of years. The issue was studied as part of the alternatives narrowing process for the South/North Transit Corridor Study. However, the issue drew new attention through the Transportation Futures process. The Transportation Futures Committee identified commuter rail in their findings as an option for increasing bi-state capacity while utilizing existing facilities. This project will focus on operational issues and estimated costs for commuter rail implementation. Work will be coordinated with C-TRAN.

Work Element Objectives

1. Determine the feasibility of commuter service between Vancouver and Portland.
2. Examine a wide range of issues relating to potential implementation of commuter rail including identifying critical issues to consider and resolve. These issues will include reliability, operations, shared use of track with freight and inter-city passenger use, capital and operating costs, ridership and transit service objectives.
3. Examine how commuter rail integrates with other components of the transportation system including bus service, transit centers, and park and ride service.
4. Examine whether commuter rail can be a short-term or long-term strategy for bi-state travel needs.
5. Assess how commuter rail meets the regional transportation goals contained in the MTP and jurisdictional comprehensive plans
6. Coordinate the study with other commuter rail corridor studies in the Portland metro area.

Relationship To Other Work

The Commuter Rail Study relates to MTP development and will use data from the regional transportation database and regional travel forecasting model. It is a bi-state issue that will require coordination between Oregon and Washington transportation agencies. Work will be coordinated with C-TRAN.

FY98 Products

1. Report on the feasibility of a commuter rail system in Clark County and between Clark County and Portland.

Continuation of FY96 Element			
<u>FY98 Expenses:</u>		<u>FY98 Revenues:</u>	
	\$		\$
RTC, Consultant	250,000	HCTA	200,000
		Local	50,000
Total	250,000		250,000

I. REGIONAL TRANSPORTATION PLANNING PROGRAM

F. I-205 Six-Point Access Report

The I-205 and East-West Arterials Study recommendations were endorsed by the RTC Board in August, 1996. The planning/conceptual design study examined traffic operations, transportation demand management, transit alternatives and traffic congestion in the I-205 corridor between the I-205/SR-500 interchange and the Glenn Jackson Bridge and on east/west arterials, between Andresen Road and 162nd/164th Avenue. Study recommendations are to build a split diamond interchange at 18th Street and Burton/NE 28th Street, together with a package of arterial improvements to include widening of Burton Road to 3 lanes, extension of a 3-lane NE 18th Street segment west to NE 87th Avenue, and widening of NE 18th Street to 5 lanes from I-205 to NE 162nd Avenue. The next step is to submit a Six-Point Access Report to the Federal Highways Administration (FHWA). FHWA approval is required before access can be added to the Interstate System. The I-205 and East-West Arterials Study report will be used as a basis for the Report.

Work Element Objectives

1. Prepare a report requesting FHWA approval for additional access to/from I-205 covering the six points described below:
 - Point 1: Demonstrate the need for the additional access. Show that design year traffic cannot be accommodated by existing transportation facilities or by improvements to the existing facilities and that the proposed access will accommodate regional traffic rather than local traffic.
 - Point 2: Demonstrate that all reasonable alternatives for design options, location, modes and transportation system management type improvements have been assessed.
 - Point 3: The report should include operational analyses of existing and proposed future Interstate and surface system, as well as an accident analysis.
 - Point 4: Address interchange spacing, access connections and design standards.
 - Point 5: Demonstrate that the proposed access is consistent with local and regional land use and transportation plans.
 - Point 6: The proposal should demonstrate coordination between the interchange improvements and the necessary connecting local circulation system.
2. Provide regional travel forecasting model output for the report.

Relationship To Other Work

The I-205 and East-West Arterials Study recommendations were incorporated into the December 1996 MTP. Completion of an access report is the next step toward being able to program recommended projects in the TIP.

FY98 Products

1. A Six-Point Access Report to submit to Federal Highways Administration (FHWA).

Continuation of a FY97 UPWP element

FY98 Expenses:

FY98 Revenues:

Estimated carry-over to FY98

	\$		\$
RTC	<u>5,000</u>	State	<u>5,000</u>
Total	5,000		5,000

The full project budget, begun in FY97, is for \$19,000 in funds from WSDOT.

I. REGIONAL TRANSPORTATION PLANNING PROGRAM**G. Skamania County RTPO**

Work by the RTPO on a transportation planning work program for Skamania County began in FY 90. The Skamania County Transportation Policy Committee meets monthly to discuss local transportation issues and concerns. Work in FY97 focused on development of the SR-14 Corridor Plan and will continue into FY98. Review of the Skamania County Regional Transportation Plan (initially adopted in April, 1995) will begin in FY97 and continue with update in FY98. The regional transportation planning database for Skamania County will be further developed and RTC staff will continue to provide transportation planning technical assistance for Skamania County.

Work Element Objectives

1. Continue regional transportation planning process.
2. Review of the Transportation Plan for Skamania County's regional transportation system using regional transportation planning program guidelines formulated by WSDOT for RTPOs. To comply with state standards and to incorporate the provisions of revised RCW 47.80 (SHB 1928 codified) the updated MTP must include the following components:
 - a. A statement of the goals and objectives of the Plan.
 - b. A statement of land use assumptions upon which the Plan is based.
 - c. A statement of the regional transportation strategy employed with the region.
 - d. A statement of the principles and guidelines used for evaluating and development of local comprehensive plans.
 - e. A statement defining the least cost planning methodology employed within the region.
 - f. Designation of the regional transportation system.
 - g. A discussion of the needs, deficiencies, data requirements, and coordinated regional transportation and land use assumptions used in developing the Plan.
 - h. A description of the performance monitoring system used to evaluate the plan, including Level of Service (LOS) parameters consistent with federal management systems, where applicable, on all state highways at a minimum.
 - i. An assessment of regional development patterns and investments to ensure preservation and efficient operation of the regional transportation system.
 - j. A financial section describing resources for Plan development and implementation.
 - k. A discussion of the future transportation network and approach.
 - l. A discussion of high capacity transit and public transportation relationships, where appropriate.
3. The transportation database for Skamania County, developed since the inception of the RTPO, is used as input to the *Regional Transportation Plan*.
4. Continuation of transportation system performance monitoring program.
5. Assistance to Skamania County in implementing ISTEA, and its anticipated successor legislation. This will include continued assistance in development of federal and state-wide grants and development of the 1998-2003 TIP.

6. Continued assessment of public transportation needs, including specialized transportation, in Skamania County.
7. Assistance to Skamania County in conducting regional transportation planning studies.
8. In FY96, the *SR-14 Corridor Strategy and Action Plan* was drafted by RTC staff. RTPO members, the Gorge Commission, and public provided comments on the draft. In FY97, WSDOT staff used the Strategy Plan as a basis for development of the SR-14 Corridor Plan which combines a strategy and action plan, design guidelines, and Route Development Plan. A historic survey and truck survey, completed in FY97, are used as input to the Corridor Plan. Work on the Plan should be completed by FY98 and adoption is anticipated in FY98. RTC staff assisted in development of the Corridor Plan.

Relationship To Other Work Elements

The RTPO work program activities for Skamania County will be tailored to their specific needs and issues and, where applicable, coordinated across the RTPO.

FY98 Products

1. Continued development of a coordinated, technically sound regional transportation planning process in Skamania County.
2. Continued development of a technical transportation planning assistance program.
3. Update of the Regional Transportation Plan for Skamania County. This will include incorporating the provisions of RCW 47.80 (SHB 1928 codified) which requires that plans adopted after June 30, 1996, include a transportation strategy, assessment of regional development patterns, established planning principles and guidelines for local comprehensive plan development and use of a Least Cost Planning methodology. The SR-14 Corridor Plan will be addressed in the Plan update.
4. Preparation for 1998-2003 Regional Transportation Improvement Program (RTIP) for incorporation into the State Transportation Improvement Program (STIP).

FY98 Expenses:

	\$
RTC	34,944
Total	34,944

FY98 Revenues:

	\$
RTPO	16,944
STP	18,000
	34,944

I. REGIONAL TRANSPORTATION PLANNING PROGRAM**H. Klickitat County RTPO**

Work by the RTPO on a transportation planning work program for Klickitat County began in FY 90. The Klickitat County Transportation Policy Committee meets monthly to discuss local transportation issues and concerns. Work in FY97 focused on development of the SR-14 Corridor Plan and will continue into FY98. Review of the Klickitat County Regional Transportation Plan (initially adopted in April, 1995) will begin in FY97 and continue with update in FY98. The regional transportation planning database for Klickitat County will be further developed and RTC staff will continue to provide transportation planning technical assistance for Klickitat County.

Work Element Objectives

1. Continue regional transportation planning process.
2. Review of the Transportation Plan for Klickitat County's regional transportation system using regional transportation planning program guidelines formulated by WSDOT for RTPOs. To comply with state standards and to incorporate the provisions of revised RCW 47.80 (SHB 1928 codified) the updated MTP must include the following components:
 - a. A statement of the goals and objectives of the Plan.
 - b. A statement of land use assumptions upon which the Plan is based.
 - c. A statement of the regional transportation strategy employed with the region.
 - d. A statement of the principles and guidelines used for evaluating and development of local comprehensive plans.
 - e. A statement defining the least cost planning methodology employed within the region.
 - f. Designation of the regional transportation system.
 - g. A discussion of the needs, deficiencies, data requirements, and coordinated regional transportation and land use assumptions used in developing the Plan.
 - h. A description of the performance monitoring system used to evaluate the plan, including Level of Service (LOS) parameters consistent with federal management systems, where applicable, on all state highways at a minimum.
 - i. An assessment of regional development patterns and investments to ensure preservation and efficient operation of the regional transportation system.
 - j. A financial section describing resources for Plan development and implementation.
 - k. A discussion of the future transportation network and approach.
 - l. A discussion of high capacity transit and public transportation relationships, where appropriate.
3. The transportation database for Klickitat County, developed since the inception of the RTPO, is used as input to the *Regional Transportation Plan*.
4. Continuation of transportation system performance monitoring program.
5. Assistance to Klickitat County in implementing ISTEA, and its anticipated successor legislation. This will include continued assistance in development of federal and state-wide grants and development of the 1998-2003 TIP.

6. Continue assessment of public transportation needs, including specialized transportation, in Klickitat County.
7. Assistance to Klickitat County in conducting regional transportation planning studies. In particular, there is need to conduct a Highway 35 Columbia River Crossing Feasibility Study. The Hood River Bridge across the Columbia connects Bingen/White Salmon, Washington to Hood River, Oregon. The bridge was built in 1924 and is experiencing serious maintenance, safety, and capacity problems. The proposal is to conduct a study of a new bridge's feasibility; to address preliminary design, environmental, and financial issues.
8. In FY96, the *SR-14 Corridor Strategy and Action Plan* was drafted by RTC staff. RTPO members, the Gorge Commission, and public provided comments on the draft. In FY97, WSDOT staff used the Strategy Plan as a basis for development of the SR-14 Corridor Plan which combines a strategy and action plan, design guidelines, and Route Development Plan. A historic survey and truck survey, completed in FY97, are used as input to the Corridor Plan. Work on the Plan should be completed by FY98 and adoption is anticipated in FY98. RTC staff assisted in development of the Corridor Plan.

Relationship To Other Work Elements

The RTPO work program activities for Klickitat County will be tailored to their specific needs and issues and, where applicable, coordinated across the RTPO.

FY98 Products

1. Continued development of a coordinated, technically sound regional transportation planning process in Klickitat County.
2. Continued development of a technical transportation planning assistance program.
3. Review and update of the Regional Transportation Plan for Klickitat County. This will include incorporating the provisions of RCW 47.80 (SHB 1928 codified) which requires that plans adopted after June 30, 1996, include a transportation strategy, assessment of regional development patterns, established planning principles and guidelines for local comprehensive plan development and use of a Least Cost Planning methodology. The SR-14 Corridor Plan will be addressed in the Plan update.
4. Preparation for 1998-2003 Regional Transportation Improvement Program (RTIP) to be incorporated into the State Transportation Improvement Program (STIP).

FY98 Expenses:

	\$
RTC	36,700
Total	36,700

FY98 Revenues:

	\$
RTPO	18,700
STP	18,000
	36,700

II. DATA MANAGEMENT AND TRAVEL FORECASTING PROCESS

Introduction

Data Management and Travel Forecasting Process work elements include: (A) Regional Transportation Data Base and Travel Forecasting Process, (B) Air Quality Planning, and (C) Commute Trip Reduction.

The Regional Transportation Data and Travel Forecasting element includes: transit operations and ridership data, census data, transit/highway networks, population/employment allocations, traffic counts, origin/destination travel survey data, the further application of GIS technology for regional transportation planning purposes, and model update/refinement activities including analysis and inclusion of household travel survey data from the Metro-led survey carried out in FY95/96. Of continued significance in FY98 will be the use of model data as a tool in assessing transportation system needs to meet GMA concurrency requirements. A continued emphasis will be on provision of model data and applications to MPO/RTPO member agencies.

State and federal air quality conformity requirements are major considerations in the development of transportation plans and programs therefore an Air Quality Planning element is included in the FY98 UPWP. The transportation conformity requirements contained in the Federal Clean Air Act Amendments and the State Clean Air Act mandate that transportation plans and programs are to be a part of air quality improvement strategies. RTC will continue to work with Washington and Oregon agencies to coordinate mobile source air quality planning for the Clark County portion of the Portland-Vancouver region.

Commute Trip Reduction (CTR) is likely to play a significant part in providing for future mobility needs of Clark County's population. RTC's role will be in providing local agencies with data to assess the impacts of the CTR program.

II. DATA MANAGEMENT AND TRAVEL FORECASTING PROCESS

A. Regional Transportation Data and Travel Forecasting

This element includes the development, maintenance and management of the regional transportation database to support the regional transportation planning program. Use of the data includes measuring system performance, evaluating level of service standards, calibration of the regional travel forecasting model, functional classification of roadways, routing of trucks, support for studies by local jurisdictions and air quality analysis. Work will continue on developing a Geographic Information System (GIS) transportation database and technical assistance will be provided to MPO/RTPO member agencies and other local jurisdictions, as needed. RTC will continue to assist local jurisdictions in implementing Growth Management Act (GMA) plans. The GMA requires that transportation infrastructure is provided concurrent with the development of land. The regional travel model serves as the forecasting tool to estimate and analyze future transportation needs. EMME/2 software is used to carry out travel demand and traffic assignment steps. RTC continues to use Metro's model with a refined zone system for Clark County and coordinates closely with Metro to ensure the model is kept up to date. In FY98, RTC will coordinate with WSDOT in their efforts to establish the Washington Travel Demand Forecasting Framework (WTDF).

Work Element Objectives

1. Maintain an up-to-date transportation data base and map file for transportation planning and regional modeling.
2. Collection, analysis and reporting of regional transportation data.
3. Maintain a comprehensive, continuing, and coordinated traffic count program.
4. Analyze growth trends and relate these to future year population and employment forecasts.
5. Coordinate with Metro on their work and procedures for forecasting the region's population and employment data for future years and work with Clark County jurisdictions to allocate the region-wide growth total to Clark County's transportation analysis zones.
6. Maintain and update the region's highway network GIS layer, as necessary.
7. Continue to incorporate transportation planning data elements into the Arc/Info GIS system and use ArcView to enhance RTC's GIS capabilities.
8. Incorporate transit ridership statistics and transit-related data developed by C-TRAN into the regional transportation database which are used for input to regional plans, travel forecasting model and for map-making.
9. Maintain designated regional transportation system, functional classification system of highways and freight routes GIS layers.
10. Assistance to local jurisdictions relating to data and information from the regional transportation data base and in implementation of GMA plans, including implementation of Concurrency Management programs.
11. Collaboration with Metro to analyze travel survey data to enhance the regional transportation database and regional travel forecasting model.
12. Update computer equipment.

13. Work with local agencies to allow access to model use and to expand model applications for use in regional plans, local plans, transportation demand management planning and transit planning.
14. Continue local Transportation Model Users' Group (TMUG).
15. Increase the ability of the existing travel forecasting procedures to respond to increased information needs placed on the forecasting process. The model needs to be able to respond to emerging issues, including air quality, growth management, and life-style, as well as the more traditional transportation issues. The model needs to effectively handle trips by non-motorized mode.
16. Develop and maintain the regional travel model to include: periodic update and re-calibration, network changes, speed-flow relationships, link capacity review, turn penalty review, land use changes, and interchange/intersection refinements. Develop model to cover the twenty-year planning horizon required for the MTP as well as review of base year calibration (1996).
17. Coordinate the utilization, development and refinement of the Clark County regional travel forecasting model with Metro and other local agencies.
18. Coordinate with WSDOT in their efforts to establish the Washington Travel Demand Forecasting Framework (WTDF). The WTDF is to consist of a set of policies and procedures that will provide guidance to transportation professionals involved in travel forecasting. WSDOT relies on MPO travel demand forecasting as the basis for identifying mobility deficiencies on all transportation facilities, both state- and locally-owned.
19. Further develop procedures to carry out post-processing of results from travel assignments.
20. Continue to develop data on vehicle miles traveled (VMT) and vehicle occupancy measures for use in air quality and Transportation Demand Management (TDM) planning.
21. Assist local agencies by supplying regional travel model output for use in local planning studies and development reviews.

Relationship To Other Work Elements

This element is the key to interrelating all data activities. Output from the database is used by local jurisdictions and supports the development of the MTP, TIP and Transit Development Plan. Traffic counts are collected as part of the Congestion Management Monitoring program 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 forecasting model in EMME/2. Development and maintenance of the regional travel forecasting model is vital as the most significant tool for long-range transportation planning. It relates to the MTP, TIP, management systems, traffic count, transit planning, and air quality planning.

FY98 Products

1. Maintenance and update of the regional transportation database.
2. Work on future population and employment forecasts.

3. Allocation of future population and employment forecast data to Clark County transportation analysis zones.
4. Transportation planning data and GIS Arc/Info data integration.
5. Maintenance and update of the geographically correct highway network and local street system in a GIS coverage.
6. Integration of freight traffic data into the regional transportation database as it is collected and analyzed.
7. Update of traffic count database.
8. Technical assistance to local jurisdictions.
9. Analysis of results from the travel behavior surveys carried out in collaboration with Metro to be used to enhance the regional travel forecasting model.
10. Purchase of updated computer equipment with RTPO revenues.
11. Continued implementation of interlocal agreement relating to use of model in the region.
12. Model Users' Group meetings.
13. Refined travel forecasting methodology using EMME/2 program.
14. Documentation of the regional travel forecasting model procedures.
15. Re-calibration of model as necessary.
16. Review and update of model networks.
17. Model for use in MTP development.
18. Use of six-year model for concurrency management programs and six-year transportation strategy in MTP.
19. Data for air quality data analysis and documentation.
20. Post-processing techniques.
21. Development of regional model alternative scenarios, running of alternative network assignments and modeled turning movement data, to assist local agencies in their planning studies and concurrency analysis.

FY98 Element Expenses:

	\$
RTC	86,114
Computer Equipment (use of RTPO revenues)	7,000
Total	<u>93,114</u>

FY98 Element Revenues:

	\$
FY98 PL	60,000
FTA, FY98	11,000
RTPO	10,000
Local	<u>12,114</u>
	93,114

II. DATA MANAGEMENT AND TRAVEL FORECASTING PROCESS

B. Air Quality Planning

In an effort to improve and/or maintain air quality, the federal government enacted the Clean Air Act Amendments in 1990. The Vancouver region was classified in 1990 as a 'moderate' nonattainment area for carbon monoxide air pollutants and a 'marginal' nonattainment area for ozone. In 1992, the Vancouver area came into technical attainment based on monitored emissions data. Maintenance Plans for ozone and carbon monoxide have been submitted to the Environmental Protection Agency (EPA). In October 1996, the Carbon Monoxide Maintenance Plan was approved by EPA. Mobile source strategies contained in the Maintenance Plans have been endorsed for implementation by the RTC Board of Directors (Resolution 02-96-04). Mobile emissions are a significant source of the region's air quality problems. As a result, transportation planning and project programming cannot occur without consideration of air quality impacts; indeed transportation conformity requirements contained in the Federal Clean Air Act Amendments and the State Clean Air Act mandate that transportation plans and programs are to be a part of air quality improvement strategies. The MPO will monitor federal and state activity on the Clean Air Act and seek to implement any necessary transportation measures to attain and maintain national ambient air quality standards. RTC assists the region's air quality planning program in providing demographic forecasts, development of a VMT grid, and monitoring changes in VMT. RTC also analyzes air quality implications through the EPA Mobile Emissions model and measures project-level air quality impacts. The EPA are scheduled to set new ozone standards by June of 1997 which may impact this region.

Work Element Objectives

1. Monitor federal guidance on the Clean Air Act.
2. Monitor state Clean Air Act legislation.
3. Develop a MTP which is responsive to mobile emissions budgets established in the Maintenance Plans. If needed, Transportation Control Measures (TCMs) will be identified in the MTP.
4. Programming of any identified TCMs in the Transportation Improvement Program (TIP).
5. Cooperate and coordinate with State Department of Ecology in their research and work on air quality in Washington State.
6. Coordinate with Southwest Washington Air Pollution Control Authority in carrying out the provisions established in the Memorandum of Understanding (MOU) between RTC and SWAPCA, adopted by the RTC Board in January, 1995 [RTC Board Resolutions 01-95-02]. RTC's responsibilities include conformity determination for regional plans and programs and for adoption of TCMs for inclusion in the MTP and TIP. Also, the MOU seeks to ensure that inter-agency coordination requirements in the State Conformity Rule are followed.
7. Tracking of mobile emission strategies required in the Maintenance Plans. Strategies equate to emissions benefits. If a strategy cannot be implemented then alternatives have to be sought and substituted.
8. Use data and analysis methodologies to meet Federal Clean Air Act requirements.
9. Use data and analysis methodologies to meet State Clean Air Act requirements.

10. Prepare and provide data for DOE in relation to the car exhaust and maintenance (I/M) program implemented in the designated portion of the Clark County region.
11. When evaluating TCM's, RTC will take advantage of the upgraded version of TCM Tools which can be used with the Excel spreadsheet. TCM Tools was developed for the Puget Sound region and allows for measurement of the effectiveness of potential TCMs in terms of travel and emissions reductions. In addition, TCM Tools can be used to quantify the Carbon Monoxide air quality benefits of projects proposed for TIP programming.
12. To provide for consistency within the region, RTC will provide project level conformity analysis for local jurisdictions.

Relationship to Other Work Elements

This work element relates to the Metropolitan Transportation Plan, the Transportation Improvement Program, Transit Development Program activities and planning for high occupancy vehicle modes of travel.

FY98 Products

1. Monitoring and implementation activities relating to the federal and State Clean Air Acts.
2. Implementation and tracking of Ten Year Air Quality Maintenance Plans.
3. Data analysis resulting in conformity analysis and documentation for updated MTP (scheduled for adoption in winter 1997), and 1998-2000 TIP (scheduled for adoption in fall, 1997) as required by the Clean Air Act Amendments of 1990.
4. Coordination with local agencies, South West Washington Air Pollution Control Authority (SWAPCA), the Washington State Department of Ecology (DOE), Metro and Oregon Department of Environmental Quality (DEQ) relating to air quality activities.
5. Project level air quality conformity analysis as requested.

FY98 Expenses:

	\$
RTC	20,747

Total	20,747

FY98 Revenues:

	\$
FY98 PL	16,000
FTA, FY98	1,000
RTPO	1,000
Local	2,747

	20,747

II. DATA MANAGEMENT AND TRAVEL FORECASTING PROCESS

C. Commute Trip Reduction

In 1991, the Washington State legislature passed the Commute Trip Reduction (CTR) Law requiring that local jurisdictions with major employers adopt a Commute Trip Reduction Ordinance and that employers who have 100 or more employees arriving at work between 6 a.m. and 9 a.m. should establish a commute trip reduction program for their employees. The Law established goals of a 15% reduction in trips by 1995, a 25% reduction by 1997 and a 35% reduction by 1999. All affected Clark County jurisdictions have now adopted CTR ordinances. RTC's role in the CTR program includes providing technical assistance to jurisdictions in implementing and measuring the impacts of their CTR programs. CTR is a form of Transportation Demand Management (TDM).

Work Element Objectives

1. Provide technical assistance to local jurisdictions in implementing, measuring and evaluating CTR impacts and to the local participants in Partners for Smart Commuting.
2. Training of Employer Transportation Coordinators (ETCs).
3. Continue to integrate CTR into the regional transportation planning process including MTP, TIP, Transportation Management Systems and Regional Transportation Data Base and Forecasting Model.
4. Coordination with local jurisdictions, participation in the Clark County Regional TDM Planning Team and coordination with Oregon TDM activities, notably the Transportation Planning Rule (TPR) requirements.

Relationship To Other Work Elements

CTR is a form of Transportation Demand Management (TDM) and relates to MTP development, the TIP and uses data from the regional transportation database. TDM provides strategies for reducing trips on the transportation system and is addressed in the adopted Congestion Management System.

FY98 Products

1. Review of annual TDM survey results and comparison with prior years.
2. Continue to use the travel model and Transportation Control Measure (TCM) Tools planning software, in conjunction with CTR survey results, to determine the impacts of employer programs on CTR zone and regional Single Occupant Vehicle (SOV) usage and Vehicle Miles Traveled (VMT), as well as travel speed impacts and air quality impacts.
3. Updated maps and graphics showing affected employer distribution, travel patterns, and survey results.
4. Participation in the annual training of Employer Transportation Coordinators (ETCs) from affected employers.

5. Participate in Clark County Regional TDM Planning Team; the Strategic Planning Group (SPG).
6. Reporting to Clark County, the lead agency for this work activity, on RTC's CTR activities.
7. Continue monitoring implementation of Washington State's CTR program and compare with Oregon's Transportation Planning Rule.

FY98 Expenses:

	\$
RTC	5,000
Total	<u>5,000</u>

FY98 Revenues:

	\$
WA State	5,000
	<u>5,000</u>

NOTE:

Clark County and other local jurisdictions also use money for commute trip reduction planning and implementation (see Section 4 of this FY98 UPWP)

III. TRANSPORTATION PROGRAM COORDINATION AND MANAGEMENT

Introduction

The third section of the FY98 UPWP includes one main element, **Regional Transportation Program Coordination and Management** which encompasses overall regional transportation program coordination and management, bi-state coordination, public involvement and federal compliance.

Transportation Program Coordination and Management includes the development of meeting packets, minutes and reports for RTAC and the RTC Board, maintenance and development of the computer system, staff training, development of an annual Unified Planning Work Program (UPWP), production of quarterly and annual progress reports and review of RTPO certification that the local governments' comprehensive land use plans conform with the requirements of Section 7 of the Growth Management Act and that local transportation elements are consistent with the MTP. The Coordination element will include participation with Metro's transportation technical and policy committees, as well as coordination of air quality, growth allocation and regional development issues. Public Involvement includes activities related to ensuring public input on the MTP, TIP and other major regional transportation planning activities. Federal Compliance addresses compliance with ISTEA, Title VI, ADA, competitive services planning and emergency preparedness planning.

III. TRANSPORTATION PROGRAM MANAGEMENT

A. Regional Transportation Program Coordination and Management

This work element provides for the overall coordination and management of regional transportation planning program activities. It includes coordination with local transportation planning studies and committees and relates to coordination required by the following program areas: Intermodal Surface Transportation Efficiency Act, Growth Management Act, Commute Trip Reduction, High Capacity Transit and Air Quality. Bi-state coordination includes participation with Metro's transportation technical and policy committees as well as coordination of air quality and Portland-Vancouver metropolitan area growth allocation issues. The element also provides for public participation in the regional transportation planning process. Federal compliance addresses issues relating to compliance with ISTEA, the Clean Air Act Amendments of 1990, the ADA, Title VI, competitive services planning, emergency preparedness planning and other federal requirements.

Work Element Objectives

Program Coordination and Management

1. Participate in and coordinate with special purpose state/local transportation committees such as the C-TRAN Board, the Vancouver Chamber of Commerce Transportation Committee, WSDOT Committees such as the RTPO/MPO Advisory Committee, the Transportation Improvement Board (TIB) who carries out STP-competitive, Transportation Improvement Account (TIA), and Urban Arterial Trust Account (UATA) project selection and the Transportation Enhancement Advisory Committee (EAC) who carries out STP-enhancement project selection and others.
2. Coordinate local transportation plans and projects.
3. Coordinate with State Department of Ecology in their research and work on air quality in Washington State.
4. Coordinate the transportation planning process with environmental resource agencies to ensure a coordinated approach to environmental issues relating to transportation. The MPO should be represented at transportation project and planning EIS scoping meetings.
5. Manage the regional transportation planning program.
6. Develop meeting packets, agenda, minutes, and reports/presentations for the RTC Board, Regional Transportation Advisory Committee, Skamania County Transportation Policy Committee and Klickitat County Transportation Policy Committee.
7. Monitor new legislative activities as they relate to regional transportation planning and certification requirements.
8. Certify that the transportation elements of local governments' comprehensive land use plans conform with the requirements of the Growth Management Act and certify that local transportation elements are consistent with the MTP.
9. Participate in key transportation seminars and training.
10. Certification of the transportation planning process required by ISTEA.
11. Annually develop and adopt a UPWP that describes all transportation planning activities to be carried out in the Washington portion of the Portland-Vancouver metropolitan area.

The UPWP provides the framework for RTC's planning, programming and coordinating activities. Prepare UPWP Annual Report and quarterly progress reports.

12. Preparation of indirect cost proposal.
13. Maintain and upgrade the MPO/RTPO computer system, including review of hardware and software needs to efficiently carry out the regional transportation planning program.
14. Provide computer training opportunities for MPO/RTPO staff.
15. Attendance at Metro's Joint Policy Advisory Committee (JPACT) meetings, participation in Metro's Transportation Policy Alternatives Committee (TPAC) and attendance at Metro's Metro Policy Advisory Committee (MPAC) meetings.
16. Coordination with Metro in regional travel forecasting model development and enhancement.
17. Development of bi-state transportation strategies and participation in bi-state transportation studies. In FY97/98 this includes participation as a member of the Traffic Relief Options (TRO) Study Technical Advisory Committee.
18. Coordination with Metro's South/North Steering Group, South/North Project Management Group and South/North Technical Advisory Committee.
19. Liaison with Metro and Oregon Department of Environmental Quality regarding air quality planning issues.
20. Continue the Bi-State Agreement between Metro and RTC.
21. Coordination with Metro's Region 2040 work activities and regional growth forecasting activities.

Public Involvement

24. Public involvement is to be incorporated at every stage of the planning process. RTPOs are to actively recruit public input and consider public comment during the development of the RTP and TIP.
25. Implementation of the adopted Public Involvement Program (adopted by RTC Board Resolution 07-94-18; July 5, 1994). Any changes to the Program requires that the MPO meet the procedures outlined in the Metropolitan Planning regulations relating to ISTEA.
26. Documentation of public involvement and public outreach activities. The documentation can be made available to the public and interested agencies.
27. Conduct public involvement and review process for the MTP update and keep the public informed on TIP amendments and developments.
28. Coordinate MPO/RTPO public involvement program with WSDOT Southwest Region and Headquarters.
29. Continue to update the RTC web site which allows the public to gain information about planning studies being developed by RTC and provides links to other transportation agencies and local jurisdictions.
30. Conduct public involvement process for special projects and studies conducted by RTC.

31. Participate in the public involvement programs for transportation projects of the local jurisdictions of Clark County.
32. Draft press releases to provide communication link with local media.
33. Communications will be mailed to interested citizens, agencies, and businesses and a mailing list of all interested parties will be kept up to date.
34. Participate in transportation information booth at Clark County Fair to ensure that the public is kept well informed of developments in transportation plans for the region.
35. Respond the requests from various groups, agencies and organizations to provide information and give presentations on a series of regional transportation topics. These requests provide an important opportunity to gain public input and discussion on a variety of transportation issues.
36. Continue with public involvement work resulting from completion of the Transportation Futures Committee work. The Transportation Futures Committee was convened in the fall of 1995 and regular meetings were held through July 1996. In December 1996 the findings of the Committee and staff response were presented to the Clark County Commissioners and City of Vancouver council.

Federal Compliance

1. Evaluation of transportation system needs to determine whether any potential transportation projects meet the criteria for a Major Investment Study (MIS).
2. Adoption of Major Investment Study (MIS) procedures and guidelines.
3. Understanding of Clean Air Act Amendments conformity regulations as they relate to the State Implementation Plan (SIP). Participation in SIP development process led by the Washington State Department of Ecology (DOE). Implementation of strategies for attaining and maintaining clean air standards by such means as use of Transportation Control Measures (TCMs) to promote emissions reductions. MTP updates will address Transportation Control Measures (TCMs) to ensure the mobile emissions budgets established in the Ten-Year Air Quality Maintenance Plan for Carbon Monoxide and the Ten-Year Air Quality Maintenance Plan for Ozone can be met.
4. In 1990 the federal government enacted the Americans with Disabilities Act (ADA). The Act requires that mobility needs of persons with disabilities are comprehensively addressed. The MPO/RTPO will undertake planning activities, such as data gathering and analysis and map-making, needed to support C-TRAN and local jurisdiction's implementation of ADA's provisions. RTC will review updates to C-TRAN's *ADA Paratransit Service Plan*. The current Paratransit Plan is the *1997 C-TRAN ADA Paratransit Service Plan*, published in January, 1997.
5. Participate as a staff member of C-TRAN's Special Services Advisory Committee (SSAC). The SSAC makes recommendations for the accessibility and paratransit plan required by ADA.
6. FTA Circular 4702.1 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 will work cooperatively to provide the necessary Title VI documentation, certification and updates to the information. C-TRAN Title VI documentation was updated with the release of 1990 Census data in FY92.

7. Coordination with local agencies in transportation emergency service planning and provision of data from the regional transportation database to assist in planning for routing of hazardous materials, identification of vulnerable transportation links and alternative routes. Provision of data to assist in the development of strategic plans to cope with emergency situations such as earthquakes, volcanic eruptions, flooding, fires and spills of hazardous materials.
8. Address environmental issues at the earliest opportunity in the transportation planning process. Participate in scoping meetings for National Environmental Policy Act (NEPA) process.

Relationship To Other Work Elements

Regional transportation coordination activities are vital to the success of the regional transportation planning program and interrelate with all UPWP work elements. Program management is interrelated with all the administrative aspects of the regional transportation planning program and to all the program activities. The UPWP represents a coordinated program that responds to regional transportation planning needs. Bi-state coordination relates to regional transportation planning activities and to HCT studies.

FY98 Products

Program Coordination and Management

1. Coordination efforts and participation in numerous transportation planning programs and committees.
2. Management of the regional transportation planning program.
3. Organization and administration relating to participation in transportation committees at the regional level.
4. Involvement of the business community in the transportation planning process.
5. Annual report on the FY97 UPWP.
6. FY98 UPWP amendments, as necessary, and quarterly progress reports on FY98 UPWP work activities.
7. An adopted FY99 UPWP.
8. Continued assessment of adopted local GMA plans as amended following Western Washington Growth Management Hearings Board decisions and remands. MPO certification of GMA plans includes ensuring that the transportation elements of local comprehensive land use plans conform with the requirements of Section 7 of the Growth Management Act and that local transportation elements are consistent with the MTP.
9. Indirect cost proposal.
10. Efficient and effective use of existing computer system capabilities and research into future computer hardware and software needs.
11. Participation in Metro's regional transportation planning activities.

Public Involvement

Increased public awareness and information about regional and transportation issues.

1. Public information and input on transport issues and activities affecting the regional transportation system in Clark County and the Portland area.
2. Public meetings, including meetings relating to the MTP and TIP, coordinated with local jurisdictions and WSDOT Southwest Region and Headquarters.
3. Information publication and distribution on the regional transportation planning program.
4. Documentation of public involvement and public outreach activities carried out by RTC during FY98.
5. Review of the Public Involvement Program for adequacy. RTC will develop a menu of public involvement techniques to be used in implementing its public involvement program.
6. Public notification and comment period for any proposed changes to the Public Involvement Program.

Federal Compliance

1. Monitoring of implementation strategies for clean air attainment and maintenance, in collaboration with the state's Department of Ecology and local agencies.
2. Implementation of the requirements of the Americans with Disabilities Act relating to transportation planning and service provision.
3. Assistance, particularly in production of maps and data analysis, to C-TRAN in their efforts to implement ADA and Title VI.
4. Title VI documentation and certification as required by FTA.
5. Review of upcoming transportation projects for meeting MIS criteria. MIS projects will be noted in the MTP.

FY98 Expenses:

	\$
RTC	95,285

Total	95,285

FY98 Revenues:

	\$
FY98 PL	42,586
FTA, FY98	16,937
RTPO	14,832
Local	20,930

	95,285

IV. TRANSPORTATION PLANNING ACTIVITIES OF STATE AND LOCAL AGENCIES

Introduction

Federal ISTEA legislation requires that all 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 IV provides a description of identified planning studies and their relationship to the MPO's planning process. The MPO/RTPO and local jurisdictions coordinate to develop the transportation planning work programs.

A. Washington State Department of Transportation, Southwest Region

Washington State Department of Transportation, Southwest Region, publishes the *Washington State Department of Transportation, Southwest Region, FY98 Unified Planning Work Program* which provides details of each of their planning elements.

Key issues and planning activities for the WSDOT Southwest Region are:

1. Continue updating the State Highway Systems Plan (HSP) and refinement of cost estimates.
2. Participating in the financial constraint of the Washington Transportation Plan, including development and implementation of the six year plan in cooperation with Programming and the Olympia Service Center.
3. Corridor and route development planning for SR-14 in the Columbia River Gorge Scenic Area.
4. Continuing multimodal/intermodal planning with participation in the high capacity transit (HCT) planning, high speed rail, and with the MPO's and transit agencies.
5. Partnership planning with the MPOs on air quality, system performance, congestion management, Intelligent Transportation Systems (ITS), livable communities, least cost planning, and major investment studies.

WSDOT WORK ELEMENTS:

Planning and Administration

State Transportation System Planning

Multimodal/Intermodal Planning/Coordination

High Occupancy Vehicle (HOV/High Capacity Transit (HCT) Coordination

State Systems Planning

Route Development Planning

Corridor Planning

Corridor Management Planning

Regional and Local Planning

Reviewing Local Comprehensive Plans/County Planning Policies

MPO/RTPO Coordination and Planning

Regional or Local Area/Corridor Studies

Public Transportation Planning

Special Studies

Development Review/Access/SEPA/NEPA

Public Information /Involvement Data and Research

Data Collection/Analysis

Travel Demand Forecasting

Transportation Demand Management (TDM)

Employee Transportation Coordinator

IV. TRANSPORTATION PLANNING ACTIVITIES OF STATE AND LOCAL AGENCIES

B. C-TRAN

In addition to coordinating work with RTC C-TRAN has identified the following planning elements for FY98:

- **I-5 Priority Corridor Service Options:** C-TRAN will develop service and facility options which will allow for additional commuter service in the I-5 corridor which was included as a finding in the Transportation Futures Citizen's Committee process.
- **Transit Performance Measurement System Development:** A set of performance measures and standards will be studied to provide improved system performance indicators. Once implemented, this information will be used to analyze service and to allow adjustments to be made to improve overall performance and service to public transit customers.
- **Park and Ride Site Selection Study:** Information from the 1996 Park and Ride Study will be used as the basis for a site selection study to provide the agency with options for the development of additional park and ride facilities.
- **Passenger On-Board Survey:** Information will be gathered through the survey process which allows the agency to determine ridership patterns, conduct route analysis, and to analyze the allocation and distribution of transit amenities. This information will be used to recommend service and facilities improvements.
- **Commute Trip Reduction Program:** C-TRAN is lead agency for Clark County implementation of the State Commute Trip Reduction Program to reduce single occupant vehicle trips to the County's largest employers.

C. Clark County and other Local Jurisdictions

The following planning studies have been identified by Clark County:

- **Transportation Improvement Program (TIP), 1998-2003:** will involve work with the Transportation Improvement Program Involvement Team (TIPIT), which includes citizen representatives, to develop the 1998-2002 TIP for Clark County.
- **Concurrency Management System:** includes maintenance of the Concurrency Management System. The work program includes monitoring of existing capacity, capacity reserved for recently approved development and LOS in response to new development proposals. A "state of the system" report will be issued periodically and full system evaluation and update will also be carried out periodically.
- **Access Management and Arterial Mobility Program:** for limited access, principal and specific minor arterials.
- **An Arterial System Classification Map** was adopted in 1996 and relates to the GMA to guide improvements required of developments for existing and future roadway cross-sections. In FY98 the classification system will be implemented and reviewed for currency.

- **The 134th Street/179th Street Sub-Area Study** will include study of local traffic circulation needs in the sub-area as well as operational analysis of the interchanges.
- **Ward Road/172nd Avenue Corridor alignment study.**
- **Fourth Plain/Orchards area local traffic circulation study** to look at impacts associated with the Fourth Plain widening project.
- Following development of a **1995-2000 Safe Walkways Program** Clark County will continued to involve citizens to solicit and evaluate walkway needs throughout the County.
- A **Bicycle Advisory Committee** assisted Clark County in putting together the **1995-2000 Bikeways Program**. The Advisory Committee continues to meet to evaluate, prioritize and implement bicycle projects.
- **The Urban Arterial Safety Study and Rural Arterial Study** will be used as a basis for determining priority projects to reduce safety deficiencies on the Clark County highway system.
- **Countywide TDM Program (Commute Trip Reduction):** to provide support in program implementation for affected employers to reduce single occupant vehicle trips and vehicle miles traveled. In previous years, the Washington Station Energy Office has provided funding for the program. The element is programmed in the Transportation Improvement Program for Clark County. Work activities will include 1) marketing assistance provided to employers, 2) regional ride-matching service, 3) ETC network support, 4) local partners for smart commuting, 5) community education program, 6) Oil Smart Campaign, 7) technical assistance to employers and 8) administration of the CTR contract and funds.
- **Traffic Impact Fee Program Revision:** to support GMA implementation TIFs for the rural area will be differentiated from the urban TIF program. It is proposed that rural TIFs will include factors based on trip lengths.

The following planning studies have been identified by **CITY OF VANCOUVER:**

- **Concurrency Management System implementation.**
- **Neighborhood Traffic Control Program.**
- **Continued Bicycle Mode Planning**
- **Sub-Area Transportation Planning** including the Esther Short Park sub-area study.

V. GLOSSARY

ABBREVIATION	DESCRIPTION
AA	Alternatives Analysis
AADT	Annual Average Daily Traffic
AAWDT	Annual Average Weekday Traffic
ADA	Americans with Disabilities Act
ADT	Average Daily Traffic
AQMA	Air Quality Maintenance Area
AVI	Automatic Vehicle Identification
AVO	Average Vehicle Occupancy
BEA	Bureau of Economic Analysis
BMS	Bridge Management System
BN/SF	Burlington Northern/Santa Fe Railroad
C-TRAN	Clark County Public Transportation Benefit Area Authority
CAA	Clean Air Act
CAAA	Clean Air Act Amendments
CAC	Citizens' Advisory Committee
CBD	Central Business District
C/D	Collector/Distributor
CFP	Community Framework Plan
CFP	Capital Facilities Plan
CHAP	Community Hardship Assistance Program
CIT	Community Involvement Team
CM/AQ	Congestion Mitigation/Air Quality
CMS	Congestion Management System
CO	Carbon Monoxide
CREDC	Columbia River Economic Development Council
CRIS	County Road Information System
CTPP	Census Transportation Planning Package
CTR	Commute Trip Reduction
DCTED	Washington State Department of Community, Trade and Economic Development
DEIS	Draft Environmental Impact Statement
DEQ	Oregon State Department of Environmental Quality
DNS	Determination of Non-Significance
DOE	Washington State Department of Ecology
DOL	Washington State Department of Licensing
DOT	Department of Transportation
DS	Determination of Significance
EA	Environmental Assessment
EAC	Enhancement Advisory Committee
ECO	Employee Commute Options
EIS	Environmental Impact Statement
EPA	Environmental Protection Agency
ETRP	Employer Trip Reduction Program
FEIS	Final Environmental Impact Statement
FHWA	Federal Highways Administration
FMT	Functional Management Team
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
GMA	Growth Management Act
HCM	Highway Capacity Manual
HCT	High Capacity Transit
HCTA	High Capacity Transit Account
HOV	High Occupancy Vehicle
HPMS	Highway Performance Monitoring System
I/M	Inspection/Maintenance

V. GLOSSARY

ABBREVIATION	DESCRIPTION
IDT	Interdisciplinary Team
IMS	Intermodal Management System
IPG	Intermodal Planning Group
ISTEA	Intermodal Surface Transportation Efficiency Act (1991)
ITS	Intelligent Transportation System
IV/HS	Intelligent Vehicle/Highway System
JPACT	Joint Policy Advisory Committee on Transportation
LCP	Least Cost Planning
LMC	Lane Miles of Congestion
LOS	Level of Service
LPG	Long Range Planning Group
LRT	Light Rail Transit
LTC	Legislative Transportation Committee
MAB	Metropolitan Area Boundary
MIS	Major Investment Study
MP	Maintenance Plan (air quality)
MPO	Metropolitan Planning Organization
MTP	Metropolitan Transportation Plan
MUTCD	Manual on Uniform Traffic Control
MVET	Motor Vehicle Excise Tax
NAAQS	National Ambient Air Quality Standards
NEPA	National Environmental Policy Act
NHS	National Highway System
NOX	Nitrogen Oxides
O/D	Origin/Destination
ODOT	Oregon Department of Transportation
OFM	Washington Office of Financial Management
OMP	Operations, Maintenance and Preservation
OTP	Oregon Transportation Plan
PAC	Policy Advisory Committee
PCE	Passenger Car Equivalents
PE/DEIS	Preliminary Engineering/Draft Environmental Impact Statement
PHF	Peak Hour Factor
PM10	Fine Particulates
PMG	Project Management Group
PMS	Pavement Management System
PNWRC	Pacific Northwest Rail Corridor
POD	Pedestrian Oriented Development
Pre-AA	Preliminary Alternatives Analysis
PTBA	Public Transportation Benefit Authority
PTMS	Public Transportation Management System
PVMATS	Portland-Vancouver Metropolitan Area Transportation Study
RACMs	Reasonable Available Control Measures
RACT	Reasonable Available Control Technology
RDP	Route Development Plan
ROD	Record of Decision
ROW	Right of Way
RTAC	Regional Transportation Advisory Committee
RTC	Southwest Washington Regional Transportation Council
RTFM	Regional Travel Forecasting Model
RTIP	Regional Transportation Improvement Program
RTP	Regional Transportation Plan
RTPO	Regional Transportation Planning Organization
RUGGO	Regional Urban Growth Goals and Objectives
SEIS	Supplemental Environmental Impact Statement
SEPA	State Environmental Policy Act
SIC	Standard Industrial Classification
SIP	State Implementation Plan
SMS	Safety Management System

V. GLOSSARY

ABBREVIATION	DESCRIPTION
SMTP	Statewide Multimodal Transportation Plan
SOV	Single Occupant Vehicle
SPG	Strategic Planning Group
SR-	State Route
SSAC	Special Services Advisory Committee
STIP	State Transportation Improvement Program
STP	Surface Transportation Program
SWAPCA	Southwest Washington Air Pollution Control Authority
TAC	Technical Advisory Committee
TAZ	Transportation Analysis Zone
TCM's	Transportation Control Measures
TDM	Transportation Demand Management
TDFP	Transit Development Financial Plan
TDP	Transit Development Program
TFC	Transportation Futures Committee
TIA	Transportation Improvement Account
TIB	Transportation Improvement Board
TIF	Transportation Impact Fee
TIP	Transportation Improvement Program
TIPTT	Transportation Improvement Program Involvement Team
TMA	Transportation Management Area
TMIP	Transportation Model Improvement Program
TMS	Transportation Management Systems
TOD	Transit Oriented Development
TPAC	Transportation Policy Advisory Committee
TPR	Transportation Planning Rule (Oregon)
Tri-Met	Tri-county Metropolitan Transportation District
TRO	Traffic Relief Options
TSM	Transportation System Management
UAB	Urban Area Boundary
UATA	Urban Arterial Trust Account
UGA	Urban Growth Area
UGB	Urban Growth Boundary
UPWP	Unified Planning Work Program
V/C	Volume to Capacity
VHD	Vehicle Hours of Delay
VMT	Vehicle Miles Traveled
VOC	Volatile Organic Compounds
WAC	Washington Administrative Code
WSDOT	Washington State Department of Transportation
WIDFF	Washington Travel Demand Forecasting Framework
WTPI	Washington Transportation Policy Institute

VI. SUMMARY OF EXPENDITURES AND REVENUES
A. FY98 Summary Spreadsheet

SOUTHWEST WASHINGTON REGIONAL TRANSPORTATION COUNCIL								
FY98 UNIFIED PLANNING WORK PROGRAM - SUMMARY OF REVENUES/EXPENDITURES BY FUNDING SOURCE								
WORK ELEMENT	PL	FY98 FTA	RTPO	CM/AQ	STP	OTHER (incl. STP match)	MPO Funds	RTC TOTAL
I REGIONAL TRANSPORTATION PLANNING PROGRAM								
A Metropolitan Transportation Plan	35,000	10,000	12,000	0	0	0	22,962	79,962
B Transportation Improvement Program	17,000	5,000	7,000	0	0	0	8,903	37,903
C Congestion Management Monitoring 1	0	0	0	55,000	0	0	8,584	63,584
D High Occupancy Transportation Study 2	0	0	0	170,000	0	0	26,759	196,759
E Commuter Rail 3				0		250,000		250,000
F I-205 6-Point Access Report						5,000		5,000
G Skamania County RTPO 4		0	16,944	0	18,000	0	0	34,944
H Klickitat County RTPO 4			18,700		18,000	5,000		36,700
Sub-Total	52,000	15,000	54,644	225,000	36,000	260,000	67,209	704,853
II DATA MANAGEMENT AND TRAVEL FORECASTING PROCESS								
A Reg. Transp. Data and Travel Forecasting	60,000	11,000	10,000	0	0	0	12,114	93,114
B Air Quality Planning	16,000	1,000	1,000	0	0	0	2,747	20,747
C Commute Trip Reduction 5	0	0	0	0	0	5,000	0	5,000
Sub-Total	76,000	12,000	11,000	0	0	5,000	14,861	118,861
III TRANSPORTATION PROGRAM COORDINATION AND MANAGEMENT								
A Reg. Transp. Program Coord. & Management	42,586	16,937	14,832	0	0	0	20,930	95,285
Totals	170,586	43,937	80,476	225,000	36,000	265,000	103,000	918,999

Jan. 28, 1997

NOTES: Numbers may not add due to rounding in the spreadsheet program

PL, FTA & RTPO Allocations (WSDOT Communication, 12/19/96)

1 CM/AQ funding; estimated carry-over from project begun in FY97 (Total CM/AQ = \$100,000, Local = \$34,000)

2 CM/AQ funding; estimated carry-over from project begun in FY97 (Total CM/AQ = \$216,000, Local = \$34,000)

3 High Capacity Transit Account (HCTA) funding and local funds

4 Local match for STP will be provided from RTPO funds

5 State funding through Clark County

B. FTA GMIS Codes

GRANTS MANAGEMENT INFORMATION SYSTEM (GMIS) EXPENDITURE DETAIL CODES FY98 UPWP FTA AND LOCAL MATCH				
Line Item Code	FY98 UPWP Work Element Description	FY98 FTA Sec. 5303	FY98 Local Match for Sec. 5303	FY98 FTA and Local Match Total
41.13.01	Metropolitan Transportation Plan	\$10,000	\$2,500	\$12,500
41.15.00	Transportation Improvement Program	\$5,000	\$1,250	\$6,250
41.13.01	Regional Transportation Data Base & Forecasting	\$11,000	\$2,750	\$13,750
41.16.02	Air Quality Planning	\$1,000	\$250	\$1,250
41.11.00	Regional Transportation Program Coord. & Management	\$16,937	\$4,234	\$21,171
	Total	\$43,937	\$10,984	\$54,921

GRANTS MANAGEMENT INFORMATION SYSTEM (GMIS) EXPENDITURE DETAIL CODES FY98 UPWP FTA AND LOCAL MATCH				
Line Item Code	FY98 UPWP Work Element Description	FY98 FTA Sec. 5303	FY98 Local Match for Sec. 5303	FY98 FTA and Local Match Total
41.20.01	Personnel	\$43,937	\$10,984	\$54,921
41.20.03	Travel	\$0	\$0	\$0
41.20.05	Supplies	\$0	\$0	\$0
41.20.06	Contractual	\$0	\$0	\$0
	Total	\$43,937	\$10,984	\$54,921

Transit Choices for Livability

Community Transit Pilot Projects

New Ways to Serve the Suburbs

In their Final Report, the Transit Choices for Livability (TCL) Regional Advisory Committee identified new and better ways to serve travel needs *within* the suburbs. One of their key recommendations is to implement Community Transit Pilot Projects in the regional centers of Beaverton, Hillsboro, Gresham and Oregon City.

Sketch Plans for each regional center were developed from some 740 ideas generated by the community at workshops last fall. The Committee and Tri-Met staff have identified a short list of pilot projects from each regional center with good ridership potential.

Typical Community Transit Pilot Project

Pilots might be new transit service tailored to the needs within a suburban community. They would use smaller vehicles on routes penetrating neighborhoods and employment centers, providing convenient curb-to-curb connections within the community and access to the regional transit system. Strategies such as bus stop improvements, employer partnerships and customer information will also be considered in-leu of new service.

Pilot Projects to Start Service in September

Funding for two to four Community Transit Pilots region wide is included in Tri-Met's draft Budget for FY '98. The Tri-Met Board will receive recommendations from the TCL Committee at its May meeting. Service on the pilots could start in September 1997.

Community Workshops

The TCL Committee will host a series of four community workshops in early April to solicit input on the short list of pilots to determine which should be selected. The workshops start at 7:00 P.M.:

- | | |
|--|--|
| <input type="checkbox"/> April 2 Gresham City Hall | <input type="checkbox"/> April 3 Oregon City Carnegie Center |
| <input type="checkbox"/> April 7 Hillsboro City Hall | <input type="checkbox"/> April 8 Beaverton City Hall |

Selection Criteria

Pilots selected will demonstrate new ways to serve the suburbs. The Committee's evaluation criteria includes:

- | | |
|---|---|
| <input type="checkbox"/> community support | <input type="checkbox"/> degree of partnership |
| <input type="checkbox"/> viability of the service | <input type="checkbox"/> compatibility with community goals |

For more information on the workshops or TCL please call 239-6412

Candidates For Community Transit Pilot Projects

Addressing suburban transit involves both meeting unique local needs and sparking community interest in riding transit. The Community Transit Pilot Projects aim to do just that. They will be sound projects defined and shaped by the community to meet their specific needs. Tri-Met is committed to implementing pilots that make a difference in the suburbs.

Focusing on suggestions in the Transit Choices for Livability (TCL) sketch plans, three top candidates have been selected by the TCL Committee for additional public input. Resources to implement the pilots will limit selection to 2 to 4 projects regionwide that best address local needs. Strategies identified by the community such as bus stop improvements, employer partnerships and customer information will also be considered in lieu of service.

Beaverton

- Neighborhood service in Southwest Beaverton (along Hart and Bany Roads between Murray Blvd. and 185th) providing community links to downtown Beaverton and the existing transit system.
- Service along Allen Blvd. in the 217 area, connecting employers to downtown Beaverton and the regional transit system.
- Shuttle service connecting employers in area between 158th and Murray (like Nike and Sequent) to major travel corridors and MAX.

Gresham

- Shuttle to MAX from Fairview Village area along 221st and nearby employers like LSI and Fujitsu.
- Neighborhood service from downtown to southeast Gresham (around Roberts Ave, Palmquist and Powell Valley).
- Shuttle service from MAX and Airport Way to employers along Sandy Blvd like Boeing and Boyds.

Hillsboro

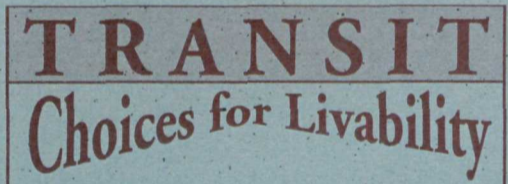
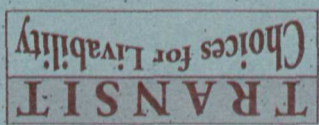
- Local service from downtown Hillsboro to Orenco via neighborhoods in North Hillsboro and along Evergreen Drive.
- Improve service to employers in areas north of Cornell Rd., perhaps incorporate the Intel shuttle.
- Service connecting Willow Creek (185th) to downtown Hillsboro (along Baseline Road) and serving the Quatama area.

Oregon City

- Start a new bus loop on hilltop, in Warner-Parrott Rd., Red Soils areas.
- Service via I-205 from Oregon City to Clackamas Town Center to Gateway to Portland Airport.
- Neighborhood service around the Berry Hill area, including Clackamas Community College and Beaver Creek Road.

EXECUTIVE SUMMARY

FINAL REPORT
OF THE
REGIONAL
ADVISORY
COMMITTEE



For more information about
Transit Choices for Livability,
a copy of the full report or a
speaker for your group
please call 503-239-6412.

The Transit Choices for Livability Regional Advisory Committee is pleased to present to you its findings and recommendations. Our report culminates three months of public input and involvement; extensive technical review and analysis; and thoughtful examination of customized transit solutions to meet the needs of the targeted regional centers of Beaverton, Hillsboro, Gresham and Oregon City.

If there was any doubt at the start of our project, there is none any longer: Communities throughout this region need localized transit solutions to help them hold on to their livability in the face of major growth.

Over the next 20 years, about 500,000 more people will move into the Portland metropolitan area. An estimated 70 percent of that growth will occur in the suburbs, many of which are already highly congested and have no means of solving their transportation needs independently or connecting well with each other.

Transit service to these areas is, at present, woefully inadequate. Tri-Met serves only one percent of the work trips in the suburbs, compared with more than 33 percent of the work trips to downtown Portland.

The people of this region have told us: That has to change. Transit is one of their keys to a livable future, and someone—whether it be Tri-Met, another transit provider or a partnership of interests—has to provide it.

We have been impressed by the level of community concern, interest and commitment to addressing these issues. The input we have received strongly suggests that the time is right for new thinking, new partnerships and new solutions. This region is ready for innovative approaches and bold action to solve its transportation problems.

Through four community workshops and an all-day regionwide workshop, hundreds of citizens, business people and officials from each of the communities told us which transit choices would work best in their community. Working with staff, we refined the more than 700 recommendations from citizens for service changes and improvements, and created a sketch plan for each community. The sketch plans are reflected on the maps that accompany this report.

In addition to specific suggestions, a few key messages rang through the public meetings:

- **No one solution will work for every community.** Each has its own specific transit needs.

• **No one agency can take this on alone.** Creative partnerships—involving Tri-Met, local governments, businesses, education, park districts, bicyclists, pedestrians and other transportation providers and the state—are required to address these large and complex problems.

• **Tri-Met must change.** It must open itself to new ways of providing service and new solutions tailored to suburban needs.

• **We need a new kind of transit service: Community Transit.** It is not enough to simply provide more transit service. Suburban areas need a new kind of localized transit that will meet travel needs within the community and to adjoining areas.

• **The top priority transit choices are 1) more local service and 2) improved bus shelters, information and pedestrian connections to transit, to make transit a more attractive option.** In addition, local areas want more communitywide education efforts, to help more people understand and use the transit service that is available.

• **More transit connections are needed not only within each suburban community, but between neighboring communities.** Phase Two of Transit Choices for Livability will address these needs more directly through a regional transit strategy.

We recognize that funds are limited and needs are great. But citizens, businesses and local governments have told us this is the right thing to do and the right time to do it. We will need to seek creative options for funding that include financial partnerships and incentives involving Tri-Met, Metro, local jurisdictions, the state, the federal government and the business community.

In closing, we would ask that you give Transit Choices for Livability your top priority and, in so doing, provide the leadership to keep its spirit and momentum alive in the region. Citizens are now engaged in this process and expecting results. By taking bold action, creating new partnerships and developing new kinds of service, we can respond to the needs of their communities and assure a livable future for ourselves, our children and generations to come.

Steve Clark
Transit Choices for Livability
Committee Chair

TRANSIT CHOICES FOR LIVABILITY COMMITTEE

Steve Clark, Committee Chair
Publisher, Community Newspapers
Frank Angelo, Sunset Corridor Association
Keith Bartholomew, 1000 Friends of Oregon
Charles Becker, Gresham Resident
Rob Brading,
Multnomah Community Television
Bill Buckley, Tualatin Valley Economic
Development Corporation
John Burger, Book Vault, Beaverton
Richard Burnham, Beaverton resident
Les DéAsis, Benchmade Knife, Oregon City
Kay Demlow, Hillsboro resident
Mayor Rob Drake, Beaverton
Rhonda Edmiston, US Bank, Gresham
William Elliott, Gresham resident
Jan Espy, Standard Insurance, Beaverton
Mayor Gordon Faber, Hillsboro
Mayor Dan Fowler, Oregon City
Bruce Hanson,
Oregon City Chamber of Commerce
Chris Hagerbaumer,
Oregon Environmental Council
Geoff Hyde, CPO 1 Chair, Washington County
John Keyser, Clackamas Community College
Paul Koch, Oregon City Resident
Councilor Claudette LaVert, Gresham
Greg LaHaie, LaHaie's Men Shop, Hillsboro
Lila Leathers, Leathers Oil Company, Gresham
Mike Levine, Oregon City Sub Shop
Scott Palmér, Willamette Falls Hospital,
Oregon City
Jack Gordon, Washington Square, Beaverton
Barry Rotrock, Oregon City School District
Michael Salsgiver, Intel Corporation, Hillsboro
Kurt Schumann, Beaverton Chamber
of Commerce
Betty Schaafsma, Tower Neighborhood
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TRANSIT CHOICES M O R E S I M P L Y N O T A D I F F E R E N T

(Continued from previous page)

experimentation, being nimble, taking some risks and trying new ideas.

Implications for Tri-Met:

Create an initial "Transit Choices Pilot Project Fund" of approximately \$2 million and work with the committee to identify opportunities for partnerships, develop selection criteria, identify and implement pilot projects in each of the four centers by September 1997.

D. Cultivate Partnerships with Employers and Local Jurisdictions

Making transit work in the suburbs is going to require strengthened partnerships with employers and local jurisdictions. The ECO rule, TMA's, transit incentive packages, local and regional transportation plans, employer shuttles, creating better pedestrian connections to transit, targeted road improvements and coordinating transit investments with local land use decisions are all part of the new suburban mobility vocabulary.

Implications for Tri-Met:

Emphasize partnerships with local jurisdictions and employers to implement the Transit Choices agenda. The committee is an important partner to secure agreements with key stakeholders.

E. Provide for Community Leadership, Education and Direction

Improved transit service is an investment in livability. Building a constituency who will advocate the use and

availability of transit service as a means to a livable community is a key ingredient of making Transit Choices real.

Implications for Tri-Met:

Transit Choices opens the door for Tri-Met to do business with the community in a new way—more inclusively. Phase Two is an opportunity for Tri-Met to build a base of support and to consolidate how it

communicates with the public and makes decisions.

F. Establish a "Transit Livability Fund" for Transit Choices Implementation

Improving transit service in the suburbs will require additional resources and continued attention. Over the next 10 years the Sketch Plans envision more

than doubling the level of suburban transit service.

Implications for Tri-Met:

Tri-Met faces many competing needs throughout the region. To help ensure implementation of Transit Choices Tri-Met should set-up a separate "Transit Livability Fund."

TRANSIT CHOICES COMMITTEE ACTION AGENDA

1. Establish the Scope and Makeup of the Phase Two Committee

During Phase Two, the Regional Advisory Committee will focus their efforts on ensuring that the recommendations move from words to action: Reconstitute the Committee to reflect its focus on two parallel tracks: 1) implementation, and 2) applying Transit Choices to the balance of the region:

- Secure agreement and resources from Tri-Met to move Transit Choices to implementation;
- Secure commitments from key stakeholders (Local Governments, Major Employers, State Legislature);
- Build community support, understanding and participation in Transit Choices.

2. Develop a Community Transit Option

Community Transit has been identified as a promising concept to provide some of the new service within the suburbs. Tri-Met staff will work with the committee during Phase Two to:

- Define Community Transit;
- Define the scope of a Community Transit system;
- Identify an approach for implementation;
- Work out institutional and financial issues;
- Define an action plan to get service on the street.

3. Secure Funding to Implement Transit Choices for Livability

The implementation of the service improvements identified in Transit Choices for each community will require additional revenues. With

Tri-Met staff the committee will:

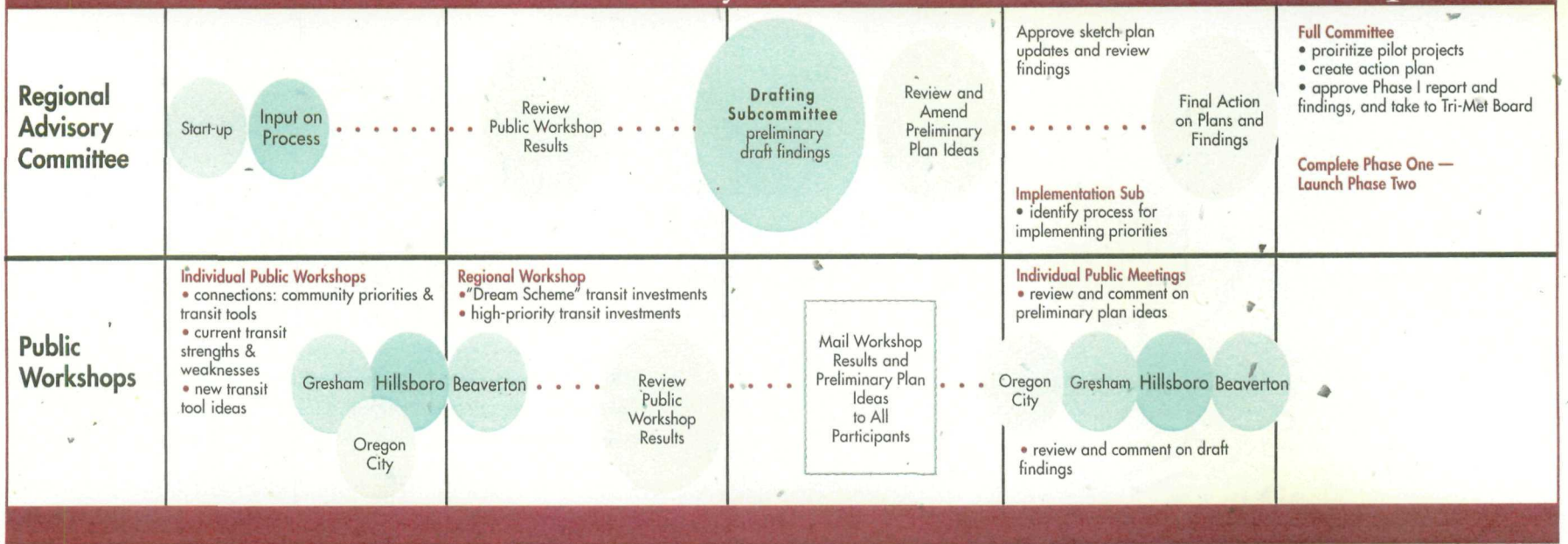
- Make the case for additional funding to implement the package;
- Define a package of promising options for new revenues;
- Provide testimony to the Oregon State Legislature;
- Identify partnerships for public and private funding options and incentives.

4. Implement Transit Choices for Livability

Transit Choices illustrates how to use transit as a tool to help preserve the region's livability—Community Transit. Tri-Met staff will work with the committee to make the promise of a Community Transit System real:

- Recommend and implement pilot projects in the 1997 service plan;
- Phase in recommended service improvements;
- Pursue partnership projects.

Transit Choices for Livability: A Process of Citizen Leadership



The key principle throughout the Transit Choices effort is that the plans for transit improvements come from the community. Through several public workshops, the community identified over 700 transit improvements. These ideas provided the foundation for the Transit Choices for Livability Committee and staff to shape 10-year sketch plans.

THE PROCESS (CONTINUED)

Phase Three Strategy Adoption

The Tri-Met Board will adopt a final regional strategy for transit expansion and will consider referring a revenue measure to voters.

Citizens Discuss Needs, Transit Tools at Workshops

The first phase of Transit Choices for Livability included community workshops and other activities in the four regional centers of Oregon City, Gresham, Beaverton and Hillsboro. The workshops brought interested citizens together to discuss how Tri-Met could improve local service and help the community achieve its goals. A total of

more than 200 people participated in the workshops.

At each workshop, Tri-Met staff described the components of a "Transit Tool Box": 17 options from which local communities can choose to create a customized transit system that supports and helps implement their visions for the future.

The transit tools focus on bus service and are divided into three categories: service improvements, capital projects and partnership programs. Workshop participants divided into small groups to choose the transit tools they felt would best meet community priorities identified from local plans.

Dreaming the "Dream Schemes"

After the individual workshops, a Community Workshop was held on Oct. 26, 1996 for community members from all four regional centers. At this workshop, participants were grouped by community to produce detailed "dream schemes"—visions for a perfect local transit system in their community. The groups generated a total of about 740 ideas for improving transit service in their communities. The ideas and priorities were then transferred to maps, with estimated annual costs attached.

The Transit Choices Drafting Committee (a subcommittee of the

Regional Advisory Committee) worked with staff to synthesize the ideas and suggestions from each community. They followed a set of transit choice guidelines to decide which were Level 1 and Level 2 priorities. These ideas were considered the top priority transit projects and were assembled into a composite map for each community.

The result was a refined community map for each of the regional centers that included a more focused and systematic pattern of movement, while still meeting the overarching community goals. The refined maps were taken out to each regional center for citizen comment and feedback.

COMMON THEMES AMONG THE REGIONAL CENTERS

In all four regional centers, the top two priorities were local transit service ("community transit") and bus stop improvements—sidewalks, information and shelters. There were also shared concerns about safety and security and the need for community-wide public education on how to use transit.

Common themes included:

- The need for expanded local transit service to give people more choices for getting around. Transit is seen as a valuable tool for reducing traffic congestion and air pollution, thereby contributing to a higher quality of life. It can also be used to implement land use plans that create a stronger sense of community.
- The need for more transit service from each regional center to neighboring communities or destinations. The current transit system works well for getting people to and from downtown Portland, but not from one outlying area to another.
- A high priority on improving bus stops and amenities, such as sidewalks, lighting, bus shelters and customer information. The suburbs typically do not have an environment that makes it easy to access and use transit.

- Pervasive concerns about security on and around the transit system. In addition to formal security measures, bus stop amenities and increased activity at transit stops are seen as indirect ways to increase make transit riders feel more safe and secure.
- The desire for increased public education to help more people understand and take advantage of current transit service. Just as important as new transit projects are efforts to increase use of the current transit system.
- An emphasis on public and private partnerships as a way to both pay for and provide additional transit service.

Tri-Met Gets Feedback

Meeting and workshop participants also offered feedback on Tri-Met and the current transit system. There was common agreement that:

- Tri-Met does a good job of getting people to and from downtown Portland.
- The current system is affordable and reliable.
- MAX is an important asset to the region and its future livability.
- Transit is an investment in livability, providing benefits including ease of movement, cleaner air and economic growth.
- Tri-Met must make a major effort in

education, outreach and public involvement in the suburbs if it expects public support for new revenues.

It was also recognized that overall transportation problems require overall transportation solutions. Transit will help reduce traffic and make more road

capacity available. But buses need an adequate road system just as cars do. Road improvements are critically important in some parts of the region, including road connections and upgrades as well as capital investments by municipalities.

Regional Center Workshops

	Gresham	Hillsboro	Oregon City
Top Strengths of Current Transit System	<ul style="list-style-type: none"> • Light rail • Affordable service • Good basic system to build on 	<ul style="list-style-type: none"> • Light rail • Affordable service • Service to Portland • Reliable service 	<ul style="list-style-type: none"> • Good • Relia • Good
Top Weakness of Current Transit System	<ul style="list-style-type: none"> • Poor north-south connections • Perceived safety, security problems • Need better local service, including major employers to east 	<ul style="list-style-type: none"> • Lack of local connections • Lack of connections to every place else in Washington County except Beaverton • Infrequent service • Lack of amenities (shelters, waiting areas) 	<ul style="list-style-type: none"> • Neig • area • Subu • poor • Need • facili
Top Service Priorities	<ul style="list-style-type: none"> • Provide local connections from the regional center to employment centers, shopping and recreational areas • Add regional connections to neighboring areas and the Portland Airport • Enhance security and amenities along existing bus lines and at light rail stations • Increase north/south transit service including service from neighborhoods to the light rail line • Develop and strengthen partnerships with local employers 	<ul style="list-style-type: none"> • Increase local bus service • Add more north-south connections to support connectivity and light rail ridership • Enhance transit stop amenities and security • Build partnerships with area employers • Provide better regional connections to Forest Grove and Cornelius 	<ul style="list-style-type: none"> • Add • Oreg • parts • Creat • empl • insti • Provid • to ed • incre • Enha • shelte

The top strengths, weakne

RECOMMENDATIONS FOR THE FOUR REGIONAL CENTERS

The sketch plans for the four regional centers include detailed recommendations for transit improvements. A summation is provided here, with full details in the complete report:

Oregon City

Oregon City is creating a community vision of a compact, vital center built around its historic core. The arrival of South/North light rail service in the future is an important organizing principle in that vision. While South/North is currently under reconsideration, the community is faced with significant growth and mounting traffic problems. To relieve these pressures, Oregon City is seeking more local transit service and is also exploring options uniquely suited to its location, such as privately operated water taxi service on the Willamette River.

The sketch plan recommendations help create an attractive and efficient transit system in Oregon City.

Residents may safely and swiftly travel between parts of town and to the city's core area, and can make easy connections between the downtown trolley, interpretive center and regional destinations. Larger Park and Rides will attract more commuters to the system.

Gresham

Gresham citizens are interested in getting greater value from the light rail line that already serves their community, largely through improved feeder service. Residents also want to connect key community destinations, residential developments and employment centers via expanded and localized transit service.

The sketch plan increases local connections, facilitating north-south movement and linking employers. Residents would be able to take transit to Blue Lake in the summer and to the Troutdale outlet center to shop.

Beaverton

Beaverton is in the process of re-inventing itself. The community is aggressively pursuing growth plans that are oriented to compact, transit- and pedestrian-oriented development. Westside MAX will significantly enhance transportation to Portland and Hillsboro, but more work is needed to build on its function as the backbone of local transit service in Beaverton. The community is also seeking improved service to and from mixed-use developments, employment centers and the urban core downtown.

The sketch plan helps create vital transit opportunities for Beaverton. Getting on and off MAX to the Round at the Beaverton Central MAX stop and local neighborhoods should be easy. Bus stop amenities will be improved. The service requests in Beaverton represent nearly a 100% increase in what Tri-Met provides there today.

Hillsboro

Hillsboro is facing the highest percentage of growth among the four regional centers being studied. Local residents are concerned that their community might lose its small-town charm. While they welcome the arrival of Westside MAX, Hillsboro does not yet have the transit service in place to feed into it. Major growth will intensify the pressure for a smooth-running transportation system within the local community.

In the sketch plan, Hillsboro's transit focus is community-oriented. Regional connections to Forest Grove and I-5 will be improved. Important local connections will link new residents and employers to downtown and town centers like Orenco on the MAX line. Providing the transit service to implement these suggestions will mean more than doubling the current service Tri-Met provides to Hillsboro.

IMPLEMENTATION ACTION PLAN

From Report to Reality

Transit Choices is aimed at giving our suburban communities the tools they need to achieve their plans and goals for a livable future. For Tri-Met the challenge of serving travel needs outside of its traditional Portland market requires change. Tri-Met will need to look and operate differently. And it will need to develop more and stronger partnerships.

Transit Choices for Livability (TCL) sets a new bold direction for expanding and diversifying transit within the suburbs. Making it real is the next challenge. To be successful, we cannot be timid in our solutions, nor our commitments. That's what this chapter is about—knitting jurisdictions, private enterprise, and Tri-Met together

to create a fabric of participation to take TCL from a report to reality.

Findings

The communities throughout this region need community-based transit solutions to help them hold on to their livability in the face of major growth. The input the TCL Regional Advisory Committee (RAC) received strongly suggests that the time is right for new thinking, new partnerships and new solutions. The region is ready for innovative approaches and bold action to solve its transportation problems.

If Tri-Met doesn't improve and diversify its suburban transit service, it will fail as a regional agency. And, if suburban transit service is not improved the communities in which many of us work and do business, will suffer greatly.

We recognize that funds are limited and needs are great. But so are the voices of the citizens, business and local governments who have said this is the right thing to do. And this is the time to do it. We have a huge capacity for achieving success in partnership if we carry our mission forward with a common voice, a common theme and a common message. One such message is that TCL makes sense because it is citizen driven and market responsive.

If we succeed, the livability of our suburban communities,—and, in turn, the regional economy, safety and transportation network of our entire region—will be enhanced.

The committee's key findings:

1. Transit services in the suburbs needs attention now

There is a clear need for improved transit service in the suburbs today to give people more choices for getting around, and to help implement local and regional plans. We have a huge capacity for success if citizens, government and private enterprise give this their attention.

Implications for Tri-Met:

Turn more attention to new and improved service in the region's suburbs.

2. The Suburbs need different transit, not simply more transit

It is not enough to simply provide more transit service in the suburbs. What's needed is a different kind of transit system oriented to the suburban travel needs of each community. Community Transit is localized transit service that is tailored to the needs of a specific community.

Implications for Tri-Met:

Work with the Regional Advisory Committee to define an action plan for defining and proceeding with Community Transit as soon as possible.

3. Tri-Met isn't necessarily the answer

The region needs new models for providing transit service in the suburbs. In parts of the region, a private provider might be a more responsive cost-effective choice, or an operator that partners with Tri-Met to provide local service.

Implications for Tri-Met:

Demonstrate its willingness to work in partnership with other providers as part of a seamless system for customers.

4. Tri-Met can't do it on its own—Cultivate partnerships

Making Transit Choices real is going to require a partnership. Tri-Met can't do it on its own. Public and private partnerships are going to be needed as a way to both pay for and provide additional transit service.

Implications for Tri-Met:

Work with the committee to secure agreements from key stakeholders (local, state and the federal government, private enterprise, citizens) to implement Transit Choices.

5. Strengthen the Transit Land Use Connection

Transit coordinated with land use can be a powerful tool in growing smart and

preserving the region's livability.

Implications for Tri-Met:

Work with the committee to secure agreements with local jurisdictions to more closely integrate local land use and capital investment decisions with transit service. Pedestrian to transit improvements are a very high community priority which needs early attention.

6. Additional Funding for Transit is Needed

Implementation of the service improvements identified in Transit Choices for each community will require additional revenues.

Implications for Tri-Met:

The committee supports the concept of the Oregon Transportation Initiative and an aggressive pursuit of transportation finance options.

Recommendations:

A. Launch Phase Two of Transit Choices for Livability

Phase One of Transit Choices succeeded because the citizens of the region came forward and said this is the right thing to do. Now it's time to apply the lessons to the balance of the region.

Implications for Tri-Met:

Initiate Phase Two of Transit Choices for the balance of the region focusing on "clusters" of suburban communities.

B. Use Transit Choices Sketch Plans as the Framework for New Service Decisions

The Sketch Plans illustrate a bold new direction for expanding and diversifying transit within the suburbs. Making them real will occur step by step.

Implications for Tri-Met:

Use the Sketch Plans as the framework for service changes (1997 Annual Service Plan, Westside Feeder Service and the Transit Development Plan).

C. Develop Pilot Projects to begin Implementation of Sketch Plans

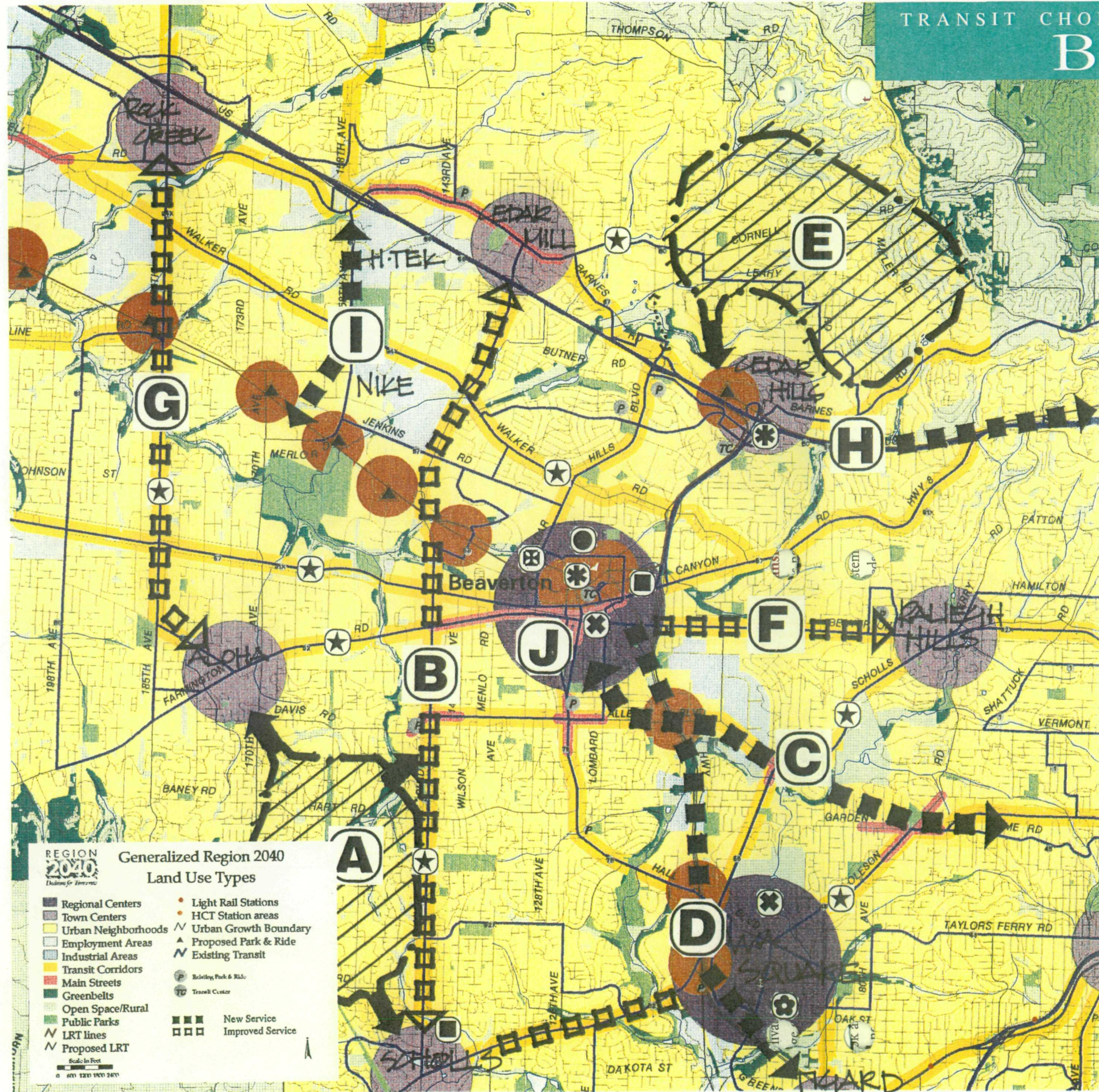
Meeting the suburban mobility challenge is going to require some (Continued on back page)

Summary	
Oregon City	Beaverton
<p>Good service to core area Reliable, on time service Good connections to Portland</p>	<ul style="list-style-type: none"> Light rail is coming Bike racks Service to Portland Express service generally Reliable service
<p>Neighborhood and outlying areas are not served well Suburb to suburb services are poor Need more Park and Ride facilities</p>	<ul style="list-style-type: none"> Lack of local connections Lack of connections to other suburbs North-south connections in particular, are poor Inadequate service (need more frequency, longer hours) Lack of amenities (shelters, pedestrian linkages, lighting, waiting areas) Need greater employer participation
<p>Need new connections from Oregon City to neighboring parts of the region Create partnerships with employers and educational institutions Provide significant programs to educate local citizens and increase customer information Improve amenities like bus shelters and sidewalks</p>	<ul style="list-style-type: none"> Expand local service to growing, currently unserved residential neighborhoods Expand north-south feeder service to the light rail corridor Build partnerships with area employers to address transit needs Improve amenities like bus facilities and sidewalks along existing routes

Businesses, and service priorities are not listed in order of priority.

TRANSIT CHOICES FOR LIVABILITY SKETCH PLANS BEAVERTON

Transit Choices for Livability Sketch Plans evolved from over 700 citizen ideas to enhance livability with improved transit.



10 Year Service Improvements	Rough Annual Cost Estimates
A SW Beaverton New neighborhood service along Hart and Bany Roads linking the area with Westside MAX and downtown Beaverton.	\$560,000
B Murray Blvd. Improved service along Murray Blvd. connecting Washington Square, Scholls, Millikan Way/MAX, and Murray/Cornell.	\$1,100,000
C Allen/Garden Home New service along Allen Blvd. between Lombard and Garden Home. Connects area employers with Beaverton and MAX.	\$560,000
D Beaverton-Tualatin Express service via Highway 217 between Beaverton, Washington Square, Tigard, and Tualatin.	\$640,000
E Bonny Slope/N of Cornell New neighborhood service north of Sunset Highway in Bonny Slope and areas north of Cornell.	\$280,000
F Beaverton-Hillsdale Improved service along Beaverton-Hillsdale Highway connecting Beaverton, Raleigh Hills, and Hillsdale.	\$560,000
G 185th Avenue Improved service along 185th avenue connecting PCC-Rock Creek, Tanasbourne, Willow Creek/MAX, Aloha, and Beaverton.	\$275,000
H Airport Connection New service from Beaverton to Portland Airport.	TBD
I Nike Shuttle New shuttle to Nike, Sequent, and nearby employers.	\$300,000
J Fareless Square Fareless Square in central area.	\$500,000

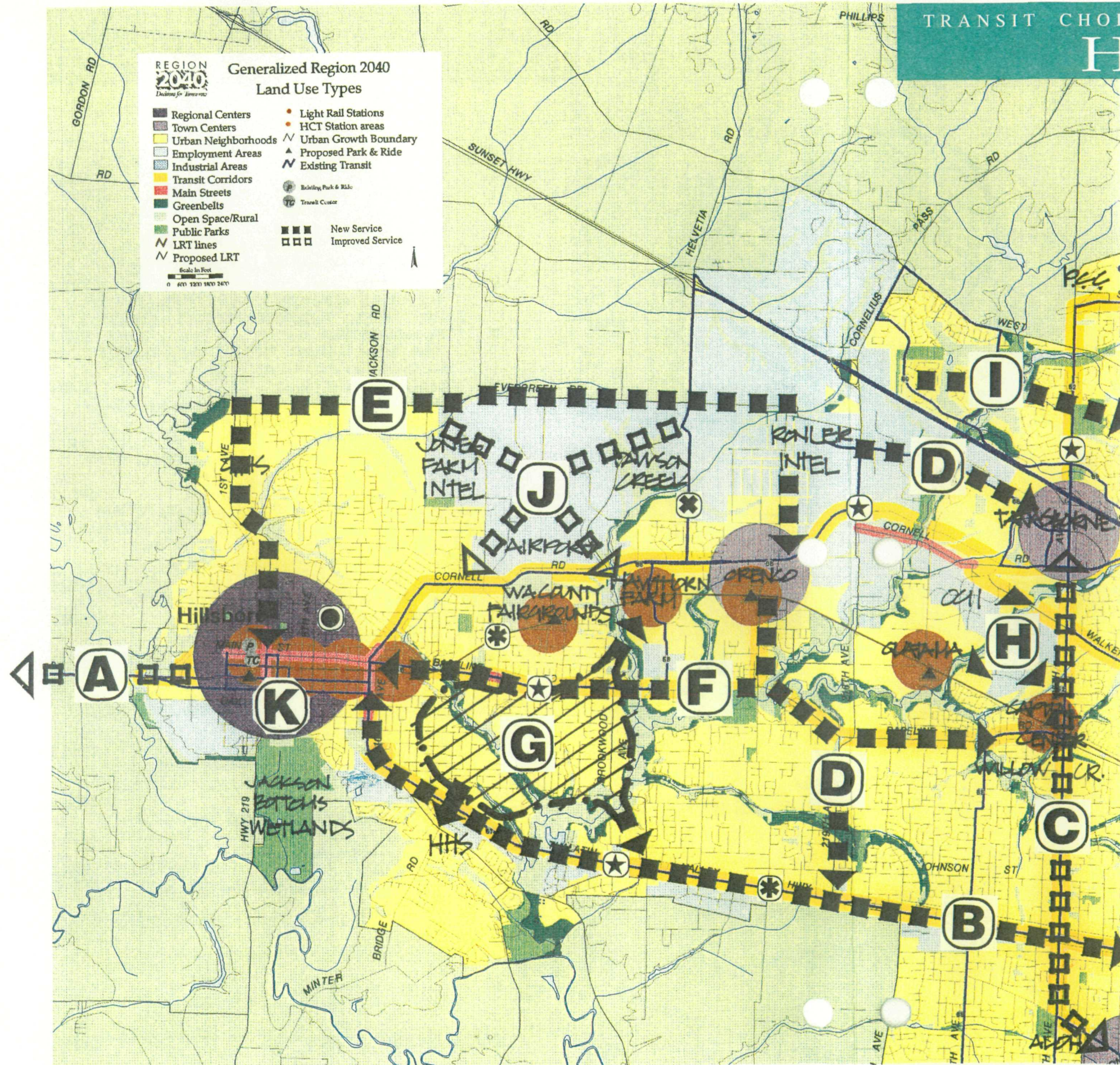
Capital Projects	Rough Annual Cost Estimates
★ Bus Stop Improvements Improved bus stops along Oleson, Farmington, 185th, B-H Highway, TV Highway, 158th, Cornell, Scholls, Murray Blvd., and Walker Road.	\$180,000
* Security Measures Improved security at Beaverton and Cedar Hills Transit Centers.	\$200,000
✳ Transit Center Improved transit center at Washington Square.	\$200,000
⊠ Transit Mall In Downtown Beaverton	\$400,000
■ Park & Ride At Scholls and in Beaverton (near Highway 217).	\$300,000

Partnerships	Rough Annual Cost Estimates
✳ Employers Partnerships with Downtown Beaverton and Washington Square.	\$200,000
● Customer Information Community-wide improvements in customer information.	\$100,000

TOTAL ROUGH ANNUAL COSTS **\$6,355,000**

TRANSIT CHOICES FOR LIVABILITY SKETCH PLANS HILLSBORO

Transit Choices for Livability Sketch Plans evolved from over 700 citizen ideas to enhance livability with improved transit.



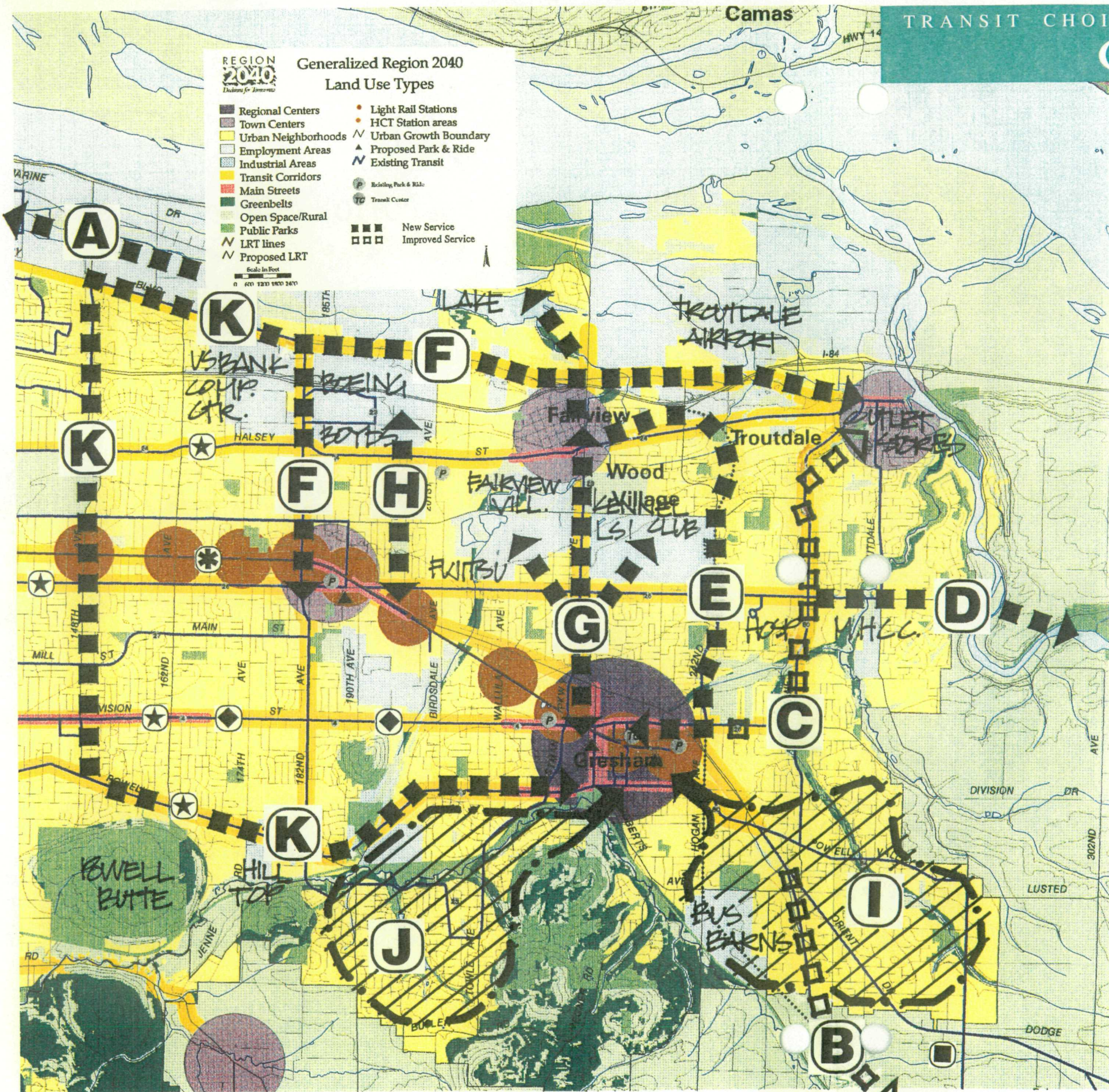
10 Year Service Improvements		Rough Annual Cost Estimates
A	Hillsboro-Forest Grove Improved service between Hillsboro, Cornelius, and Forest Grove with potential deviations to Cornelius and Forest Grove neighborhoods.	\$365,000
B	Hillsboro-Tualatin New express service via TV Highway and Highway 217 between Hillsboro, Beaverton, Washington Square, Tigard, and Tualatin.	\$640,000
C	185th Avenue Improved service along 185th avenue connecting PCC-Rock Creek, Tanasbourne, Willow Creek/MAX, Aloha, and Beaverton.	\$275,000
D	219th/231st-Tanasbourne New north-south service from TV Highway to Tanasbourne via 219th, 231st, and Orengo/MAX.	\$280,000
E	N Hillsboro-Orengo New local service from Hillsboro to Orengo/MAX via North Hillsboro and area employers.	\$560,000
F	Baseline New local service between Hillsboro and Willow Creek via Baseline.	\$560,000
G	SE Hillsboro New neighborhood service along Baseline and Brookwood to Hillsboro High School area with connection to MAX.	\$280,000
H	OGI-Quatama New shuttle between Quatama/MAX and OGI.	\$100,000
I	Airport Connection New service from Hillsboro to Portland Airport.	TBD
J	Intel Shuttle Improved shuttle service to Intel.	\$300,000
K	Fareless Square Fareless Square in central area.	\$250,000

Capital Projects		Rough Annual Cost Estimates
*	Bus Stop Improvements Improved bus stops along TV Highway, Baseline, Shute, Cornell, 185th, 198th, and Rock Creek area.	\$100,000
*	Security Measures Improved security along TV Highway and at Westside MAX stations.	\$300,000
*	Transit Center At Tanasbourne.	\$200,000

Partnerships		Rough Annual Cost Estimates
*	Employers Partnerships with Dawson Creek.	\$100,000
*	Customer Information Community-wide improvements in customer information.	\$100,000

TOTAL ROUGH ANNUAL COSTS \$4,410,000

TRANSIT CHOICES FOR LIVABILITY SKETCH PLANS GRESHAM

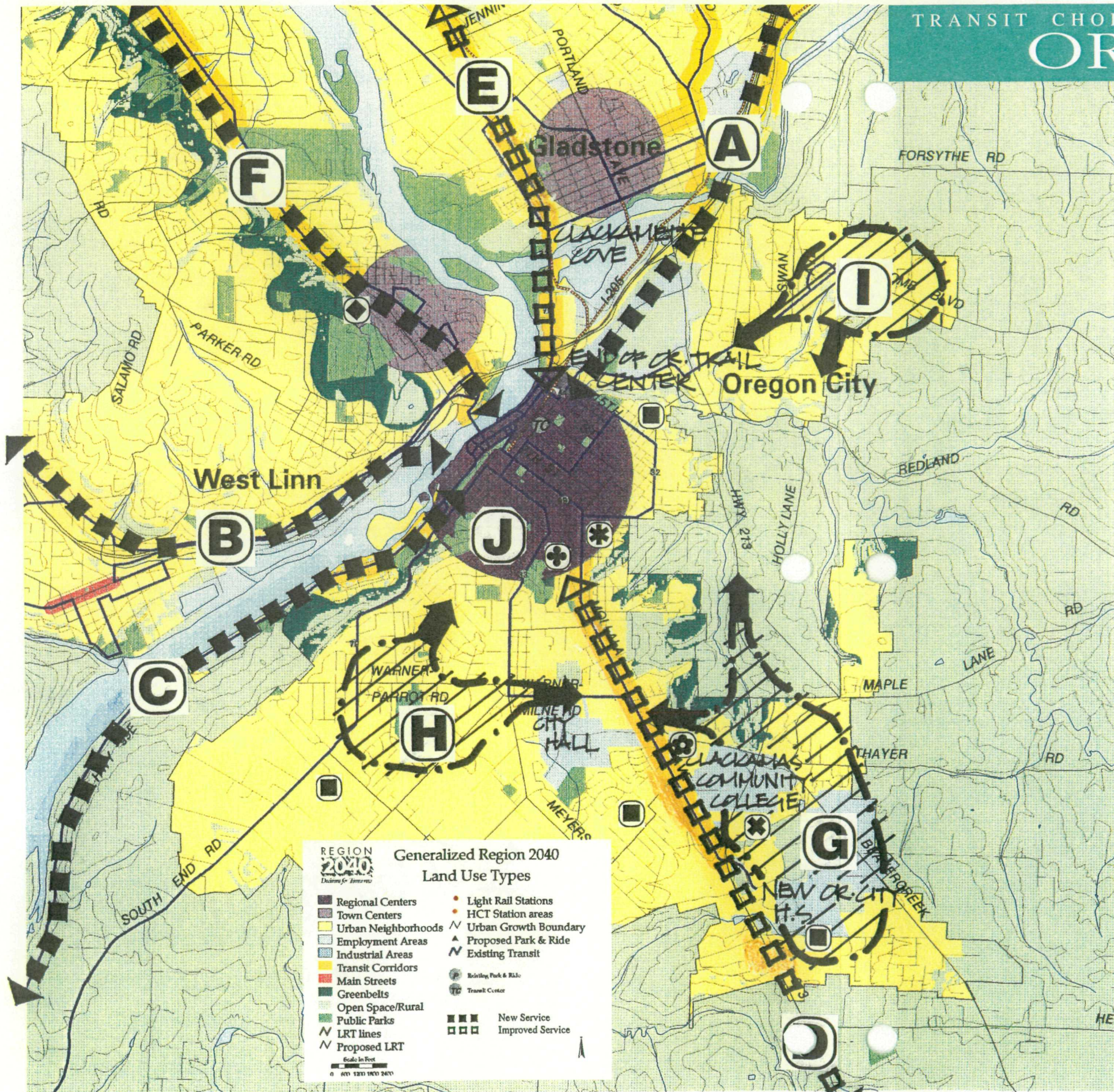


Transit Choices for Livability Sketch Plans evolved from over 700 citizen ideas to enhance livability with improved transit.

10 Year Service Improvements		Rough Annual Cost Estimates
A	I-205 Corridor New express service with stops at Oregon City, Clackamas Town Center, Gateway, and airport.	\$1,665,000
B	Gresham-Sandy Improved service between Gresham and Sandy via Hwy 26.	\$280,000
C	Gresham-Troutdale Improved service between Gresham, Troutdale, and the outlet center.	\$280,000
D	Stark/Mt Hood CC Improved service to Mt Hood CC via Stark Street and via Division. Also, new summer service to Oxbow Park.	\$546,000
E	Gresham-Fairview New north-south service on 242nd between Gresham and Fairview. Also, new summer service to Blue Lake Park.	\$560,000
F	182nd-Sandy Blvd New north-south service on 182nd Avenue from Gresham and extended east on Sandy Blvd.	\$560,000
G	Gresham-LSI/Fujitsu New shuttle service from MAX to LSI, Fujitsu, and Fairview Village.	\$300,000
H	Gresham-Boeing/Boys New shuttle service to Columbia Corridor employers including Boeing and Boys.	\$300,000
I	SE Gresham New neighborhood service from Gresham to areas along Roberts, Palmquist, and Powell Valley.	\$280,000
J	SW Gresham New neighborhood service from Gresham to areas along Towle and Butler.	\$280,000
K	148th-Powell New service along 148th and Powell to Gresham, and Sandy Blvd. to 182nd.	\$560,000
Capital Projects		Rough Annual Cost Estimates
*	Bus Stop Improvements Improved bus stops along Division, Powell, Halsey, Stark, and Line 80 (e.g., Kane, 257th).	\$120,000
*	Security Measures Improved security along MAX.	\$100,000
◆	Transit Priority Measures to improved bus travel times along Division and Powell.	\$80,000
■	Park & Ride New park and ride in South/Southeast Gresham toward Sandy and Damascus.	\$300,000
Partnerships		Rough Annual Cost Estimates
*	Employers Partnerships with Mt. Hood Community College, Mt. Hood Medical Center, and U.S. Bank.	\$300,000
●	Customer Information Community-wide improvements in customer information.	\$100,000
TOTAL ROUGH ANNUAL COSTS		\$6,611,000

TRANSIT CHOICES FOR LIVABILITY SKETCH PLANS OREGON CITY

Transit Choices for Livability Sketch Plans evolved from over 700 citizen ideas to enhance livability with improved transit.



10 Year Service Improvements		Rough Annual Cost Estimates
A	I-205 Corridor New express service with stops at Oregon City, Clackamas Town Center, Gateway, and PDX.	\$790,000
B	Oregon City-Beaverton New express service via I-205 and Highway 217 between Oregon City, Tualatin, Tigard, Beaverton, and Hillsboro.	\$546,000
C	Oregon City-Canby Improved service between Oregon City and Canby via Highway 99E center.	\$280,000
D	Oregon City-Molalla Improved service between Oregon City and Molalla via CCC and Mulino.	\$280,000
E	Oregon City-Milwaukie-Portland Improved express and local service between Oregon City, Milwaukie, and Portland via Highway 99E.	\$725,000
F	Oregon City-Lake Oswego-Portland New express and improved local service between Oregon City, Lake Oswego, and Portland via Highway 43.	\$725,000
G	Berry Hill New neighborhood service within Berry Hill including Beavercreek Road.	\$280,000
H	South Oregon City New neighborhood loop service to areas along Warner Parrott and Red Soils area.	\$280,000
I	Holcomb-Holly Lane New neighborhood service to areas along Holcomb, Swan Avenue, and Holly Lane.	\$280,000
J	Fareless Square Fareless Square in central area.	\$250,000
Capital Projects		Rough Annual Cost Estimates
*	Security Measures Within Line 154 (Willamette) and at the Oregon City Transit Center.	\$200,000
◆	Transit Priority Measures to improve bus travel times along Highway 43.	\$40,000
■	Park & Ride New park and rides: (1) North of downtown, (2) expansion at CCC, (3) north of Canby, and (4) in southeast part of Oregon City.	\$600,000
✱	Transit Center At Clackamas Community College.	\$200,000
✦	Alternative Fuel Vehicles In the Oregon City Regional Center and along Highway 213.	\$400,000
Partnerships		Rough Annual Cost Estimates
*	Employers Partnership with Clackamas Community College.	\$100,000
●	Customer Information Community-wide improvements in customer information.	\$100,000
TOTAL ROUGH ANNUAL COSTS		\$6,076,000

CREATING A LIVABLE FUTURE

The people of the Portland metropolitan area treasure the high quality of life in their communities. The livability of this region is a point of pride as well as national distinction.

But today citizens are concerned that their livable communities are at risk, as the region's population swells toward an additional 500,000 people over the next 20 years. Each day, as Metro Executive Officer Mike Burton likes to point out, about 75 more people have dinner here than had breakfast.

That high rate of growth adds pressures to our already stressed transportation system, and threatens the ease of movement that is a key element of livability. Citizens are increasingly concerned that their communities may be overtaken by the negative consequences of growth, such as congestion and gridlock, urban sprawl, dirty air and a declining sense of community.

The question at this point is not whether we will grow, but how we will grow. Regional and local jurisdictions have developed aggressive plans and strategies to safeguard livability and create the kind of future their citizens want. All of those plans call for expanded transit service to relieve congestion and give people more choices for getting around.

Transit is seen as a key tool for achieving a livable community. But, until now, regional and local plans have been silent on what that transit service should look like, and how it should be provided.

Turning the Keys Over to Citizens

Transit Choices for Livability is meant to fill that gap. It comes in direct response to concerns from local citizens about the future of their communities and their growing transportation needs.

Transit Choices was created to involve local citizens in designing and shaping their future transit system. No one knows better than local residents what is right for their community. So Transit Choices turns the keys over to them, and asks them to choose the transit tools that will work best in their area. It provides choices to help local communities not only accommodate growth, but actually use it as a mechanism for positive change.

Setting Our Sights on the Suburbs

Until now, transit service within suburban communities has been very limited. Transit carries less than one percent of the work trips within the suburbs—compared to the more than one-third of work trips to downtown Portland that are taken on transit. Tri-Met operates a hub-and-spoke system that is largely focused on providing transit service to downtown.

But today most of the growth is *not* occurring downtown. Under Metro's 2040 Growth Concept, an estimated one-third of the region's job growth and almost half of its new households will be located in regional centers and in transit corridors **outside** downtown Portland.

These fast-growing areas are already becoming more urban and are moving towards denser, more transit-oriented development. According to Metro, on average

regional centers such as Beaverton, Gresham, Oregon City and Hillsboro will grow from about 24 people per acre today to about 60 people per acre by about the year 2020.

2040 Growth Concept Depends on Transit

The 2040 Growth Concept calls for a three-fold increase in the level of transit service, in order to serve regional growth within a tight Urban Growth Boundary. In the regional centers, transit would carry about

the level of transit service in the 2040 Growth Concept, Tri-Met must expand service by about 3.8 percent per year. Based on current funding levels, the agency is now expanding service at about 1.5 percent per year. For Tri-Met to have the transit service in place before transit-oriented development occurs would require service expansion at an even faster rate than 3.8 percent. Having the transit service in place first helps attract development and makes it possible to offer transit as an



About 70% of future growth will be in the suburbs while they only have 30% of Tri-Met's service today.

25 percent of the work trips—more than quadruple the 6 percent it carries to those downtowns today. The transit system would provide the support for compact, mixed-use, pedestrian-friendly and transit-oriented development.

One of the key questions in the communities is: "Will the transit service be there to support the planned land use?" The answer is: Only if we make some changes. To reach

immediate option for new residents and businesses.

The Call for "Community Transit"

While the need for more suburban transit service is clear, designing and providing that service will require ingenuity and additional resources. It is not enough to simply provide more transit service. What's needed is a different kind of transit system oriented to suburban travel.

TRANSIT CHOICES FOR LIVABILITY: THE PROCESS

The centerpiece of Transit Choices for Livability is local community and citizen involvement. Transit Choices is being guided by a 33-member regional advisory committee made up of citizens from each of the four participating regional centers. The committee was convened by Tri-Met to facilitate decision making and help build regional consensus.

The primary task of the regional advisory committee is to assimilate the ideas and interests from citizens in each of the four regional centers and create a "sketch plan" for

each community. The sketch plans include individual strategies and an implementation plan for developing a transit system that meets local needs.

A Three-Phase Approach Geared to Citizen Involvement

Tri-Met is coordinating Transit Choices for Livability in partnership with local jurisdictions. The process is occurring in three phases:

Phase One Defining the Choices

The planning effort initially focused on four regional centers faced with major growth: Oregon City, Gresham, Beaverton and Hillsboro. Individual transit strategies have been developed for each of these centers. Next will come an action plan for implementation.

Phase Two Strategy for the Future

This will involve the creation of an action plan for implementation. In addition, the transit strategies for the regional centers will be expanded into a Transit Livability Strategy for the Portland region, assuming support for new revenues.

(Continued next page)

THE CHARGE TO THE COMMITTEE:

Using the regional centers of Hillsboro, Gresham, Beaverton and Oregon City as initial examples, describe how transit should be used and expanded to respond to dramatic growth in the region over the next 10 years. Identify a full range of strategies for transit to help assure mobility and reinforce community growth management goals.

BEAVERTON
GRESHAM
HILLSBORO
OREGON CITY
PORTLAND
SUBURBS

ELIZABETH FURSE
1ST DISTRICT, OREGON

COMMITTEE:
COMMERCE

SUBCOMMITTEE ON
ENERGY AND POWER

SUBCOMMITTEE ON
HEALTH AND ENVIRONMENT

SUBCOMMITTEE ON
FINANCE AND BUDGETARY MATERIALS

March 6, 1997

4 pages including this sheet

TO: Metro Finance Director Jennifer Sims
FAX: 797-1791

FROM: Congresswoman Elizabeth Furse
RE: ISTEА Reauthorization

Congress of the United States
House of Representatives
Washington, DC 20515-3701

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FAX (202) 225-8497

e-mail: Rep.Elizabeth.Furse@mail.house.gov
www.house.gov/furse/

033

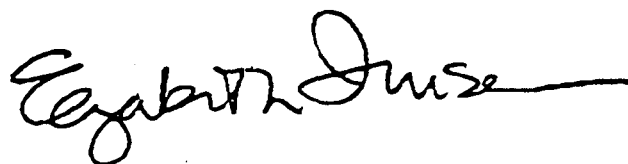
To better inform you of developments surrounding the reauthorization of ISTEА, I am forwarding correspondence I recently submitted to Rep. Bud Shuster, Chairman of the House Transportation and Infrastructure Committee and Rep. Nick Rahall, Ranking Member, Subcommittee on Surface Transportation. The letter outlines transportation priorities for Oregon's First Congressional District.

Your comments and ideas are of great assistance to me as Congress deliberates funding options affecting transportation projects throughout our region, directly benefiting our families and businesses.

My office will be regularly communicating with you, via facsimile, about upcoming hearings, announcements and general information concerning ISTEА. If you have any comments, questions or concerns please contact Steve Jordan in my Portland District Office.

I look forward to working with you during this session and hope that together we can begin to develop long-term solutions for Oregon's transportation needs.

Sincerely,



If you do not receive this transmission in its entirety or if you have received it in error, please call us immediately at 503-326-2901 or 800-422-4003.

ELIZABETH FURSE
1ST DISTRICT, OREGON

COMMITTEE:
COMMERCE

SUBCOMMITTEE ON
ENERGY AND POWER

SUBCOMMITTEE ON
HEALTH AND ENVIRONMENT

SUBCOMMITTEE ON
FINANCE AND HAZARDOUS MATERIALS

Congress of the United States
House of Representatives
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e-mail: Rep.Elizabeth.Furse@mail.house.gov
www.house.gov/fursa/

February 25, 1997

The Honorable Bud Shuster
Chairman, Committee on Transportation
and Infrastructure
2165 Rayburn HOB
Washington, D.C. 20515

Dear Mr. Chairman:

I am writing to bring to your attention of number of critical transportation and infrastructure needs in my Congressional district and region which I hope the committee will address in the upcoming reauthorization of ISTEA:

1. Formal Authorization of Additional Section 3 New Start Authority and Technical Language to Complete the Westside-Hillsboro Light Rail Project. As my numerous appearances before the Committee on behalf of the Westside-Hillsboro Light Rail indicate, this project is absolutely vital to my district and region. According to the project's current FFGA, \$630,060,336 in Section 3 New Start authority is needed to complete the Westside-Hillsboro project, which is scheduled to open next year. Under current law, \$555,000,000 is authorized for the Westside-Hillsboro Light Rail Project. Of this amount, approximately \$530,000,000 million has been appropriated through FY 97. I am seeking formal authorization of the remaining \$74,056,336 in Section 3 New Start funding to complete the project and, if necessary, a technical change to Section 3035 (b) of ISTEA to add the word "construction" to the Hillsboro Extension authorization.
2. Interstate 5/Highway 217/Kruse Way Interchange Demonstration Project. Currently, there is a serious congestion problem in my district on Interstate 5 at the Highway 217 interchange. This interchange is extremely important to the efficient movement of commerce and people in my district, particularly in Washington and Clackamas counties. I am requesting \$21.6 million in federal funds to demonstrate how congestion can be effectively mitigated within an urban growth boundary on a major interstate route. Any funds authorized as a demonstration project will supplement the \$30.3 million of state funds which have been programmed for the project.
3. Innovative Financing. I am very supportive of two projects in my district, the Newberg-Dundee Bypass and the Tualatin-Sherwood Bypass, which are designed to alleviate the traffic explosion and return commerce to currently congested downtown areas in Yamhill and Washington counties. I am very supportive of efforts to encourage innovative financing of projects, such as these two bypasses, which have tremendous public support but do not fit traditional funding mechanisms. I urge the Committee to expand on the Innovative Finance section in ISTEA to encourage public-private partnerships and experimentation with other innovative financing concepts.

-2-

4. State Infrastructure Banks (SIBS). Oregon has one of 10 original State Infrastructure Banks that were created to help leverage funding for important transportation projects. For example, the Oregon SIB currently has plans to support the development of two projects which I strongly support, the Newberg-Dundee Bypass and the Tualatin-Sherwood Expressway (see item #3). I encourage the Committee to establish a permanent SIB program with increased flexibility, and any new SIB program should reflect the intermodal policy objectives of ISTEA by expanding infrastructure financing to all modes of transportation.

5. South Rivergate Rail Overcrossing Demonstration Project. An overcrossing at the south entrance of the Rivergate Industrial area would provide more efficient freight movement for both truck and rail by reducing time-consuming conflicts with each mode of transportation. This project enjoys broad support and would help Oregon continue to expand its growth in export markets. As Phase II of a project that was originally funded in ISTEA, I request \$13 million in federal assistance to supplement the \$2 million in local and regional funding for this important project.

6. South/North Light Rail New Start Authorization. The South/North Corridor Project will complete the foundation of a regional light rail system, providing fast, efficient and reliable transit as part of our region's transportation and growth plans into the 21st Century. With a regional light rail system at its core, the region can retain its economic viability and manage growth, thus preserving the Portland region's quality of life and reducing the pressure for urban sprawl. For this project, I am requesting an authorization of \$487.1 million in Section 3 New Start funding.

7. Lovejoy Ramp Demonstration Project. Currently, the Lovejoy Ramp from the Broadway Bridge in my district overcrosses a rail yard which is no longer in use. As a result, the existing Lovejoy Ramp constitutes a physical barrier to increased commercial activity and the construction of residential housing in the area. I request \$7.7 million in federal funds to be combined with \$5 million in existing state, local, and private funds to make this project a reality.

8. High Speed Rail - As you know, the Pacific Northwest High Speed Rail Corridor is one of five nationwide to receive a federal designation. In Oregon, federal funds have been combined with state and private funds to begin installation of the world's first application of an advanced Positive Train Separation (PTS) technology. I request \$17.5 million in federal funds for track, signal, and station improvements needed to continue efforts to develop high speed rail service between Eugene and Vancouver, B.C.

-3-

As the primary sponsor of the Westside-Hillsboro Light Rail proposal and I-5/Kruse Way Interchange demonstration project, I have attached the relevant project criteria for the Committee's deliberations. If you need additional information, please do not hesitate to contact my office.

Thank you for your consideration. If you have any questions, please do not hesitate to contact my office.

Sincerely,

Elizabeth Furse
Member of Congress

Attachments



Congress of the United States
House of Representatives
Washington, DC 20515-3703

February 25, 1997

The Honorable Bud Shuster
Chairman, Committee on Transportation
and Infrastructure
2165 Rayburn House Office Building
Washington, DC 20515

The Honorable James Oberstar
Ranking Minority Member, Committee on
Transportation and Infrastructure
2163 Rayburn House Office Building
Washington, DC 20515

The Honorable Thomas Petri
Chairman, Subcommittee on Surface
Transportation
B370A Rayburn House Office Building
Washington, DC 20515

The Honorable Nick J. Rahall, III
Ranking Minority Member, Subcommittee on
Surface Transportation
B375 Rayburn House Office Building
Washington, DC 20515

Dear Gentlemen:

Thank you for the opportunity to articulate my District's priorities for a reauthorized ISTEA. That landmark legislation has reinforced and supported Oregon's commitment to sound, integrated land-use and transportation planning. By allowing us to consider the entire transportation network as a unified system and by creating stronger partnerships between state and local governments and the public, we have been able to make significant progress on a cost-effective transportation system that supports our region and can serve as a national model of a 21st century transportation system. The state of Oregon and the Portland Metropolitan Region recommend the following project, policy and program priorities with the belief that they are essential to the realization of our goals.

PROJECT PRIORITIES

While there are many worthy projects which would improve our regional transportation system, four projects stand out as demonstrations of effective transportation projects with national implications. Each of these projects improves the quality of the transportation system, but each also has immediate and direct impacts on the economy, jobs, and housing in the region. The result of broad-based land use and transportation planning, these projects are important elements of a regional strategy to allow growth while preserving livability.

Responses to the Committee's fourteen questions are attached for your further reference, as is a summary of these funding requests.

- The **South Rivergate rail overcrossing** is an excellent example of an intermodal project with regional benefits. A tremendous volume of rail and truck traffic enters the Rivergate Industrial District to serve the region's largest concentration of warehouses and distribution facilities and the largest marine terminal on the Columbia River. The Columbia River shipping system is the largest wheat exporter in the country and the second largest grain exporter in the world. An at-grade crossing at the District's south entrance creates delays for trucks and trains, impacting grain and bulk shippers around the country. The proposed project will reduce conflicts between modes, allowing the region to attract and manage cargo more effectively while reducing air quality impacts and safety concerns. We request \$13 million for this project.
- A two-part project, the **Broadway Bridge rehabilitation** and removal of the **Lovejoy Ramp**, will have immediate impacts on Oregon's first and third congressional districts and long-term impacts for the rest of the region. Abandoned rail yards at the west end of the Broadway Bridge are being redeveloped into a high-density neighborhood known as the River District. Two deteriorating, obsolete access ramps separate this new neighborhood from the rest of the Central City, and their removal will facilitate redevelopment at optimal levels. The Broadway Bridge itself remains a crucial transit, auto, pedestrian and bicycle link between Northwest Portland and the Lloyd District across the river, the home of Portland's convention center, sports arena, and a fast-growing business district. This link is expected to become even more important as the River District develops, but the Bridge structure and mechanical systems, installed in 1914, are well beyond their life expectancy. In addition to repairing and replacing elements of the bridge structure, this project will include retrofitting of the bridge to ensure adequate and safe access for pedestrians and cyclists and to comply with the Americans with Disabilities Act. We request \$10.1 million for the Broadway Bridge rehabilitation and \$7.718 million for the Lovejoy Ramp removal.

In addition to these projects eligible for highway funds, I would like to bring to your attention two light rail transit projects which are the region's top transportation priorities. Since 1975, the Portland metropolitan region has been actively implementing a light rail system plan designed to promote the economic vitality of the urbanized area while allowing the easy access throughout the region that prosperity requires. One measure of the plan's success: 40% of downtown commuters use transit to get to work. Over the past 20 years, private and public development and infrastructure have been located and sized according to the light rail system plan, contributing to more cost-effective growth. A third project would allow the region to continue to promote joint development in station areas.

- The **Westside Light Rail** project, authorized in the ISTEA of 1991, is nearing completion. This 18-mile line will connect the burgeoning high technology industry in the west with the large pool of labor on Portland's east side, and has already attracted new industrial developments which will rely on this labor. The success of light rail in attracting new development and shaping development patterns is borne out by the the Banfield light rail line; since its opening in 1986, the line has attracted nearly \$1 billion in new commercial and retail development, and another \$450 million is planned. We request that \$74.065 million be authorized for this project.
- The **South/North Light Rail** project completes the light rail system spine and is essential to achievement of the regional land use plan. The line has been designed to accommodate future growth in travel demand while promoting patterns of development that support the regional land use and economic development plans. A highway link designed as an alternative to this project would

provide only half the long-term capacity of the South/North project at more than three times the cost. We request that \$487 million be authorized for this project.

- The **Transit Oriented Development Implementation Fund** was initiated using CMAQ and STP funds under the current ISTEA. It promotes Transit Oriented Developments (TODs) -- residential and commercial development clustered around light rail stations to increase the use and efficiency of the transit system -- by establishing public-private partnerships to develop property in station areas. This innovative program has attracted national interest: incentives to encourage development around light rail stations increase ridership 8 to 14 times more cost-effectively than extending rail to existing development. We request that \$10 million be authorized for this project.

POLICY PRIORITIES

Policy and program changes in a reauthorized ISTEA should build on the tremendous achievements of the first ISTEA. This legislation was designed to improve cooperation between state transportation departments and their local partners, and has consequently worked differently for every state, but it has worked. We believe that the accomplishment of ISTEA's objectives in Oregon is indicative of its potential in the rest of the country. We find the following policies to be essential to ISTEA's success.

- **Intermodalism is a national priority.** In 1991, ISTEA required that transportation funding decisions consider the relationship between modes of transportation. The result of this requirement is a more flexible, efficient and integrated transportation system -- a network safely and efficiently connecting people and goods, rural and urban communities, and different modes. Our growing and increasingly mobile population and our globally competitive industries depend on our ability to create and maintain such a network.
- **Innovative financing opportunities help communities respond to changes in funding availability.** Today's transportation-related funding challenges are more diverse and fundamentally more complex than in the past. Because traditional government sources cannot provide sufficient funds to meet current transportation needs, new approaches and funding mechanisms created by ISTEA of 1991 and the NHS Act must continue to be developed and implemented to use federal transportation dollars more efficiently and effectively.
- **Flexible funding is the key to efficient, local contributions to national transportation goals.** Funding flexibility has allowed communities around the country to craft the most appropriate local solutions to transportation needs. Preserving flexibility while maintaining categories for the Surface Transportation Program, Transportation Enhancement Funds, and Congestion Mitigation/Air Quality funds will ensure that ISTEA continues to succeed at promoting national policies.
- **Participation of Metropolitan Planning Organizations' (MPOs) and the general public improves the transportation decision-making process.** ISTEA's innovations revolutionized this country's transportation funding decisions by expanding communities' roles in determining how their tax dollars are spent. The comprehensive planning and public participation requirements established by ISTEA help to assure that a full range of social, economic, and community impacts are taken into consideration as investment decisions are made. They connect transportation decisions with other community concerns -- land use, environment, prosperity and quality of life -- to make communities more livable.

In addition to the policies which have contributed to ISTEА's widely-regarded success, I would like to propose two more policies which I believe will contribute to ISTEА's effectiveness.

- **Add vehicle forfeiture to the section 410 grant program.** For a state to be eligible for the basic anti-drunk driving grants under section 410 of Title 23, states must have five of seven laws or programs in place. Auto forfeiture has proven to be more effective at curbing chronic drunk drivers than most traditional penalties, and states who have such programs in place should receive credit towards meeting the grant requirements. Language in H.R. 108, which would add auto forfeiture to the list of eligible laws and programs in section 410, should be included in ISTEА.
- **Give communities credit for locally funded projects.** Many communities, faced with scarce federal funds, have turned to creative public-private partnerships to finance urgently needed civic projects and infrastructure, such as airports, convention centers, stadiums, even light rail. Allowing local communities credit for such self-reliant and innovative financing acknowledges the local community's commitment to efficient investments and should be permitted as part of the local match when applying for federal funds.

PROGRAMS

These programs are important to support ISTEА's emphasis on intermodalism. Continuing or increasing funding for these programs will contribute to states' ability to implement ISTEА's goals.

- **Reauthorize and fund the High-Speed Rail program.** Passenger rail is an important component of a national intermodal transportation system. In the Pacific Northwest, Oregon, Washington and the federal government have formed a partnership to establish improved passenger rail service between Eugene, Oregon and Vancouver, British Columbia. The Pacific Northwest High-Speed Rail Corridor is one of five nationwide to receive special federal designation. ISTEА's successor should continue to recognize and support the development of high-speed rail within these corridors. For the Oregon portion of the Pacific Northwest High Speed Rail line, we request \$17.5 million.
- **Create a permanent State Infrastructure Bank program.** The current State Infrastructure Bank (SIB) Pilot Program is allowing Oregon and nine other states to demonstrate the benefits of infrastructure banks. All states should be allowed to use unobligated balances accrued under ISTEА for credit enhancements and other forms of financial assistance. Any new SIB program should reflect the intermodal policy objectives embodied in ISTEА by extending infrastructure financing to all modes.
- **Continue the New Starts program at increased funding levels.** The Portland Region and the State of Oregon support the continuation of a discretionary Section 3 New Starts program. The program is an effective way for urban areas to implement large-scale innovative transit alternatives to new freeway construction. This alternative is increasingly the choice of communities working to make the most cost-effective use of scarce federal funds. The scale of investment accommodated by the New Starts program should be increased to accommodate the growing number of well-planned projects in the pipeline. An improved New Start program would also direct the FTA to allow communities to calculate the benefits of improved land use and the reduced costs of sprawl in the analysis of new rail projects. The FTA should give additional consideration to projects which can demonstrate legally-binding land use requirements to reduce the cost of sprawl.

Letter to Chairman Shuster and Ranking Member Oberstar
RE: ISTE A Reauthorization

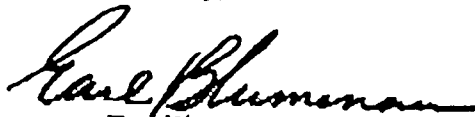
Page 5

CONCLUSION

The reauthorization of ISTE A is the most exciting opportunity the 105th Congress will have to positively affect the lives and livelihoods of Americans in every Congressional District. My fervent hope is that we will take full advantage of the lessons we have learned and the messages our citizens are sending us. I look forward to working with you.

If you have further questions, do not hesitate to contact me or Elizabeth Humphrey in my office.

Sincerely,

A handwritten signature in black ink that reads "Earl Blumenauer". The signature is fluid and cursive, with the first name "Earl" being particularly prominent.

Earl Blumenauer,
Member of Congress

PETER A. DEFAZIO
4TH DISTRICT, OREGON

RESOURCES COMMITTEE

SUBCOMMITTEE:

WATER AND POWER RESOURCES

TRANSPORTATION AND
INFRASTRUCTURE

SUBCOMMITTEES:
AVIATION

SURFACE TRANSPORTATION

TO: JASON TELL
TIN RUTTEN

FR: KATHIE

8 PAGES



Congress of the United States

House of Representatives

-- DRAFT ISTEPA POLICY/PROJECT REQUEST --

PLEASE RESPOND TO:

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(202) 225-6416

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P.O. Box 7466
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(541) 440-3623

pdefazio@hr.house.gov

February 24, 1997

The Honorable Bud Shuster, Chairman
House Committee on Transportation and Infrastructure
2165 Rayburn House Office Building
Washington, D.C. 20515

Dear Mr. Chairman,

Thank you for your leadership in drafting legislation to reauthorize the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). This legislation is of enormous importance to the country and I applaud your efforts to encourage input from all Members of Congress in the process of formulating both future transportation policy and projects of national significance. As a member of the Transportation and Infrastructure Committee during development of ISTEA, I know well the challenges ahead and look forward to working with you on this important initiative.

As you requested in your letter of January 9, 1997, I have outlined in this letter policy considerations that are of great importance to me as well as priority transportation projects in my district. In addition, I have included projects from other Congressional Districts in the State of Oregon that I am supporting on behalf of the entire Oregon Congressional Delegation. Background material for each project, including the answers to project criteria questions are enclosed.

First, I would like to express my overall support for the policy direction set by ISTEA when it was adopted in 1991 and urge that it be retained largely intact with a few refinements. I oppose efforts popularized by "devolutionists" to turn back the federal role in transportation. The economic competitiveness and livability of all states depend on the performance and safety of highway, public transportation, rail, aviation as well as port facilities and services. Development of the national intermodal transportation system in ISTEA requires a strong federal role.

In addition, I share your concerns regarding the adequacy of federal funding available for the nation's transportation needs. Developing ISTEA's vision of a national intermodal transportation system requires the commitment of sufficient federal funds. Transportation funding should be at the maximum allowed by the Trust Fund balances. The 4.3 cents currently designated for deficit reduction purposes should be returned to the Highway Trust Fund. In addition, passenger rail should receive a dedicated source of funding from the Trust Fund. I support designating one half penny of the gas tax for Amtrak.

One of the most important programs under ISTEA for my state is the Federal Lands Highways Program. Roads and bridges on federal lands, and roads providing access to federal lands, are part of the overall network that constitutes our national intermodal transportation system. Because federal lands belong to everyone, the federal government must help states bear the cost of maintaining highways and bridges crossing or providing access to these national lands. Recognizing this, ISTEA established the Federal Lands Highways Program by combining several earlier programs under one new program title. This important provision of ISTEA should be continued in the reauthorized bill at an increased level of funding.

Over half of Oregon's land is under federal ownership. Twelve other Western states have over 25% of their land under federal ownership. To compensate states with large federally owned land areas, federal match requirements are adjusted to reflect the impact of federal ownership on state transportation programs. It is critical that these "sliding-scale" provisions be continued in the next surface transportation bill. However, states should not be penalized for receiving equity adjustment funds if they apply for and are awarded Federal Lands Highways discretionary grants. Provisions that bar states from receiving discretionary program funding solely because they receive equity adjustment funds should be removed.

Enhancements/Scenic Byways/CMAQ

2130
I also support the provisions in ISTEA designed to enhance livability and integrate transportation systems with the natural environment. Under ISTEA, states and local governments have undertaken projects that not only promote economic prosperity and improve safety but also conserve energy, preserve scenic and historic treasures, protect the environment, and enhance the overall quality of life. To assure that these efforts are continued in the future, federal funding should be maintained for the Scenic Byways Program and Transportation Enhancement programs. The 10% mandatory set-aside from Surface Transportation Program funds for enhancement activities should be retained and all current transportation enhancement activities should remain eligible. The Congestion Mitigation and Air Quality Program (CMAQ) should also be maintained in ISTEA's reauthorizing legislation.

Flexibility and Regulatory Relief

Flexibility is one of ISTEA's trademarks. Because states and localities are now able to shift funding to the most appropriate solution for a particular transportation problem government is more efficient, and is finding better solutions. ISTEA's flexibility has been a key component of state and local efforts to respond to the demands of growth, address personal and freight mobility needs, and to deal with safety concerns, while preserving and enhancing environmental quality and livability.

However, combined with program flexibility we should also eliminate duplicative federal requirements and unnecessary regulation. States that advance federal policy goals through state or local laws and regulations should be rewarded. A new incentive-based approach to implementing select national policy goals, such as coordinating land use and

transportation planning, at the state and local level should be demonstrated in a new ISTEA.

Develop a New Allocation Formula

As argued by many, the formula factors for determining highway allocations are arbitrary and out-of-date. For example, postal mileage which provided a justification for federal involvement in transportation in 1916 was discontinued as a justification in 1919, however postal mileage remains as an allocation formula factor. Funds should be allocated based on needs, should reflect the use and the extent of the transportation system, and should assure states a fair return on their tax dollars. The formula upon which allocations are based to develop the transportation system envisioned in ISTEA should be oriented to the needs of growing urban and rural areas, should be fair and incorporate rewards and incentives for states that are effectively carrying out national transportation policy.

High Speed Rail

Passenger rail is another important component of a national intermodal transportation system. In the Pacific Northwest, Oregon, Washington and the federal government have formed a partnership to establish improved passenger rail service between Eugene, Oregon and Vancouver, British Columbia. The Pacific Northwest High-Speed Rail Corridor is one of five nationwide to receive special federal designation. ISTRA's successor should continue to recognize and support the development of high-speed rail service within these corridors. Washington State has already invested over \$36 million in capital improvements to existing track and is purchasing two Talgo trains for \$20 million - the first state to purchase its own high-speed tilt trains. Both Oregon and Washington have funded additional passenger rail service for the Corridor, which has been very successful in increasing ridership. I am requesting \$17.5 million in federal funds for track, signal and station improvements needed to continue efforts in Oregon to develop high-speed rail service.

High Priority Corridors/Trade Corridors

As enacted in 1991, ISTEA included special designation for high priority corridors. I am requesting that Interstate-5 be included as a priority corridor in ISTEA's reauthorization. I-5 is the major transportation artery on the West Coast extending from the Canadian border to Mexico. The Medford Tacoma corridor is particularly critical as the economic lifeline of the Pacific Northwest, providing links to large metropolitan areas such as Portland, Spokane and Boise. From the national perspective, growing trade with Pacific Rim nations which relies on an effective transportation system will depend on major highway and intermodal improvement along this corridor.

Rapid growth along the highway has outstripped states' ability to meet the increasing maintenance and capacity needs on I-5. Many interchanges are beyond capacity right now, representing significant traffic and safety hazards. While Oregon has dedicated a great deal of funds to improvements along I-5 and federal funds have alleviated problems in a few areas, a greater federal commitment is needed along the I-5 corridor to address long-term problems. We must bring the Pacific Rim Corridor up to current standards, but it can't be

done on state formula allocations alone. It will take federal recognition of I-5 as a "high priority corridor" or "trade corridor" to ensure that Oregon, Washington and California are not forced to maintain this vital transportation link at the expense of other critical highway needs.

Transportation Planning and Local Decision Making

We can credit much of ISTEA's success to the new levels of planning, coordination, cooperation and public involvement required by the Act. The success of the reauthorized ISTEA will rest on continuing and expanding these important provisions. I support continuing a strong role for Metropolitan Planning Organizations (MPOs) in planning, project selection, joint transportation improvement program approvals, and public involvement. The 200,000 population threshold for MPOs, established in ISTEA, should also be maintained.

State Infrastructure Banks

The current State Infrastructure Bank Pilot Program is allowing Oregon and nine other states to demonstrate the benefits of infrastructure banks. I support the establishment of a permanent expanded state infrastructure bank program in the next ISTEA. — *multimodal*

Intelligent Transportation Systems - ITS

Rural Transportation Needs :

Freight Mobility :

Seatbelts on Interstate Buses -

I have become increasingly concerned by the rates of injury and death occurring in accidents involving interstate buses. Recently, an accident in eastern Oregon needlessly injured at least seven people inside. Another bus accident late last year in California, injured 25 passengers when two buses collided off an Interstate. In 1994, the last year for which figures are available, there were 23 fatalities in intercity bus crashes. If seatbelts had been available these injuries could have been prevented. ISTEA should require all buses travelling between states to provide seatbelts for passengers.

Regional Multimodal Transportation Center: Albany, Oregon

The Willamette Valley has been growing rapidly over the past decade. As the historic hub of the Mid-Willamette Valley, Albany is superbly located to be an intermodal service center. The Albany Rail Station, constructed in 1909 is still functioning as an Amtrak station and has been chosen as a stop along the Pacific Northwest High Speed Rail Corridor. I am seeking \$10.32 million for station renovation, construction of transit, taxi, and park-and-ride facilities, and improving access for automobiles, pedestrians and bicyclists.

The Albany Multimodal Transportation Facility will consolidate passenger transportation services from the Mid-Willamette Valley area into one unit, providing a critical transfer point for connections east and west of the main Interstate-5/Pacific Northwest HSR corridor. It will link Amtrak trains, intercity buses, local transit and a park-and-ride lot. The project will not only improve transportation in the Mid-Willamette Valley and in Albany, it will also act as a lightning rod for the City's efforts to revitalize the historic downtown area. It is a key element in increasing density in Albany's core, providing access to the office, retail and historic center of the community and to improving the economic vitality of the community.

Interstate 5/Beltline Road Interchange Reconstruction: Springfield, Oregon

The I-5/Beltline interchange was originally constructed in 1967, when land uses in the area were primarily rural. Much development has occurred in the last 30 years, with land use in the vicinity intensifying greatly. The interchange is now a principal entry from Interstate 5 into the Eugene/Springfield metro area. The changes in land uses in the region have dramatically impacted the function of the interchange and the surrounding transportation system. At times the ramps are so congested that existing I-5 traffic backs up onto the Interstate creating extremely hazardous conditions. I am seeking \$3 million for the environmental assessment and preliminary engineering work to design a new interchange in order to correct these problems.

Highway 42 (Chrome Plant to Cedar Point): Coos Bay/Myrtle Point, Oregon

Highway 42 is the primary route for truck and auto travel between Interstate-5 and the City of Coos Bay, home of the second largest port in Oregon and one of the world's leading wood export ports. Coos Bay and nearby coastal communities are also popular tourist destinations for travelers along I-5 and the coastal route, Highway 101. I am seeking \$14 million in federal funds to supplement \$5 million in state and local funds to complete a four lane section of Highway 42 between Coos Bay and the town of Myrtle Point. Economic development opportunities will be enhanced considerably by these improvements.

Coos Bay Rail Bridge: Coos Bay, Oregon

The Coos Bay rail bridge is a critical link between the products and goods of Coos County and the markets of the Willamette Valley. The timber mills located in Coos Bay rely on the bridge to move lumber and other wood products to population centers throughout the Pacific Northwest. The bridge is in dire need of repairs and refurbishment. The superstructure is deteriorating to the point where it is not only a hazard for rail traffic over the bridge and barge traffic through the swingspan, but also an environmental hazard due to the lead and asbestos-based paint falling from the structure into Coos Bay, a rich estuary. If the bridge is not fixed in the near future, it will face certain closure. I am requesting \$5.5 million in federal funds to complete long-term repairs to the existing bridge.

Lane Transit District Bus Rapid Transit System: Lane County, Oregon

I am seeking \$10 million for the implementation of a pilot corridor for the Bus Rapid Transit (BRT) system in Lane County, Oregon. Lane Transit District has experienced consistent growth in ridership, with a seven percent increase last year alone. The BRT is the most cost-effective means of serving the growing community's goals of increasing the use of transit. The BRT will use dedicated bus-only lanes in congested areas, together with transit signal priority systems, limited stops and barrier-free fare payment systems, in order to operate a system which is faster than current buses and reduces travel time for passengers. The project will develop the pilot corridor of a system which has the ability to grow incrementally over time into a system with feeder routes and an additional corridor.

On behalf of the Oregon Congressional delegation, I am also seeking support for several projects of significance to the region. The following four projects, although outside my Congressional District have my full support.

South Rivergate Rail Overcrossing: Portland, Oregon

The South Rivergate Overpass is a critical link in improving freight mobility in the Portland metropolitan area and the rest of Oregon. Bridging the central transportation corridor of Rivergate marine terminals, a 3,000 acre deepwater terminal and industrial park, this series of intermodal projects will relieve congestion across several modes of transportation. Rivergate serves as a main intersection for the region's highway, rail and deep-draft navigation modes of transport. The first phase of this project, the direct linkage of rail systems in the north and south Rivergate industrial area, is moving ahead with federal ISTEA, port, and private financing. My request for the second phase is for construction of a highway overpass to separate truck and auto traffic from rail movement at two Rivergate rail crossings. Today conflicts between vehicles and trains cause delays with safety, economic and environmental consequences. I am requesting \$13 million for this crucial phase of the project.

I-205/Sunnyside/Sunnybrook Interchange: Clackamas County, Oregon

The Clackamas Regional Center area is developing as a high density, mixed use area at the Southern terminus of the South/North Light Rail Project. This area is served by the next expansion of the regional light rail system and a \$50 million program of arterial and freeway improvements which is largely locally and privately funded. I am requesting \$19 million in federal funds for the I-205 interchange portion of this overall improvement program.

Interstate-5/Highway 217/Kruse Way Interchange: Portland, Oregon

This interchange is on I-5, the main artery between Canada and Mexico and Highway 217, the main route into Oregon's burgeoning electronics industry. Traffic congestion problems are so severe that ramp traffic is backed up onto the freeway in excess of a mile, creating severe safety problems. I am requesting \$21.6 million in federal funds to supplement the \$30.2 million in state funds which have been programmed for the project.

Highway 62/Haul Road: Medford, Oregon

- Phase 1 of a project to reconstruct north Medford Interchange
\$50 million
- Details to Come from ODOT --

Finally, I am also seeking support for authorization of two important regional projects under ISTEA's Section 3, "New Rail Starts." One, the Westside-Hillsboro project is already near completion with the help of federal financing authorized in ISTEA. The second, the South/North Corridor Project is a new segment of the Portland light rail system. These two projects will supplement the already fully operational Banfield MAX line, which opened in 1986.

Over the past twenty years, the Portland metropolitan area has cultivated a series of regional policy and investment decisions designed to establish growth corridors and activity centers around high capacity transit. The purpose of these decisions is threefold: to satisfy local land use goals, to bring the region's air quality into compliance with U.S. Environmental Protection Agency standards, and to reduce congestion along the I 5 corridor. The Banfield MAX line has already proven successful at meeting these objectives. Completion of the Westside project and the South-North project are needed to effectively serve the entire Portland region.

Westside-Hillsboro Light Rail Project: Portland, Oregon

As already reported to the Committee, formal authorization of additional Section 3 authority is needed to complete the Westside-Hillsboro project, which is scheduled to open next year. The project's full funding grant agreement calls for \$630,060,336 in Section 3 New Start authority. Under current law, \$555 million is authorized for the Westside-Hillsboro Light Rail Project. Of this amount, approximately \$530 million has been appropriated through fiscal year 1997. I am seeking formal authorization of the remaining \$74,056,336 in Section 3 New Start funding to complete the project.

South/North Corridor Light Rail Project: Portland, Oregon

The South/North Corridor Project will complete the foundation of a regional light rail system, providing fast, efficient and reliable transit to the four corners of the region. It is essential for carrying the region's transportation and growth plans into the 21st Century. In addition to attracting many trips off of adjacent freeways and arterials, the project will also concentrate future development as evidenced by the \$1 billion in private investment which has occurred in the station areas of the existing Banfield light rail line. With a regional light rail system at its core, the region can retain its economic viability and manage growth, thus preserving the Portland region's quality of life and reducing the pressure for urban sprawl. For this project, I am requesting authorization of \$487.1 million in Section 3 New Start funding. I recognize that this is a challenging request for the Committee but would point out that the Portland Region is experiencing tremendous growth which can be addressed most effectively by high capacity transit. A highway alternative to the South/North Project was

estimated to cost three times as much while adding only one-half of the long-term capacity as the light rail alternative.

Mr. Chairman, thank you for the opportunity to submit my requests to the Committee. Please do not hesitate to contact me with any concerns or questions regarding my policy or project requests. My transportation staff contact is Kathie Eastman who can be reached at 5-6416.

Sincerely,

DRAFT

COMMITTEE MEETING TITLE JPACT

DATE 3-13-97

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Dean Lookingbill	Regional Transportation Council
Dave Lohman	Port of Portland
ED. WASHINGTON	METRO #5
LOW OGDEN	WASH COUNTY CITIES (ACT)
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Wendy	Chickamaug Co.
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Lisa Nauto	Metro USA

COMMITTEE MEETING TITLE

SPACT

DATE

3-13-97

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