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MRS ROONEY BARKER
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BLDG 128 RM

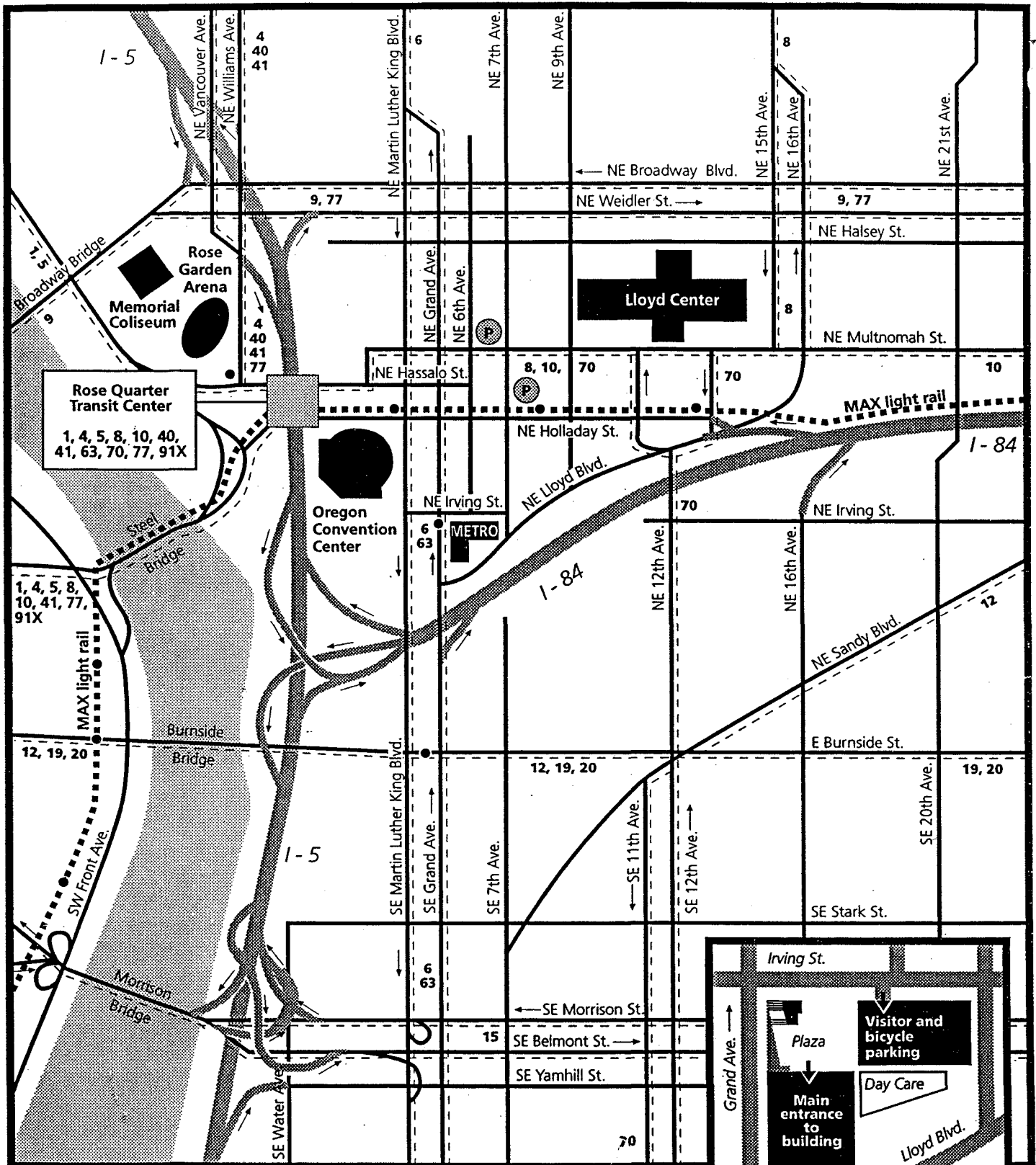
METRO

MEETING: JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION
DATE: March 2, 2000
DAY: Thursday
TIME: 7:30 a.m.
PLACE: Metro Conference Room 370A & B

1. Call to Order and Declaration of a Quorum.
- * 2. Resolution No. 00-2904 – FOR THE PURPOSE OF APPROVING THE FY 2001 UNIFIED WORK PROGRAM – APPROVAL REQUESTED – Andy Cotugno
- * 3. Resolution No. 00-2905 – FOR THE PURPOSE OF CERTIFYING THAT THE PORTLAND METROPOLITAN AREA IS IN COMPLIANCE WITH FEDERAL TRANSPORTATION PLANNING REQUIREMENTS– APPROVAL REQUESTED – Andy Cotugno
- # 4. RTP – FINANCIALLY CONSTRAINED PLAN – INFORMATIONAL – Andy Cotugno/Tom Kloster
6. Overview of Washington, D.C. Trip – INFORMATIONAL – Dick Feeney
7. ADJOURN

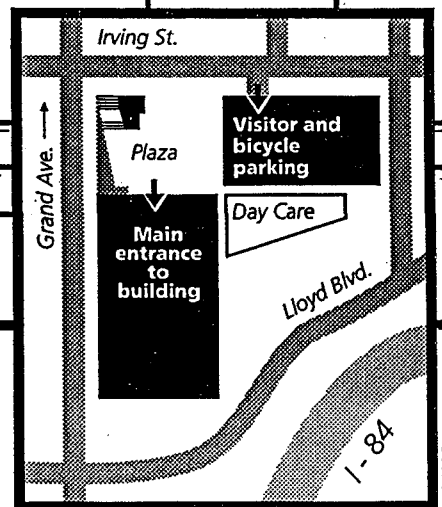
* Material enclosed.

Available at meeting.



Legend

- = bus route
- 00 = bus number
- = street
- Ⓟ = public parking
- ▬ = freeway
- = max
- = bus/max stop



Enter Metro visitor parking from Irving Street (time limit 4 hours per visit). Enter Metro Regional Center from the plaza.

STAFF REPORT

CONSIDERATION OF RESOLUTION NO. 00-2904 FOR THE PURPOSE OF APPROVING THE FY 2001 UNIFIED WORK PROGRAM.

Date: February 7, 2000

Presented by Andrew C. Cotugno

PROPOSED ACTION

This resolution would: 1) approve the Unified Work Program continuing the transportation planning work program for FY 2001; 2) authorize the submittal of grant applications to the appropriate funding agencies; and 3) extend the Memorandum of Understanding with the Regional Transportation Council (RTC).

FACTUAL BACKGROUND AND ANALYSIS

The FY 2001 Unified Work Program (UWP) describes the transportation planning activities to be carried out in the Portland-Vancouver metropolitan region during the fiscal year beginning July 1, 2000. Included in the document are federally-funded studies to be conducted by Metro, Regional Transportation Council (RTC), the Oregon Department of Transportation (ODOT), the City of Portland, Tri-Met and local jurisdictions. Major commitments continue for implementing the adopted Regional Transportation Plan, completing the Highway 217 Corridor Study, developing alternatives in the South Corridor, and increasing the communication of transportation system performance, needs and proposed plans. In addition, it includes a greater emphasis on freight planning and further advancements in travel modeling in cooperation with Los Alamos National Laboratories.

EXISTING LAW

Federal transportation agencies (Federal Transit Administration [FTA] and Federal Highway Administration [FHWA]) require an adopted Unified Planning Work Program as a prerequisite for receiving federal funds.

BUDGET IMPACT

The UWP matches the projects and studies reflected in the proposed Metro budget submitted by the Metro Executive Officer to the Metro Council and is subject to revision in the final Metro budget.

Approval will mean that grants can be submitted and contracts executed so work can commence on July 1, 2000, in accordance established Metro priorities.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends approval of Resolution No. 00-2904.

KT:rmb

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BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF APPROVING
THE FY 2001 UNIFIED WORK
PROGRAM

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)
)

RESOLUTION NO. 00-2904

Introduced by Councilor Jon Kvistad,
JPACT Chair

WHEREAS, The Unified Work Program describes all federally-funded transportation planning activities for the Portland-Vancouver metropolitan area to be conducted in FY 2001; and

WHEREAS, The FY 2001 Unified Work Program indicates federal funding sources for transportation planning activities carried out by Metro, Regional Transportation Council, Oregon Department of Transportation, Tri-Met and the local jurisdictions; and

WHEREAS, Approval of the FY 2001 Unified Work Program is required to receive federal transportation planning funds; and

WHEREAS, the FY 2001 Unified Work Program is consistent with the proposed Metro budget submitted to the Metro Council; now, therefore,

BE IT RESOLVED,

That the Metro Council hereby declares:

1. That the FY 2001 Unified Work Program is approved.
2. That the FY 2001 Unified Work Program is consistent with the continuing, cooperative and comprehensive planning process and is given positive Intergovernmental Project Review action.
3. That Metro's Executive Officer is authorized to apply for, accept and execute grants and agreements specified in the Unified Work Program.

4. That the Memorandum of Understanding between Metro and the Southwest Washington Regional Transportation council (RTC) is renewed for FY 2001.

ADOPTED by the Metro Council this _____ day of _____, 2000.

David Bragdon, Presiding Officer

Approved as to form:

Daniel B. Cooper, General Council

Attachment: Exhibit A – Unified Work Program

KT rmb C:\Resolutions\2000\UWP 2001\00-2904.doc

...

FY 2000-01 Draft Unified Work Program

Transportation Planning in the Portland-Vancouver Metropolitan Area

Metro
Southwest Washington Regional Transportation Council
Oregon Department of Transportation
City of Portland
Tri-Met

Drafted – February 18, 2000

FY 2000-01

Draft Unified Work Program

Transportation Planning in the
Portland-Vancouver Metropolitan Area

Metro
Southwest Washington Regional Transportation Council
Oregon Department of Transportation
City of Portland
Tri-Met

Drafted – February 18, 2000

2000-10542-TRN

Table of Contents

OREGON PORTION

	<u>Page</u>
Overview	i
METRO	
Regional Transportation Plan	1
Metropolitan Transportation Improvement Program	4
RTP Financing	7
Local Plan Coordination	8
Alternative Mode Implementation	10
Highway 217 Corridor Study	12
USDOT Transportation Model Improvement Program: Trip Planner Development.....	14
New Models/Model Refinement	16
Transportation System Monitoring	19
Technical Assistance Program	21
Management and Coordination/Grants Management	23
OPB Pilot Project	25
South Corridor Transit Alternatives/EIS	27
Transit Planning Program	29
Transit-Oriented Development (TOD) Revolving Fund/Program	31
Kenton Station Seed & Feed	33
Data, Growth Monitoring	35
TCSP Eastside Urban Reserve Planning	37
Major Investment Studies	39
 Other Projects of Regional Significance	 40
 ODOT – Planning Assistance	 49
2000-20001 Unified Work Program Funding Summary	
Projects of Regional Significance Funding Summary	
Certification of Compliance – Resolution	

FY 2001 UPWP for Clark County: Index

FISCAL YEAR 2001 UNIFIED PLANNING WORK PROGRAM: INTRODUCTION	i
Purpose of UPWP.....	i
UPWP Objectives.....	i
Participants, Coordination and Funding Sources.....	v
1 REGIONAL TRANSPORTATION PLANNING PROGRAM.....	1
1A. Metropolitan Transportation Plan	1
1B. Metropolitan Transportation Improvement Program	6
1C. Congestion Management System Monitoring	8
1D. Washington Transportation Plan (WTP) Development	11
1E. I-205 Strategic Corridor Pre-Design Study	13
1F. Skamania County RTPO	15
1G. Klickitat County RTPO.....	16
1H. State Route 35 Columbia River Crossing Feasibility Study.....	18
2 DATA MANAGEMENT, TRAVEL FORECASTING AND TECHNICAL SERVICES	20
2A. Regional Transportation Data, Travel Forecasting AND technical services.....	20
2B. Air Quality Planning	24
3 REGIONAL TRANSPORTATION PROGRAM COORDINATION AND MANAGEMENT.....	26
3A. Regional Transportation Program Coordination and Management.....	26
4. TRANSPORTATION PLANNING ACTIVITIES OF STATE AND LOCAL AGENCIES.....	31
4A. Washington State Department of Transportation, Southwest Region	31
I-5 Trade Corridor Study	32
4B. C-TRAN	32
4C. Clark County and other Local Jurisdictions	33
Transportation Glossary	35
FY2001 SUMMARY OF EXPENDITURES AND REVENUES.....	39

**FY 2000-01
PORTLAND AND METROPOLITAN AREA**

**UNIFIED WORK PROGRAM
OVERVIEW**

INTRODUCTION

Metro is the metropolitan planning organization (MPO) designated for the Oregon portion of the Portland-Vancouver urbanized area. It is required to meet the Intermodal Surface Transportation Efficiency Act (ISTEA), the Transportation Equity Act for the 21st Century (TEA-21) "Transportation Management" areas, the Land Conservation and Development Commission Transportation Planning Rule (TPR) requirements and the Metro Charter for this MPO area. In combination, these requirements call for development of a multi-modal transportation system plan, integrated with land use decisions and plans for the region, with an emphasis on development of a multi-modal transportation system, which reduces reliance on the single-occupant automobile and consistent with realistic financial constraints.

The Unified Work Program (UWP) includes, primarily, the transportation planning activities of Metro and other area governments with reference to land use planning activities, for fiscal year July 1, 2000 through June 30, 2001.

DECISION-MAKING PROCESS

Metro is governed by a directly elected council in accordance with a voter-approved charter. The council is comprised of seven districts. The agency is administered under the direction of an executive officer, elected by voters district-wide.

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

JPACT

This committee is comprised of Metro Councilors (three); local elected officials (nine, including two from Clark County, Washington) and appointed officials from the Oregon Department of Transportation (ODOT), Tri-Met, the Port of Portland and the Department of Environmental Quality (DEQ). All transportation-related actions (including federal MPO actions) are recommended by JPACT to the Metro Council. The Metro Council can approve the recommendations or refer them back to JPACT with a specific concern for reconsideration. Final approval of each item, therefore, requires the concurrence of both bodies.

The Bi-State Transportation Committee was created by joint resolution of the RTC Board and Metro in May of 1999. The Committee is charged with reviewing all issues of bi-state significance for transportation and presenting any recommended action to RTC and JPACT. The intergovernmental agreement between RTC and Metro states that JPACT and the RTC Board "shall take no action on an issue of bi-state significance without first referring the issue to the Bi-State Transportation Committee for their consideration and recommendation".

MPAC

This committee was established by the Metro Charter to provide a vehicle for local government involvement in Metro's planning activities. It includes local elected officials (11), appointed officials representing special districts (three), Tri-Met, a representative of school districts, citizens (three), Metro Councilors (two with non-voting status), Clark County, Washington (two) and an appointed official from the State of Oregon (with non-voting status). Under the Metro Charter, this committee has responsibility for recommending to the Metro Council adoption of or amendment to any element of the Charter required Regional Framework Plan.

The Regional Framework Plan was adopted on December 11, 1997 and addresses the following topics:

- Transportation;
- Land Use (including the Metro Urban Growth Boundary and urban reserves);
- Open space and parks;
- Water supply and watershed management;
- Natural hazards;
- Coordination with Clark County, Washington; and
- Management and implementation.

In accordance with this requirement, the transportation plan developed to meet TEA-21, Rule 12 and Charter requirements have been developed with input from both MPAC and JPACT. This ensures proper integration of transportation with land use and environmental concerns.

TPAC

This committee is comprised of technical staff from the same jurisdictions as JPACT plus six citizens.

MTAC

Is a committee comprised of technical staff from the same jurisdictions as MPAC to develop recommendations to MPAC on land use-related matters.

Planning Priorities Facing the Portland Region

ISTEA, the Clean Air Act Amendments of 1990 (CAAA), the LCDC, the Transportation Planning Rule, the Oregon Transportation Plan, the Metro Charter, the Regional Urban Growth Goals and Objectives (RUGGO) and the Regional 2040 Growth Concept, and the Regional Framework Plan in combination, have created a policy direction for the region to update land use and transportation plans on an integrated basis and define, adopt and implement a multi-modal transportation system. Major land use planning efforts underway include:

- Implementation of changes to local comprehensive plans to comply with the Regional Framework Plan;
- Planning for designated Urban Reserves (including an effort funded with FY 00 TCSP funds);
- Initiation of an affordable housing program; and
- Implementation of the Regional Framework Plan.

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

- Adoption and publication of the Regional Transportation Plan with technical findings and material for broad public dissemination;
- Development of a financing strategy for the RTP;
- Initiation of I-5 North and Highway 217 Corridor studies;
- Update to the State and Metropolitan Transportation Improvement Programs for the period 2002-2005; and
- Implementation of projects selected through the STIP/MTIP update;

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

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

- Recently adopted maintenance plans for ozone and carbon monoxide with establishment of emissions budgets to ensure future air quality violations do not develop;
- Adoption of targets for non-single occupant vehicle travel in the RTP and local plans; and
- Publication of the Regional Transportation Plan update to implement the Region 2040 growth concept.

In order to implement these transportation needs, finance remains a significant priority. A ballot measure is scheduled for May 2000. Further courses of action will depend upon the outcome of that measure.

REGIONAL TRANSPORTATION PLAN

PROGRAM DESCRIPTION

The adopted Regional Transportation Plan (RTP) serves as a policy and investment blueprint for long-range improvements to the region's transportation system. Ongoing maintenance and periodic updates of the RTP ensure that the plan adequately reflects changing population, travel and economic trends; including Federal, State and regional planning requirements.

Local transportation plans in the region must conform with the RTP. Metro provides ongoing technical and policy support for local transportation planning activities. The RTP program also includes corridor studies conducted in cooperation with the state and local jurisdictions.

RELATION TO PREVIOUS WORK

A major update to the RTP began in FY 1997 and was concluded in FY 2000. The purpose is twofold: First, the plan was updated to meet requirements set forth in the State Transportation Planning Rule. Among other provisions, the rule seeks to reduce reliance on the automobile and promote the use of alternative modes of transportation. Second, revisions must reflect the ongoing Region 2040 planning effort and serve as the transportation element of the Regional Framework Plan. During FY 1998-99, the RTP update focused on policy revisions, technical research and system alternatives analysis. The final draft was adopted by Council ordinance in Fall 1999. As a result, the focus of the project in FY 2001 will shift to emphasis on public review and comment, Council adoption and implementation through local transportation plans.

The current RTP update represents the most dramatic change since the plan was originally adopted in 1982 and, upon completion, will significantly affect local transportation plans. As a result, the update process was developed to foster extensive involvement of the public and local jurisdictions at every step. This included ten technical work teams made up of local planners, engineers and citizen experts and a 21-member RTP Citizen Advisory Committee (CAC) that met monthly to discuss each step of the update. The CAC's final recommendations on transportation policies and principles for project development were forwarded to both JPACT and the Metro Council. In addition, regular joint RTP workshops of TPAC/MTAC and JPACT/MPAC were held to ensure an ongoing dialogue on the policy implications of the update.

The updated policy component of the RTP update was approved by resolution in July 1996; and in 1997, it became the basis for adopting Chapter 2 of the Regional Framework Plan (RFP). The RTP policies also serve as the foundation for Title 6 of the Urban Growth Management Functional Plan (UGMFP), which was adopted in November 1996 and amended in conjunction with the RFP adoption in December 1997. In FY 2000, the program emphasis focused on completion of the system component of the plan, including a financial constraint analysis. On December 16, 1999, the Metro Council approved the updated RTP by resolution. Upon completion of the financial constraint element, the updated plan will be adopted by ordinance, including policies, findings, recommended projects, implementation requirements and a technical appendix detailing the methodology used in developing the plan (see Local Plan Coordination Program).

In FY 2001, the work program will shift toward implementation. State transportation planning rules require the 24 cities and three counties in the Metro region to update their local plans within one year of adoption of the RTP for consistency with regional requirements. Technical support and review of these local plans will be the primary focus of RTP staff during this period, which roughly extends through FY 2001.

OBJECTIVES

RTP Adoption: The Metro Council is scheduled to approve the full RTP by ordinance in July 2000, triggering a one-year period in which local plans must be updated for compliance with the RTP.

- When adopted by ordinance early in FY 2001, the plan will feature two distinct components: Relevant federal planning guidelines and provide the basis for selecting projects for funding through the MTIP. This plan is based upon a conservative estimate of reasonable, anticipated revenue and is the plan modeled for air-quality conformity.

REGIONAL TRANSPORTATION PLAN

- **Strategic Plan.** This plan represents a desired 20-year outcome and includes a strategy to pursue additional revenue xxx xxx what is assumed in other financially constrained xxxx. This strategically greater investment scenario will enable the region to better xxx objectives for preservation and performance of the multi-modal system. It also better achieves the goals defined in Metro's Region 2040 Growth Concept and represents the system that complies with the State Transportation Planning Rule.

Upon adoption by ordinance, findings of compliance with TEA-21 and an air-quality conformity determination will be submitted to FHWA/FTA.

Local TSP Implementation: Metro will work closely with local governments during the next fiscal year to ensure that regional policies and projects are reflected in local plans. This work element will also include a range of informational materials intended to assist local jurisdictions in satisfying regional transportation planning requirements.

Management Systems: Congestion (CMS) and Intermodal Management Systems (IMS) plans were completed in FY 1998. Key activities for FY 2001 will be to incorporate information into planning activities, system monitoring based on management-system performance measures, local project review for consistency with the systems and ongoing data collection and input to keep the systems current.

Street Design and Connectivity: Metro will conduct a follow-up study on street connectivity standards to determine the mode-split benefits for transit, bicycling and pedestrians as well as refine estimates for VMT reduction. The study will assist local governments in meeting Regional Framework Plan mode-split targets. Metro has also proposed an environmental street design handbook to guide transportation improvements in sensitive areas. Work on the handbook would be completed during FY 2001.

Green Streets Project: Metro has been awarded TGM funds by the State of Oregon to complete this project. The purpose is to develop a handbook of "best practice" street designs that consider opportunities for mitigating stormwater runoff. The project also includes a detailed inventory of stream culverts on regional facilities where retrofits are necessary to enable salmonoid fish migration (see Green Streets Program).

Regional Transportation and Information: A transportation "annual report" will be prepared detailing key RTP policies and strategies; listing information and data commonly requested by the public and media, including supporting text and graphics. The report will include a user-friendly public-release version and a technical appendix.

Public Involvement: All activities require early, ongoing and responsive public involvement techniques. Final hearing and adoption actions will occur late in FY 2000. Comment/response documents will be developed and records compiled for submittal with update study findings to DLCD. Metro's Public Involvement Procedures will also be updated based upon lessons learned from the RTP update and other studies.

PRODUCTS AND TARGETS

1. Meet or exceed provisions of the state TPR for development of multi-modal policies, plans and programs in the updated RTP. As the transportation functional plan for the Regional Framework Plan, the RTP will include the following components:
 - Modal elements for motor vehicles, public transportation, pedestrians, bicycles and freight;
 - Street design provisions that integrate modal considerations and relate the RTP to 2040 Growth Concept land use and transportation policies;
 - Transportation system management, parking and demand-management strategies;
 - Financial forecast and corresponding system implementation strategies; and
 - Specific corridors and sub-areas where refinement plans are warranted.
2. Satisfy Federal TEA-21 planning requirements in the updated RTP;
3. Initiate a broad public outreach effort prior to adoption of the updated RTP;

REGIONAL TRANSPORTATION PLAN

4. Publish an adopted Regional Transportation Plan with corresponding "citizen's handbook" version for regional distribution;
5. Complete and publish the RTP Technical Appendix for regional distribution;
6. Complete follow-up studies on street design and connectivity;
7. Create and publish the proposed "Green Streets" environmental design handbook;
8. Create and publish a series of local transportation tools based upon the updated RTP;
9. Coordinate and provide technical assistance in local transportation system plan development and adoption;
10. Continue to coordinate regional corridor refinement plans identified in the RTP with ODOT's corridor planning program;
11. Maintain and update the RTP database consistent with changes in the population and employment forecasts, travel-demand projections, cost and revenue estimates and amendments to local comprehensive plans. Produce a corresponding "annual report" highlighting key information and trends; and
12. Participate with local governments on state TGM grants related to implementation of the updated RTP and development of local transportation system plans.

Budget Summary

Resources:	<u>FY 2001</u>
FY 01 PL	\$ 146,700
FY 01 STP/ODOT Match	\$ 26,431
FY 01 Section 5303	\$ 45,000
FY 01 ODOT Supplemental	\$ 50,000
FY 01 Tri-Met	\$ 36,000
Metro	\$ 42,869

Total Resources	\$ 347,000
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Requirements:	
Personal Services	\$ 215,401
Materials & Services	\$ 20,200
Interfund Transfers	\$ 96,504
Computer	\$ 14,895

Total Requirements	\$ 347,000
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Full-Time Equivalent Staffing	
Regular Full-Time Equivalent Staffing	2.914

Total Full-Time Equivalent	2.914
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METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM

PROGRAM DESCRIPTION

The Transportation Improvement Program (TIP) is responsible for multi-year identification of federal and state funds available for transportation system improvement purposes in the Portland urban area, allocation of such funds to projects, assuring compliance of transportation projects with federal and state air-quality requirements and recording the expenditure of authorized project funds. These activities require special coordination with staff from ODOT and other regional, county and city agencies as well as management of significant public-involvement efforts.

RELATION TO PREVIOUS WORK

The previous fiscal year saw migration of the TIP database to an Oracle software platform. Work will continue integrating the new database for program updates as well as quarterly and annual reporting of project obligations and funding amendments. The 2002 TIP Update process will have completed development of revenue estimates in the previous fiscal year and will be nearing final revision of project-selection criteria. The process will move into project solicitation, technical and administrative evaluation as well as project selection phases in the current fiscal year. Actions related to RTP adoption and potential voter approval of the legislature's gas tax measure in the prior fiscal year may necessitate preparation of a new air-quality conformity determination.

OBJECTIVES

MTIP/STIP Update Focus: The immediate focus of Metropolitan TIP (MTIP) Update-related activity at the start of FY 2001 will be finalization of amendments, if any, to the regional project selection technical and administrative criteria. Areas of probable revision include refinement of Boulevard criteria and improvement of data relating to project safety considerations and estimating revenues for a FY 2002-05 MTIP. Upon finalization of selection criteria, Metro will coordinate solicitation of candidate projects with ODOT (August/September). Metro solicits and ranks a full complement of multi-modal prospects related to the movement of people and goods, leveraging the 2040 Growth Concept and managing system demand. Some local jurisdictions suggested during the last update that Metro might consider leading this effort with a regional allocation proposal. Agencies and the public would respond to a proposed regional program rather than submit their own priorities as has been the case in all previous updates. Following the nomination phase, Metro staff would conduct technical and administrative project evaluation from roughly November 2000 through February 2001. A draft program FY 2002-05 MTIP recommendation would then be refined from March through fiscal year-end. ODOT has requested restructuring the selection process to better integrate post-selection programming considerations into the front-end of the project selection process. This work could delay the schedule for program approval by a month or more.

Amendment Focus: Metro staff will be requested to process both administrative and policy-based amendments of the TIP at any given time throughout FY 2000-01. Provisions of Metro Resolution No. 85-592 govern all TIP amendment activity. Administrative amendments require only monthly notification to TPAC and quarterly notification to JPACT. They are limited to currently-approved projects or those that fall within previously defined program scopes. Policy amendments are processed only by resolution action and are needed to include significant new projects into the TIP. Virtually all TIP amendments, whether administrative or policy-based, require significant coordination with affected/requesting jurisdictions and ODOT Region 1 and Salem headquarters staff. 1998 federal review of the MTIP/STIP amendment process specifically noted the need for enhanced public involvement during the process. This was partly responsible for heightened consideration of the consolidated-transit program update in October 1999 and TPAC's commitment to revisit the region's bridge maintenance and rehabilitation program in January 2000. In FY 2001, new amendment protocols will be developed and included in a revised MOU with ODOT that guides procedures for state (STIP) and local (MTIP) amendments. The protocols will defer-?? ???? and procedures for information sharing, storage and retention procedures for FHWA/FTA notification and tracking will also be identified.

Database Maintenance Focus: Provide ODOT and local jurisdictions essential funding information to better schedule project-implementation activities. Metro will monitor past and current funding allocations and project schedules to manage cost overruns and underruns. Metro will produce quarterly reports documenting funding authorizations, obligations and reserves by funding category and jurisdiction. An annual report will also be prepared during October/November updating the TIP to reflect current costs, schedules, priorities, actual

METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM

appropriations and other funding actions approved throughout the year. The annual report will also address progress and/or delays in implementing major projects as mandated by ISTEA.

Federal review of the MTIP/STIP process also specifically noted desirability of developing broad agency and public electronic access to a common TIP database. Metro will continue to work with ODOT toward implementation of this objective.

Updating of the TIP hardware/software platform began in FY 1999. Development of specialized report formats, cross connection with ODOT data sources and other database refinements are expected to continue in the first half of FY 2001.

Conformity Focus: Program activity anticipated in FY 2001 might require preparation of Air-Quality Conformity Determinations at two times in the fiscal year. The earliest would be program amendments related to the ODOT Bond Program (backed by increase of the statewide gasoline tax). The gas tax increase is subject to a referendum vote in May 2000. If the referendum passes, the MTIP will be amended to incorporate a number of regionally significant projects, which, under state regulations, would require preparation of a Conformity Determination.

The second event would be approval of the FY 2002-05 MTIP update. Preliminary work for the Conformity Determination would begin in FY 2001, assuming a timely update process. Completion of the Conformity Determination will stretch into FY 2002.

Under adopted state regulations, Metro staff are responsible for coordinating inter-agency consultation to determine the regional-conformity status of individual projects that may not be included in a conforming MTIP/STIP or whose concept and scope have significantly changed. Such consultation can be triggered at any time by project changes. Consultations must provide for appropriate public participation mandated by federal and state Conformity regulations. Full public outreach, including notification, reports and a public hearing are required as part of the Conformity process.

PROGRAM PRODUCTS, ACTIVITIES AND CLIENTELE SERVED

- Resolution approval of FY 2002-05 Metropolitan Transportation Improvement Program;
- FY 2002-05 MTIP document and public outreach materials;
- As many as two Air Quality Conformity Determinations triggered by: 1) potential amendment of the FY 2000 MTIP and 2) timely adoption of the FY 2002 MTIP Update;
- Quarterly reports reflecting ongoing update of approved project authority and obligation status;
- Processing administrative and policy-based STIP and MTIP amendments, including revised protocols;
- Consultation with ODOT and local jurisdictions to expedite obligation of approved funds; and
- Sponsorship of (and participation in) allied public-involvement initiatives mandated by federal, state and Metro policies and regulations.

PRODUCTS AND TARGETS

- Adopt a FY 2000-03 MTIP (leading to subsequent year publication of the Update);
- Submission of technically accurate Conformity-Determination addressing as many as two TIP amendment/updates;
- Prepare and distribute hard copy and electronic editions of quarterly reports in July, January and May and an annual summary in November;
- Linkage of MTIP and STIP authority and obligation databases;
- New amendment protocols to ensure timely, efficient processing of all requested TIP amendments; and
- Preparation and distribution of TIP document and outreach materials.

METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM

Budget Summary

Resources:		<u>FY 2001</u>
FY 01 PL	\$	79,684
FY 01 Section 5303	\$	53,485
FY 01 STP/ODOT Match	\$	59,400
FY 01 ODOT Supplemental	\$	35,000
FY 01 Tri-Met	\$	35,000
Metro	\$	40,431
Total Resources		\$ 303,000
Requirements:		
Personal Services	\$	178,574
Materials & Services	\$	14,000
Interfund Transfers	\$	78,071
Computer	\$	32,355
Total Requirements		\$ 303,000
Full-Time Equivalent Staffing		
Regular Full-Time Equivalent Staffing		2.260
Total Full-Time Equivalent		2.260

RTP FINANCING

PROGRAM DESCRIPTION

Metro, through JPACT and MPAC, provides a forum for cooperative development of funding programs to implement the Regional Transportation Plan and the Regional Framework Plan. Lead jurisdiction for any particular funding proposal could be a local government, Tri-Met, the Oregon Legislature, Congress or Metro itself.

OBJECTIVES

- Develop regional priorities for funding through federal sources;
- Coordinate with funding strategies for Tri-Met's Transit Choices for Livability;
- Adopt a funding strategy for the "strategic" element of the RTP; and
- Work with local partners to set project priorities and seek funding alternatives/solutions at the federal, state, regional and local level.

Budget Summary

	Resources:
FY 01 PL	\$ 113,652
FY 01 STP/ODOT Match	\$ 100,887
Metro	\$ 15,461
Total Resources	\$ 230,000
Requirements:	
Personal Services	\$ 145,997
Materials & Services	\$ 27,300
Interfund Transfers	\$ 56,703
Total Requirements	\$ 230,000
Full-Time Equivalent Staffing	
Regular Full-Time Equivalent Staffing	1.775
Total Full-Time Equivalent	1.775

LOCAL PLAN COORDINATION

PROGRAM DESCRIPTION

The State Transportation Planning Rule (TPR), the Transportation Equity Act of 1998 (TEA-21), Title 6 of Metro's Urban Growth Management Functional Plan (UGMFP) and the Regional Transportation Plan outline areas of local transportation planning consistency and compliance. A major work element for FY 2001 is Metro staff involvement to ensure that consistency and compliance as local system plans are developed. Metro is also responsible for the ongoing review, comment and coordination of local and regional plans, projects and studies conducted by other agencies for their consistency with regional transportation policies as primarily identified in the RTP and the UGMFP. Metro's review authority is specifically identified in the Transportation Planning Rule. Under TEA-21, inter-agency coordination with transit agencies, Port authorities, State departments of transportation and air-quality agencies is also required.

The Local Plan Coordination (LPC) Program provides for Metro's ongoing involvement in the following activity areas:

- Local Transportation System Planning under the Transportation Planning Rule; including mode specific plans for roads, freight, transit, bicycles, pedestrians and demand/system management;
- Compliance review for Title 6 of the UGMFP and the RTP;
- Local and State corridor and sub-area plans;
- Local and State policy and project development;
- General coordination with ODOT, Tri-Met, DEQ and the Port of Portland; and
- Joint Bi-State coordination with state of Washington agencies and jurisdictions.

Metro's involvement in these activities is ongoing from previous fiscal years.

RELATION TO PREVIOUS WORK

The LPC program is also responsible for Metro's involvement in policy coordination with each of the four Metro area counties: Washington, Multnomah, Clackamas and Clark (Washington). Each has a policy body consisting of local jurisdictions and transportation providers. The policy bodies will often take action on items of regional significance that will be discussed by JPACT and the Metro Council. Similarly, each policy body has a technical committee.

Significant efforts on Bi-state issues will occur in FY 2001. Numerous issues related to the I-5 Trade Corridor, HCT and HOV efforts will all be addressed by the Joint Bi-State Policy and staff committees.

The LPC program is responsible for Metro's involvement in transportation studies conducted by other jurisdictions and agencies, the results of which may require a RTP or MTIP action. Next year Metro staff will continue to participate in a number of projects led by ODOT, Tri-Met, the Port and local jurisdictions.

For each activity, Metro staff attends all technical meetings, review and comment on materials and represent Metro policy positions at numerous citizen, project management or steering committees. In the case of major studies, Metro staff are responsible for preparation of reports and adopting resolutions for review by JPACT and the Metro Council.

In addition, Metro regularly participates in anywhere from five to ten "immediate need" studies to address unanticipated issues (for example, the PSU Task Force on the PDX Master Plan in FY 2000).

OBJECTIVES

The LPC Program is generally subject to the timetables of local jurisdictions or agencies. Therefore, Metro's products will focus on participation and timeliness of review. However, it is expected that major work activities will center on jurisdictional policy coordination through county, agency and city coordinating processes and technical review through participation on project technical committees. Significant effort is anticipated for urban-reserve planning, Bi-State coordination, project development and study oversight.

LOCAL PLAN COORDINATION

PRODUCTS AND TARGETS

For all activities involved in this program, Metro will:

- Participate in those activities having regional transportation planning, programming or project development significance;
- Attend all meetings, hearings, workshops and forums to the degree necessary and practicable;
- Provide timely review and comment of all draft materials;
- Offer expertise to the extent practicable and necessary; and
- Coordinate and assist agencies and local jurisdictions on matters requiring JPACT/Metro Council action or review.

Budget Summary

Resources:	<u>FY 2001</u>
FY 01 PL	\$ 29,816
FY 01 STP/ODOT Match	\$ 145,365
Metro	\$ 12,819
Total Resources	\$ 188,000
Requirements:	
Personal Services	\$ 135,331
Materials & Services	\$ 0
Interfund Transfers	\$ 52,669
Computer	\$ 0
Total Requirements	\$ 188,000
Full-Time Equivalent Staffing	
Regular Full-Time Equivalent Staffing	1.444
Total Full-Time Equivalent	1.444

ALTERNATIVE MODE IMPLEMENTATION

PROGRAM DESCRIPTION

The purpose of the Alternative Mode program is twofold. First, the program guides implementation of the pedestrian, bicycle and public transportation mode policies in the Regional Transportation Plan (RTP). Second, the program guides implementation of the Regional Transportation Demand Management (TDM) and regional parking policies in the RTP.

The focus of the program for FY 2000-01 is implementation of requirements set forth in the State Transportation Planning Rule. Among other provisions, the rule seeks to reduce reliance on the automobile and promote the use of alternative modes of transportation. Through the program, Metro is the lead agency for coordinating, implementing and monitoring of pedestrian and bicycle-related policies incorporated into the Regional Transportation Plan. Those policies are oriented in helping to build livable communities in 2040 centers and main streets.

The program also provides for Metro's lead-agency role in the analysis and recommendation of TDM techniques and strategies in the Portland region. Services, products and activities provided by the Alternative Mode Implementation Plan Program relate to both the Regional Transportation Plan Program and the Local Plan Coordination Program. Target groups served or affected by the program include local cities and counties, state and regional agencies and the public at-large.

RELATION TO PREVIOUS WORK

FY 1999-2000 was the first year for the Alternative Mode Implementation program.

Pedestrian Program: Finalized pedestrian components of the RTP, including key-pedestrian projects; provided expertise to corridor studies; ranked and prioritized pedestrian projects in the MTIP process and provided project-development activities related to street design.

Bicycle Program: The "Bike There" map was reprinted. Staff collected regional bicycle data; developed a bicycle travel behavior methodology to better anticipate bicycle ridership; provided expertise to corridor studies and provided public outreach and education; and ranked and prioritized bicycle projects in the MTIP process.

Transportation Demand Management (TDM) Program: Metro chairs the TDM Subcommittee of TPAC and works with Tri-Met, DEQ, local jurisdictions and private employers to continue to fund and implement TDM strategies. As part of this program, staff refined non-single occupant mode split targets; recommended a regional policy and funding criteria for Transportation Management Associations (TMAs) and ranked (and prioritized) TDM projects in the MTIP process.

Public Transportation: Metro worked with Tri-Met, South Metro Area Rapid Transit (SMART) and other providers of public transportation to identify and implement strategies for transit as defined in the RTP. In particular, Metro is responsible to ensure that transit service and facilities best leverage the 2040 Growth Concept.

OBJECTIVES

This program relates to Metro's mission and value statement by ensuring that people have the ability to get around the region while using a variety of transportation choices. The following are program objectives for FY 2001:

- Provide a leadership role in assisting jurisdictions with local pedestrian and bicycle planning related to city and county Transportation System Plan (TSP) updates and implementation;
- Work with employers and local governments to develop and implement pedestrian and bicycle elements of the Employee Commute Options (ECO) Rule;
- On-going development and expansion of a regionally-based pedestrian, bicycle and traffic safety/education program;
- Provide assistance to local efforts to improve pedestrian access to transit;
- Staff and act as chairman of the TPAC sub-committee on Transportation Demand Management (TDM);

ALTERNATIVE MODE IMPLEMENTATION

- Coordinate with state-wide transportation demand management efforts;
- Assist MTIP staff in the review and technical ranking of bike, pedestrian and TDM projects proposed for the FY 2002-2005 MTIP;
- Participate (in-kind sponsorship) in annual Bridge Pedal and Bike Month events;
- Coordinate with local jurisdictions and agencies in gathering bicycle and pedestrian data; and
- Coordinate with Tri-Met on the Access to Work Steering Committee and Bikes on Light Rail Pilot Study.

PRODUCTS AND TARGETS

The following tasks and products will be completed in FY 2001:

- Update the Regional Bicycle Plan, and add a pedestrian and street-design component;
- Provide pedestrian and bicycle facility planning, and design expertise in the following areas:
 1. Coordination with the Regional Parks and Greenspaces Department to plan and implement multi-use trails, including feasibility of the Willamette Shoreline and preliminary design of the Fanno Creek Trail;
 2. Coordination with regional studies such as the Interstate MAX, South Corridor Transportation Alternatives Study, I-5 North and Highway 217 Corridor Studies;
 3. Pedestrian and bicycle access to station areas and park-and-rides, bicycle parking at station areas and park-and-rides and coordination with the Bicycles on Tri-Met Program, and
 4. Coordinate bicycle and pedestrian design workshops including AASHTO, regional street design guidelines and RTP policies.
- Update the region-wide pedestrian system inventory;
- Continue development of a bicycle network travel demand model;
- Begin updating the Bike There map for 2001, and develop interactive bike-route mapping on Metro's web site as part of the 2001 update;
- Initiate a shopping-by-bicycle pilot project;
- Initiate an Alternative Modes Implementation Subcommittee of TPAC;
- Work with the TDM sub-committee to update TMA funding policies as preparation for the next MTIP; and
- Produce an annual report on Congestion Mitigation/Air Quality (CMAQ) projects.

Budget Summary

Resources:	<u>FY 2001</u>
FY 01 Section 5303	\$ 8,000
FY 01 STP/ODOT Match	\$ 49,330
Metro	\$ 5,670
Total Resources	\$ 63,000
Requirements:	
Personal Services	\$ 44,945
Interfund Transfers	\$ 18,055
Total Requirements	\$ 63,000
Full-Time Equivalent Staffing	
Regular Full-Time Equivalent Staffing	0.610
Total Full-Time Equivalent	0.610

PROGRAM DESCRIPTION

The Highway 217 Corridor Study will identify transportation-access strategies for the regional centers and meet other access and mobility needs in the Highway 217 Corridor. The need for this study results from a number of other related studies that have called for: 1) additional capacity on Highway 217; 2) commuter rail between Wilsonville and Beaverton; 3) increased development in the Washington Square and Beaverton Regional Centers; 4) improvements to the I-5/217/Kruse Way interchange and addressing circulation issues through local system plans. Metro is lead agency on the second phase of the Highway 217 study, which commenced with an engineering-constraints analysis by ODOT.

The study will use previously-developed information from regional center development plans, the Western Bypass Study, commuter rail and the Regional Transportation Plan as the basis for beginning the analysis. However, the program is essentially a new separate study responsible for updating or developing all relevant data and information as necessary. The study began with significant background work started by ODOT in FY 1999 and completed in mid-FY 2000. Metro commenced the second phase in mid-FY 2000.

Recommendations from the Highway 217 Study could affect access to the Beaverton and Washington Square Regional Centers and other commercial and residential access between Highway 26 and I-5 in Beaverton, Tigard and Portland. Highway 217 also serves the industrial and high-technology centers off US 26 and is the primary freight facility on the West Side of the region.

RELATION TO PREVIOUS WORK

In FY 2000, the following activities were accomplished:

- Development of background data on travel patterns;
- Identification of the physical constraints within the corridor, which will define the envelope for capacity improvements;
- Establishment of a preliminary range of costs for various capacity improvements;
- Preliminary assessment of potential operational benefits of various initial capacity improvement concepts;
- Scoping (in consultation with local governments and interested parties);
- Stakeholder interviews to determine issues and interests;
- Definition of problems and needs in the corridor, including the role of multi-modal access needed to support 2040 Growth Concept land-use goals and to facilitate regional travel;
- Interviews with area shippers to identify freight issues;
- Establishment of a technical and policy review process; and
- Establishment of a public-involvement process that keeps the public actively involved through regularly scheduled meetings with a Citizens Advisory Committee, general mailings and other outreach efforts.

OBJECTIVES

- Establish a public-participation program consistent with Metro's Public Involvement Policies;
- Define the problems and needs in the study area, including travel patterns and land-use goals;
- Define and evaluate a relevant range of alternatives;
- Coordinate with other affected jurisdictions and agencies in technical analysis and public outreach; and
- Develop Metro Council recommendations for inclusion in the Regional Transportation Plan.

PRODUCTS AND TARGETS

- Development of evaluation criteria and methodology for selecting a preferred strategy, including budget and intergovernmental agreement implications;
- Development of a wide range of alternatives for all modes in addition to demand management;
- Conduct preliminary evaluation of the improvement scenarios with respect to criteria, including but not limited to cost, financing and travel performance;

HIGHWAY 217 CORRIDOR STUDY

- In conjunction with advisory groups, select a smaller group of three to five alternatives for detailed study;
- Perform engineering, detailed cost, travel performance and land-use/community analysis of three to five alternatives; and
- Select preferred alternative in conjunction with advisory groups that defines the 20-year strategy within the 217 Corridor including:
 1. Recommendations for motor-vehicle operations, including strategies for general purpose, express and HOV lanes;
 2. Freight preferential treatments, as appropriate;
 3. Arterial, collector and local street improvements to the degree necessary to preserve Highway 217 function and level-of-service;
 4. Preferential treatment for transit within the study area;
 5. Appropriate TSM/TDM strategies to manage demand and enhance system operations; and
 6. Appropriate design, mitigation or local strategies to enhance communities within the corridor consistent with their 2040 Growth Management Concept designation.

Budget Summary

Resources:	<u>FY 2001</u>
FY 01 PL	\$ 274,584
FY 01 Section 5303	\$ 30,000
FY 01 STP/ODOT Match	\$ 70,928
FY 01 ODOT Supplemental	\$ 85,000
Metro	\$ 28,988
Other	\$ 150,000
Total Resources	\$ 639,500
Requirements:	
Personal Services	\$ 315,760
Materials & Services	\$ 185,000
Interfund Transfers	\$ 125,546
Computer	\$ 13,194
Total Requirements	\$ 639,500
Time Equivalent Staffing	
Regular Full-Time Equivalent Staffing	3.860
Total Full-Time Equivalent	3.860

USDOT TRANSPORTATION MODEL IMPROVEMENT PROGRAM: TRIP PLANNER DEVELOPMENT

PROGRAM DESCRIPTION

The Transportation Model Improvement Program is a large national program initiated for the purpose of developing a new transportation modeling paradigm to respond to the policy issues in ISTEA. It is intended to accurately evaluate air-quality impacts of proposed actions. It will depict travel-demand response to transportation infrastructure changes and travel-demand management actions (i.e., road pricing, parking supply actions, fuel price changes and employer travel reduction programs). This is a multi-year program with wide-scale application targeted for the year 2002.

As part of USDOT's TMIP program, the Los Alamos National Laboratory is developing a new model framework known as TRANSIMS (TRANSpotation SIMulationS). The first demonstration of interim operating capability was in Dallas. The dynamic ("real time") assignment algorithms were showcased in that application. The second demonstration is in the Portland metropolitan area. The trip-planning capabilities are being developed in this demonstration.

RELATION TO PREVIOUS WORK

During the past two years, Metro has been engaged in a major data collection and analysis effort to provide information to the Los Alamos National Laboratory team. Major work areas include:

- **Data Acquisition:** An "all streets" network was created for use in the project. The network is very detailed and includes all facilities in the region, including local streets. A significant amount of data was collected for the system, including capacity estimates, traffic control devices, signal locations and timing plans, turning lane locations and the length of each, parking provisions (on and off street) and transit system specifications (stops, headways, etc.). In addition, operating speed measurements are being taken and count data (vehicular and transit patronage) are being assembled in a GIS database for use in the model validation;
- **Model Improvement and Data Manipulation:** In an effort to improve spatial acuity, zonal data (households, employment, parking costs, etc.) have been disaggregated and correlated with roadway link records. This provides a much more precise location indicator and serves as an intermediate step before future increases in acuity are potentially implemented. These data are being used to estimate a second generation activity scheduler and travel model. (The original prototype was developed in concert with the Traffic Relief Option study). The resulting model will be used to complement the suite of modules being prepared by the Los Alamos team; and
- **Model Implementation:** As the USDOT and Los Alamos Laboratory work toward the completion and implementation of the software, Metro staff is participating on committees and special teams that serve to advise the project coordinators.

OBJECTIVES

During FY 2001, work will continue in the model-implementation program area. It is the intent of the USDOT to deploy the TRANSIMS software to multiple sites over the next several years. In FY 2001, Portland will be the first installation site. The others will follow in subsequent years. To achieve that end, a commercialization vendor is being selected to prepare a user interface and to assist in the deployment. Metro staff will work with all affiliated parties to facilitate the transition of the software to the marketplace. Principal work areas will include service on coordination teams, assistance to Los Alamos in the validation of the simulation software and interaction with the commercialization vendor to produce a viable hardware and software interface design. The vendor may choose to add new capabilities to the software. If so, Metro staff will assist in the field testing of the features.

PRODUCTS AND TARGETS

- Continue to serve on TRANSIMS coordination teams;
- Assist the Los Alamos National Laboratory in the validation of the simulation software; and

**USDOT TRANSPORTATION MODEL IMPROVEMENT PROGRAM:
TRIP PLANNER DEVELOPMENT**

- Interact with the commercialization vendor to produce a viable hardware and software interface design. If necessary, assist in the field testing of new features.

Budget Summary

Resources:	<u>FY 2001</u>
TMIP (OR-03-8001-01)	\$ 275,000
New FHWA TMIP	\$ 410,000
Metro	\$ 220,200

Total Resources	\$ 905,200
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Requirements:	
Personal Services	\$ 347,715
Materials & Services	\$ 108,000
Interfund Transfers	\$ 132,505
Computer	\$ 55,980
Capital	\$ 261,000

Total Requirements	\$ 905,201
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Full-Time Equivalent Staffing	
Regular Full-Time Equivalent Staffing	4.130

Total Full-Time Equivalent	4.130
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NEW MODELS

PROGRAM DESCRIPTION

The purpose of the New Model Program is to use survey and land-use data to improve or replace current models with ones that offer enhanced explanatory capabilities. The program is very important, because the results from the travel-demand models are used extensively in analysis of transportation policy and investment. In addition, federal and state legislation (Intermodal Surface Transportation Efficiency Act, Clean Air Act Amendment, Oregon Transportation Planning Rule) specify data needs that require a high degree of modeling proficiency.

RELATION TO PREVIOUS WORK

The New Model Program is ongoing. Notable accomplishments in the past include: 1) the administration and fielding of the 1994/1995 Household Activity Survey; 2) the development of an activity model prototype (further advancement is now being funded by the TMIP Program) and 3) the administration of a Commodity-Flow Survey and the subsequent development of a freight-movement simulation model.

OBJECTIVES

The New Model Program will include work in six areas: 1) incorporate bicycle-route utilities in the mode choice model; 2) begin preparations for the next travel behavior survey; 3) update the commodity-flow forecasts; 4) analyze stated preference surveys completed in prior years; 5) fully implement the activity and travel-scheduling model and 6) consider the implementation of a dynamic traffic-assignment model.

The bicycle route utility work will develop a model input for bicycle impedance. The current model only uses demographics, socio-economic characteristics and urban design values as mode choice indicators. A route "disutility" will be assigned to each link. The disutility will be a function of distance, number of auto lanes, presence of parking, auto speed, presence of a bike lane, surrounding land use, grade, etc.. Coefficients (weights) will be determined for each variable in the disutility calculation. The attribute weight will be determined by a survey of the bicycle community. Origin to destination path choices can be determined by finding the path that minimizes the disutility. The total disutility for the path can be used in the mode-choice model.

The last household survey for this region was completed in 1995. It is now necessary to begin planning for a future survey (starting perhaps in FY 2002). Work elements include the identification of constituents, coordination with ODOT for funding and valley-wide deployment, defining policy issues for implementation into the survey design, etc.. In order to properly analyze new changing trends in the use of telecommunications and location choice, a longitudinal panel survey is being proposed. This kind of survey tracks the same households over a number of years. The households will be surveyed once a year for five to ten years. Information regarding activity patterns, household characteristics, housing and job location choices, travel choices and other important information can be tracked through time.

The current commodity-flow forecasts (i.e., commodity mix, tonnage, mode, etc.) are based upon 1996 data. The forecasts are used in the freight model designed for simulating truck trips. Due to market changes, the data needs to be updated. Current year conditions and future-year projections will be determined. Current year conditions and future-year projections will be determined. The Port of Portland will serve as the lead for this project. \$75,000 will be passed through to the Port for this purpose and will subsequently be used for a consultant contract.

In 1994 and 1995, several stated preference surveys were conducted throughout the Willamette Valley. To date, only cursory analysis has been performed on some of the surveys due to priority placement. In coordination with ODOT, this effort will perform a more in-depth analysis.

The first generation activity model was used in the congestion pricing study. The model is being significantly enhanced in FY 2000. Following the calibration and validation of the tool, the model will be integrated into project analysis.

NEW MODELS/MODEL REFINEMENT

The current traffic assignment methodology (link-based) does not allow for the upstream effects of downstream congestion to be modeled. This element is important when considering congestion effects, congestion management and the management of highway operations. Software packages are available (including TRANSIMS) that have this dynamic assignment feature. A move to this technology will be considered.

PRODUCTS AND TARGETS

- Develop bicycle route utilities;
- Prepare for the next travel behavior survey (annual, starting potentially in FY 2002);
- Update commodity flow forecasts;
- Perform an in-depth analysis of the 1994/1995 Willamette Valley stated preference surveys;
- Integrate the activity model in project analysis; and
- Implement a dynamic traffic assignment model (potentially TRANSIMS).

MODEL REFINEMENT

PROGRAM DESCRIPTION

The Model Refinement Program defines the areas where updates and improvements are needed to the inputs and procedures used in the travel demand model. This area of work is important, because the demand model is used in transportation studies that investigate air quality, travel accessibility and freight mobility.

It is necessary to keep the travel-demand forecasting model current, because results from the model are used extensively in the analysis of transportation policy and investment. In addition, federal and state legislation (Intermodal Surface Efficiency Act, EPA Clean Air Act Amendment, Oregon Transportation Planning Rule) specify data needs that require a high degree of modeling proficiency.

RELATION TO PREVIOUS WORK

The Model Refinement Program is on-going. Notable accomplishments in the past include the addition of zone detail in the simulation network for the airport vicinity and East Multnomah County, the update to a 1996 base year and the use of GIS to produce more rigorous demand-model inputs.

OBJECTIVES

The program focuses on three areas of refinement. First, the inputs to the travel-demand forecasting model are continually refined and updated as necessary to maintain accuracy. Second, the syntax of the model code is adapted, when appropriate, to improve the computational efficiency. Third, up-to-date short and long-range travel forecasts are maintained which reflect the changes in household and employment assumptions, projected highway and transit investments and socio-economic conditions.

The products of the Model Refinement Program include updated travel characteristics at special trip-generator locations, refined simulation networks and demand-model inputs, adaptation of model syntax to changing needs and conditions and the investigation and promotion of transportation-planning software and GIS data sharing capabilities.

In addition, staff participate on advisory panels and national research committees. Not only does this activity inform the nation about the modeling procedures used in this region, but insight is gained from others for potential use here.

All agencies and projects requiring the use of travel demand forecasting services benefit from the Model Refinement Program. Current clients include Metro (e.g., Interstate MAX, the Regional Transportation Plan, the Traffic Relief Options Study), regional agencies (the Oregon Department of Transportation, Tri-Met, the Department of Environmental Quality) and governments (the cities and counties in this region).

NEW MODELS/MODEL REFINEMENT

PRODUCTS AND TARGETS

- Update computer simulation networks, demand-model inputs and trip tables to ensure accuracy and consistency with plans and policies;
- Adapt the model code to changing needs and conditions;
- Continue to integrate GIS data into the travel-demand modeling process;
- Participate on advisory panels and national committees (as appropriate); and
- When necessary, investigate travel characteristics at special trip generation locations (i.e., shopping centers, the Oregon Zoo, OMSI, colleges and universities, the Portland International Airport and the Swan Island area).

Budget Summary

Resources:

FY 2001

FY 01 PL	\$ 157,046
* FY 01 STP/ODOT Match	\$ 174,443
FY 01 Tri-Met	\$ 30,000
Other Grants	\$ 20,724
Metro	\$ 20,787

Total Resources	\$ 403,000
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Requirements:

Personal Services	\$ 206,722
Materials & Services	\$ 350
Port of Portland IGA	\$ 75,000
Interfund Transfers	\$ 88,123
Computer	\$ 328,055

Total Requirements	\$ 403,000
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Full-Time Equivalent Staffing

Regular Full-Time Equivalent Staffing	2.495
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Total Full-Time Equivalent	2.495
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* Includes special freight funds of \$105,723

TRANSPORTATION SYSTEM MONITORING

PROGRAM DESCRIPTION

The purpose of the Transportation System Monitoring Program is to establish and maintain an inventory of transportation-related data. The data for the program is updated on a regular basis. It also identifies work tasks necessary to benchmark characteristics of the transportation system. Factors that influence travel choices are also observed.

The Intermodal Transportation Efficiency Act, the Clean Air Act Amendment and the Oregon Transportation Planning Rule make the program essential for monitoring system performance.

RELATION TO PREVIOUS WORK

The Transportation System Monitoring Program is an on-going one. Established in 1989, the program has provided for the collection of a long history of data.

Each year data is gathered so that the state of the transportation system can be defined and evaluated. The data provides information necessary to monitor the transportation system. Information regarding travel costs, traffic counts (auto and truck), vehicle miles traveled (VMT), transit patronage and other data is collected and summarized. The data helps understand current characteristics and establish a basis for estimating future conditions.

OBJECTIVES

The products developed by the Monitoring Program include: 1) a summary of trends for transit fares, auto operating costs, parking costs, auto and truck usage and transit patronage; 2) the administration of the regional traffic count program; 3) an assessment comparing the performance of the Portland regional transportation system to national data; 4) the provision of service with regard to processing system performance data requests and 5) the development of improved methods for data dissemination.

The information collected in this program is useful to Metro, the jurisdictions, developers and consultants, because it provides a historical perspective on travel trends for use in project planning. The program also provides essential input and validation information (i.e., cost of travel and count data) for the regional travel-demand model.

PRODUCTS AND TARGETS

- Continue to summarize transportation-related data for use in assessing system performance and monitoring system trends;
- Continue the administration of the regional vehicle count program;
- Assess the performance of the Portland regional transportation system as compared to national data; Provide response to system performance data requests; and
- Establish improved methods for data dissemination.

TRANSPORTATION SYSTEM MONITORING

Budget Summary

Resources:	<u>FY 2001</u>
FY 01 PL	\$ 94,853
FY 01 STP/ODOT Match	\$ 42,289
FY 01 Section 5303	\$ 20,000
FY 01 ODOT Supplemental	\$ 5,000
Metro	\$ 5,858

Total Resources	\$ 168,000
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Requirements:	
Personal Services	\$ 116,762
Material & Services	\$ 0
Interfund Transfers	\$ 45,838
Computer	\$ 5,400

Total Requirements	\$ 168,000
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Full-Time Equivalent Staffing	
Regular Full-Time Equivalent Staffing	1.560

Total Full-Time Equivalent	1.560
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TECHNICAL ASSISTANCE PROGRAM

PROGRAM DESCRIPTION

The Technical Assistance Program provides travel-forecasting support to the Oregon Department of Transportation, Tri-Met, the Port of Portland and the cities and counties of this region. Assistance is provided through staff support, computer usage and training. A budget allocation defines the dollar amount of assistance to be provided to each jurisdiction.

RELATION TO PREVIOUS WORK

This Technical Assistance Program is on-going. In FY 2001, it is anticipated that over 100 requests for service will be processed.

OBJECTIVES

Three types of service are provided. Each is discussed below:

- The region's jurisdictions perform a multitude of studies to determine the effects of development, transportation policy and changes to the infrastructure. Upon request, staff support is provided to assist in the travel forecasting aspects of the work;
- ODOT, Tri-Met, Multnomah County, Clackamas County, Washington County, the City of Portland and the City of Gresham have modem connections to the EMME/2 transportation modeling database. These jurisdictions are able to use the software as a remote workstation. Analysis can be done in this way without directly using Metro staff. Computer charges are assessed relative to the use of the system; and
- Metro provides training to the jurisdictional staff regarding the use of the EMME/2 Transportation Planning Software, the theory of travel-demand modeling and computer simulation network analysis. The service is provided on demand.

PRODUCTS AND TARGETS

- Provide travel-forecasting assistance to ODOT, Tri-Met, the Port of Portland, and the cities and counties of this region in terms of: 1) staff support; 2) access to the EMME/2 Transportation Planning Software via external connections and 3) training on the topics of software use and demand-modeling theory;
- Provide technical assistance based upon the following budget allocation:

<u>Jurisdiction</u>	<u>Budget</u>
City of Portland	\$ 17,440
Washington County	\$ 17,440
Clackamas County	\$ 17,440
ODOT	\$ 35,000
Port of Portland	\$ 11,735
City of Gresham	\$ 8,721
Multnomah County	\$ 8,720
Tri- Met	\$ 10,000
Sales	\$ 7,500

- Provide expense reports to each jurisdiction at least quarterly.

TECHNICAL ASSISTANCE PROGRAM

Budget Summary

Resources:	FY 2001
FY 01 STP/ODOT Match	\$ 44,932
FY 01 ODOT Supplemental	\$ 35,000
FY 01 Tri-Met	\$ 10,000
Other	\$ 34,226
Metro	\$ 15,846

Total Resources	\$ 140,004
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Requirements:	
Personal Services	\$ 72,758
Materials & Services	\$ 0
Interfund Transfers	\$ 46,366
Computer	\$ 20,880

Total Requirements	\$ 140,004
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Full-Time Equivalent Staffing	
Regular Full-Time Equivalent Staffing	1.020

Total Full-Time Equivalent	1.020
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MANAGEMENT AND COORDINATION/GRANTS MANAGEMENT

PROGRAM DESCRIPTION

Provide for overall ongoing department management, including budget, Unified Work Program (UWP), contracts, grants, and personnel. It also includes staff to meet required needs of the Transportation Policy Alternatives Committee (TPAC), the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council.

OBJECTIVES

Ensure compliance with all federal requirements for receipt of grants. Maintain "certification" of the region for continued receipt of transit and highway construction funds. Provide documentation to the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) of all such activity.

Provide support to JPACT, TPAC and subcommittees to ensure coordination between state, regional and local transportation plans and priorities.

Provide department management, including personnel matters, management of expenditures for materials, services and capital, contract compliance and departmental work programs. Particular products and activities are as follows:

- Management of department budget, staff time and products;
- Required documentation to FHWA and FTA such as quarterly narrative and financial reports;
- Monthly progress reports to the TPAC;
- Minutes, agendas and documentation;
- Execution and monitoring of various pass-through agreements;
- Interdepartmental coordination; and
- Periodic review with FHWA and FTA on UWP progress.

PRODUCTS AND TARGETS

- Budget Adoption (June); UWP Adoption (March);
- Grant Approvals (June and July);
- Contract Approvals (As Needed);
- Federal Certification;
- Progress Reports for Council and Federal Agencies (Quarterly);
- Tri-Annual Title VI Certification (September); and
- Define protocols for UWP actions and amendments by appropriate agency.

MANAGEMENT AND COORDINATION/GRANTS MANAGEMENT

Budget Summary

Resources:	<u>FY 2001</u>
FY 01 PL	\$ 117,451
FY 01 Section 5303	\$ 30,000
FY 01 STP/ODOT Match	\$ 111,009
Metro	\$ 56,540

Total Resources	\$ 315,000
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Requirements:	
Personal Services	\$ 223,175
Materials & Services	\$ 2,680
Interfund Transfers	\$ 89,145
Computer	\$ 0

Total Requirements	\$ 315,000
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Full-Time Equivalent Staffing	
Regular Full-Time Equivalent Staffing	2.945

Total Full-Time Equivalent	2.945
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OPB PILOT PROJECT

PROGRAM DESCRIPTION

Metro's Transportation Planning Public Involvement Procedures (adopted July 1995) calls for "the removal of barriers to public participation to those traditionally under-served in the planning process." Since 1995, Metro's transportation staff have made a concerted effort to broaden public outreach to include as many people as possible. Through various planning projects (e.g., RTP Update, Traffic Relief Options, MTIP/STIP, etc.) outreach has expanded to include additional public meetings and workshops; use of surveys and questionnaires, newsletters and other mailings, focus groups and stakeholder meetings; speaker's bureaus; the mobile transportation outreach bus (MILT) and an expanded web site. The result of these efforts has been a significant increase in the numbers and the diversity in public participation.

Despite this success, the vast majority of the public continues to be absent from the public discussion on transportation infrastructure, finance and its impact on growth and development. The OPB Pilot Program will considerably broaden the regional discussion on transportation. Through the use of public television, a one-hour program is proposed that will include overviews and discussions of key transportation and growth management issues facing the Portland metropolitan area. Project partners include local governments and transportation agencies as well as Oregon Public Broadcasting (OPB). If successful, OPB and the project partners hope to inspire ideas and funding for other current issues facing Oregon communities, including others related to transportation.

RELATION TO PREVIOUS WORK

The OPB Pilot Project relates to the development of Metro's Procedures for Public Involvement and previous outreach activities. The pilot will also provide a forum for discussion and better understanding of recent, current and proposed transportation planning activities. Candidate topics include the Regional Transportation Plan and its relationship to the Region 2040, transportation finance, freight movement and marine facilities, growth pressure at Portland International Airport, Bi-State issues, corridor studies, peak-period pricing, land-use/transportation connections and general public outreach. Other ideas will be considered as well.

To date, an ad-hoc group has met to define the program. In addition, an application was submitted through Metro's Priorities '99 process, and \$100,000 of STP funds was approved for use as part of the pilot program. The request was approved in July 1999 by the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council and was adopted into the Metropolitan Transportation Improvement Program (MTIP) in September 1999.

OBJECTIVES

Work Program for FY 2000-2001

The work program for FY 2000-2001 is broken into two distinct phases: 1) Research and Development and 2) Production and Program Airing.

1. **Research and Development (R/D):** The R/D phase involves a number of activities intended to define the actual program. The objective is to determine both the types of program models available and most suitable for the subject matter and the public. Specifically, the R/D process will:
 - Conduct research on existing models in the media for building community and addressing community issues, including an evaluation of film techniques and styles;
 - Compile information on community outreach efforts and successful community building projects that have been undertaken by Metro and study partners with regard to growth and development, transportation and the environment;
 - Compile an Oregon television audience profile utilizing existing data;
 - Research methods for linking the pilot program with other media, such as radio, commercial and cable access television, print media and web sites;
 - Design and conduct a focus group with film/video professionals and artists to creatively look at how media can be used to educate the community on transportation, land use and environmental issues facing the Portland metropolitan region;
 - Attend the focus group meeting;

OPB PILOT PROJECT

- Design and conduct two focus groups with the general public to determine preferences for techniques that would make the subject matter both interesting and stimulating; and
 - Propose a recommended model/format for a pilot television show and subsequent episodes that are integrated with other media.
2. **Production and Airing:** This phase of the effort involves the actual production, airing, distribution and follow-up for the pilot.
- The objective is to produce an up to one-hour program that highlights and discusses key transportation and land-use issues affecting the Portland metropolitan area;
 - The program objective is to generate an informed discussion of issues. The program is not intended to push messages, just issues;
 - In airing the program, OPB hopes to generate a significant rating so that additional revenues can be raised, particularly from the private or non-profit sectors in order produce other community (state of Oregon) based programming. Future programs could then address other growth, transportation and community issues;
 - Project partners hope to coordinate and work with other private print and television media in promoting the pilot and its subject matter; and
 - OPB and the project partners hope to have widespread distribution of the program or program segments beyond the OPB telecast. For example, the video could be placed in libraries and schools, or segments could be shown to specific interest groups.

PRODUCTS AND TARGETS

The following products and targets will be completed in FY 2001:

Phase 1:

- Phase 2 work program to direct production and distribution efforts (July 2000).

Phase 2:

- Contract or contracts for services related to Phase 2 activities (August 2000);
- Final edited version of pilot program (January 2001);
- Up to 200 copies for distribution (January 2001); and
- Report evaluating the success of the program (March 2001).

Budget Summary

Resources:	FY 2001
STP	\$ 90,687
Match	\$ 15,813
Total Resources	\$ 106,500
Requirements:	
Personal Services	\$ 8,865
Materials & Services	\$ 94,500
Interfund Transfers	\$ 3,135
Total Requirements	\$ 106,500
Full-Time Equivalent Staffing	
Regular Full-Time Equivalent Staffing	0.083
Total Full-Time Equivalent	0.083

SOUTH CORRIDOR TRANSPORTATION ALTERNATIVES/EIS

PROGRAM DESCRIPTION

The South Corridor Transportation Alternatives Study (SCTAS) is developing non-light rail transportation alternatives for the South Corridor between downtown Portland and Milwaukie and from Milwaukie to Oregon City and Milwaukie to Clackamas Town Center. This planning study is led by Metro and closely coordinated with TriMet, ODOT, Clackamas County, Milwaukie, Portland and Oregon City.

RELATION TO PREVIOUS WORK

This study is a direct outgrowth of the South/North Transit Corridor Study. The study identified light rail as the preferred alternative for development of the transit system in the South Corridor. In November 1998, tri-county voters turned down a local funding measure for the South/North Light Rail Project. In response, Metro held a series of "listening posts", meetings to take public comment on what the region needs to do to further develop transportation options in the South/North Corridor. The SCTAS is the region's program for advancing transit options in the South Corridor.

On June 24, 1999, the Metro Council approved the SCTAS work program and funding request and amended the region's Unified Work Program and Transportation Improvement Program to include the SCTAS.

In FY 99-00, the SCTAS began developing and evaluating a wide range of transportation alternatives. Those alternatives will be narrowed to a few promising alternatives to be taken into a Draft Environmental Impact Statement (DEIS). In addition, its committee structure was established and a comprehensive public-involvement program was implemented.

OBJECTIVES

- Be responsive to travel demand in the corridor and to the community's needs;
- Selection of a package of improvements, specific to corridor segments, that can move forward to service providers for implementation or into more advanced design and construction or which would be documented in an Environmental Impact Statement;
- Address community concerns expressed in the "listening post" meetings and through the public-involvement process by developing fiscally-responsible alternatives that can be implemented as expeditiously as possible;
- Adoption by the Metro Council of a comprehensive transportation strategy, an implementation plan and funding plan for the corridor; and
- Development of project capital and operating costs upon which to base a federal funding request.

PRODUCTS AND TARGETS

- Develop sketch level ridership forecasts, capital and operating costs, environmental screening and funding scenarios for the wide range of alternatives;
- Narrow the range of alternatives to several promising alternatives to be advanced to a DEIS in July 2000;
- Prepare a Draft Environmental Impact Statement for the South Corridor by July 2001;
- Adopt a Locally Preferred Strategy in the Fall of 2001;
- Implement a comprehensive public-involvement program;
- Manage the corridor citizen Working Groups, Technical Group, Project Committee and Policy Committee; and
- Serve as liaison with the Federal Transit Administration.

SOUTH CORRIDOR TRANSPORTATION ALTERNATIVES/EIS

Budget Summary

Resources:	<u>FY 2001</u>
FTA OR-29-9023	\$ 660,000
FTA OR-90-X083	\$ 570,000
Other Grants	\$ 363,609
Tri-Met	\$ 116,470
Metro	\$ 84,921

Total Resources	\$1,795,000
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Requirements:	
Personal Services	\$ 715,408
Materials & Services	\$ 166,700
Contractual	\$ 360,000
IGA's	\$ 250,000
Interfund Transfers	\$ 266,676
Computer	\$ 36,216

Total Requirements	\$1,795,000
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Full-Time Equivalent Staffing	
Regular Full-Time Equivalent Staffing	9.210

Total Full-Time Equivalent	9.210
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TRANSIT PLANNING PROGRAM

PROGRAM DESCRIPTION

Because this effort will result in transit and alternative transportation improvements, it supports the budget theme that Metro will identify and promote multiple transportation choices to easily access all areas of the region. Increased transit use and reduced dependency on single occupant vehicles also supports the budget theme of improving air quality. This program will implement the transit-policy direction established by the RTP with an emphasis on coordinating with Tri-Met and other transit providers to ensure that short, medium and long-range transit needs are addressed.

RELATION TO PREVIOUS WORK

This program follows up on the FY 99-00 adoption of the Regional Transportation Plan (RTP). The Transit Element of the RTP needs to be followed by concerted efforts to ensure that transit providers and local jurisdictions implement transit service that supports the policy direction of the RTP. In addition, Tri-Met undertook several transit-planning and service-improvement efforts in FY 99-00, such as the McLoughlin Corridor Improvement Program and the Transit Choices for Livability initiative. Tri-Met is also looking at developing rapid bus service within Barbur Corridor. These efforts would benefit from the assistance of Metro to ensure that local jurisdiction and Tri-Met or SMART transit plans are implementing the RTP policy direction and that high capacity transit initiatives are regionally prioritized.

OBJECTIVES

- Ensure that RTP transit-policy direction is implemented by transit providers and local jurisdictions;
- Evaluate the potential of providing inter-urban passenger rail service in underutilized rail corridors, such as the Jefferson Branch Line to Lake Oswego or the Wilsonville to Beaverton corridor;
- Assist transit operators and local jurisdictions in the development of their short, medium and long-range transit plans; in particular, Tri-Met's Transit Choices for Livability program, Annual Service Plan and 10-Year Service Plan;
- Evaluate high capacity transit corridors for future project development;
- Identify promising transit modes to address high capacity transit corridor needs;
- Assist transit operators in meeting the service requirements mandated by the Americans with Disabilities Act, the Environmental Justice Executive Order and other federal requirements;
- Assist transit operators in the implementation and evaluation of the federal Access to Jobs and Reverse-Commute initiative;
- Provide guidance to transit operators and local jurisdictions regarding potential federal, state and local funding sources; and
- Evaluate institutional arrangements for the provision of transit service to low-density areas of the region.

PRODUCTS AND TARGETS

- Identify needs, and facilitate discussion, with Tri-Met, SMART and local jurisdictions on how best to address them;
- Perform technical analysis to refine RTP policy directives;
- Develop and manage a public-involvement program as needed;
- Prepare detailed work programs, budgets and schedules for various activities;
- Manage the study in accordance with the work program, budget and schedule;
- Procure consultant assistance as required;
- Manage federal grant funding and execute Intergovernmental Agreements as needed; and
- Serve as liaison with the Federal Transit Administration.

TRANSIT PLANNING PROGRAM

Budget Summary

Resources:		<u>FY 2001</u>
FY 01 STP/ODOT Match	\$	72,571
FY 01 Tri-Met	\$	76,500
Metro	\$	3,929
Total Resources		\$ 153,000
Requirements:		
Personal Services	\$	106,516
Materials & Services	\$	0
Interfund Transfers	\$	41,804
Computer	\$	4,680
Total Requirements		\$ 153,000
Time Equivalent Staffing		
Regular Full-Time Equivalent Staffing		1.370
Total Full-Time Equivalent		1.370

TRANSIT-ORIENTED DEVELOPMENT (TOD) REVOLVING FUND/PROGRAM

PROGRAM DESCRIPTION

The TOD Implementation Program is a development program to ensure that some regionally significant Transit Oriented Development (TOD) demonstration projects are undertaken and that joint-development tools are in place to help the region meet its growth management objectives. The program helps cause the construction by the private sector of high-density housing and mixed-use projects that encourage increased transit use. Such projects are located at light-rail stations on the Eastside MAX, Westside extension and potentially within the South/North and Portland International Airport (PDX) transit corridors. The public-private partnership TODs are constructed with a strong pedestrian environment by including street and sidewalk amenities, plazas, promenades and building massing and orientation that reinforce the street-level activity. Land-sale proceeds from the projects are returned to the Program for use in other TOD projects. Oregon Transportation Infrastructure Bank (OTIB) funds may be used to further leverage the Program's effectiveness. An OTIB application has been approved by the Oregon Department of Transportation and is awaiting issues to be resolved with the Federal Transit Administration (FTA).

Program responsibilities also include administering the Congestion Mitigation Air Quality (CMAQ) TOD Program initiated by the Oregon Department of Environmental Quality (DEQ). The CMAQ/TOD Program was formerly operated by the Portland Development Commission (PDC) who recommended it be transferred to Metro. Consolidating the administration of these two programs was logical due to their similar focus and structure and the fact that many CMAQ-TOD projects are outside of PDC's areas.

The vast majority of the Program's budget is designated for land acquisition and other capital purposes, with a small portion designated for planning purposes.

RELATION TO PREVIOUS WORK

- Facilitating and managing the construction-phase of the first round of projects, including Center Commons, Buckman Terrace and Russellville;
- Executing Development Agreements for Metro Access and The Madison;
- Establishing site-improvement funding mechanisms for TOD projects—this was excluded from the capital grant approved by FTA;
- Partnering with other public agencies with financial resources to increase the leverage of the limited TOD funds. To date, Metro's financial partners on TOD projects include the Portland Development Commission, Oregon Department of Housing, Tri-Met and the City of Hillsboro;
- Capitalization of Program Income and Local Funds accounts from land-sale proceeds and donations;
- Continuing analysis of successful TOD projects with additional case studies. Six case studies have been completed to date;
- Successfully using second-generation funds;
- Increasing the flexibility with FTA in the use of federal funds; and
- Successfully completing FTA Triennial review of the TOD Program, including acquisition, disposition, deferred local match and provisions for "continuing control".

OBJECTIVES

The major objectives for FY 2001 include:

- Disposition of the Hillsboro Central site to a selected developer;
- Initiation of a project at the Gresham Civic light-rail station;
- Assisting with completion of The Round at Beaverton Central;
- Complete pre-development activities for The Madison and Metro Access;
- Solicitation of a second round of TOD projects through the Regional RFP process; and
- Successful use of Oregon Transportation Infrastructure Bank funds.

TRANSIT-ORIENTED DEVELOPMENT (TOD) REVOLVING FUND/PROGRAM

Budget Summary

Resources (Planning Only):		<u>FY 2001</u>
96 FTA (OR-90-X073)	\$	30,846
Federal Grant	\$	26,900
Metro	\$	6,609
Total Resources		\$ 64,355
Requirements (Planning Only):		
Personal Services	\$	54,355
Materials & Services (Contractual)	\$	10,000
Total Requirements		\$ 64,355
Full-Time Equivalent Staffing		
Regular Full-Time Equivalent Staffing		2.800
Total Full-Time Equivalent		2.800

Note: In addition to these planning funds, federal and local funds for capital purposes are also included in the Metro budget.

KENTON STATION SEED & FEED

PROGRAM DESCRIPTION

The Kenton Station Seed & Feed project will fund the acquisition of a joint development project site(s) that is physically or functionally connected to the Kenton Light Rail Transit (LRT) station, resulting in a mixed-use higher density transit-oriented development project(s). This will:

- Increase the ridership on the Interstate MAX;
- Serve as an seminal high density project in an area (Kenton) targeted for such development in the Region's 2040 Plan; and
- Assist in "jump starting" the tax increment district which will be created along the Interstate MAX corridor. Revenues from the tax increment district will provide \$30 million of the funding for construction of the LRT.

Historically, the Kenton area was constructed as a "company town" by the meat-packing firm, Swift & Company. The area north of Kenton was the cattle trading and stockyard center for the entire northwest, from shortly after the turn of the 19th century to the early 1960s. As recently as 1928, cattle were still being driven down Denver Avenue, the main street of Kenton. Feed and seed stores and associated commercial businesses fueled economic activity in the area until 1963, when removal of the trolley system and completion of the I-5 Freeway drew interstate traffic away from Kenton's business district and drove commerce from the area.

RELATION TO PREVIOUS WORK

In the Portland region, growth-management strategies are being used to facilitate growing "up, not out" to make the development pattern more efficient and to avoid consuming valuable farm and forest land. Specifically, transportation and land-use plans have been coordinated at the state, regional, city, and neighborhood levels to plan and construct major transportation facilities that enhance regional mobility, utilize existing urban infrastructure and enjoy the support of nearby residents and businesses. The Kenton Station Seed & Feed project proposes to use TCSP funds to seed a station-area development project which in turn will feed a tax-increment financing district with revenues within the six-mile North Interstate Avenue LRT corridor in Portland, Oregon. The LRT project will connect Portland's downtown to northside neighborhoods and eventually could connect to Vancouver, Washington. The tax increment revenues will be used to help fund the proposed Interstate MAX project as well as a number of community and economic revitalization activities within seven inner-city neighborhoods that encompass over 1,500 acres of land developed within a traditional neighborhood (pre-WWII) development pattern. A broad spectrum of the City's population will be assured of improved access to jobs, services and centers of trade.

OBJECTIVES

- Cost-effectively induce transit ridership;
- Stimulate other development projects in the corridor;
- Achieve neighborhood participation in the planning and construction of regional transportation facilities;
- Demonstrate replicable real estate development models; and
- Channel a portion of the region's growth back into existing areas with under-utilized urban infrastructure.

PRODUCTS AND TARGETS

- Implement land use and transportation plans that have been coordinated at the state, regional, local and community levels;
- Plan and initiate other development projects to increase private investments within the North Interstate Urban Renewal Area and LRT Corridor;
- Examine development patterns, and identify strategies to encourage private-sector development patterns which achieve the goals of the TCSP program;
- Cause the construction of a transit-oriented development (TOD) project(s) that cost-effectively induces transit and pedestrian trips;
- Demonstrate market acceptance of TODs in the Interstate MAX Corridor;
- Maximize utilization of existing urban infrastructure to take advantage of under-utilized infrastructure located near the center of the region;

KENTON STATION SEED & FEED

- Improve the efficiency of the transportation system;
- Reduce the impacts of transportation on the environment;
- Reduce the need for costly future investments in public infrastructure; and
- Ensure efficient access to jobs, services and centers of trade.

Budget Summary

Resources:	FY 2001
FY 01 FHWA/TCSP Grant	\$ 1,000,000
Total Resources	\$ 1,000,000
Requirements:	
Personal Services	
Staff	\$ 110,000
Materials & Services	
IGA Community Solutions Team	\$ 50,000
Contractual	\$ 30,000
Contractual	\$ 10,000
Capital Land Acquisition	\$ 800,000
Total Requirements	\$ 1,000,000
Full-Time Equivalent Staffing	
Regular Full-Time Equivalent Staffing	0.250
Total Full-Time Equivalent	0.250

DATA, GROWTH MONITORING

PROGRAM DESCRIPTION

The Data Resource Center (DRC) serves a multi-faceted role within the agency and throughout the community. Within the agency, the DRC contributes to the success of analysis and projects undertaken by Growth Management Services, Transportation, Regional Environmental Management and Regional Parks and Open Spaces. The DRC provides state-of-the-art mapping and spatial analysis, regional economic and demographic forecasting, land-use and vacant-land studies and sophisticated urban-economic analysis.

The DRC provides direct mapping and socio-economic research services to Metro's departments. For example, Regional Environmental Management's solid waste flow model is updated using the most current development data and travel forecasts from Transportation's travel model. In addition, the transportation models are based upon the land-use, population and employment forecasts provided by the DRC.

RELATION TO PREVIOUS WORK

Metro has taken the lead position as a data clearinghouse for collecting, maintaining and producing vital land-use analysis, economic and demographic information in support of regional programs of significance. Metro is also a leader in providing desktop GIS to the regional planning community through *RLIS-Lit* and *MAGIC* on CD-ROM disk.

Regional Land Information System (RLIS) Program: RLIS is a computer mapping system which provides land records (assessors tax database), urban development patterns (zoning, 2040 land-use concepts and data, developed and vacant land studies, and other tax lot data) and environmental data (floodplains, parks and open spaces, slopes and contours, and natural hazard mitigation data). RLIS, created and maintained by the DRC, is an information source for the Portland area land, population and economy. The RLIS database provides key economic and demographic data needed for transportation forecasting and analysis.

The strength of RLIS and what makes it an invaluable tool is its analytical capabilities in a broad range of applications. RLIS and its data and maps represent a seamless coverage across the entire Metro region, thus eliminating problems arising from data gaps and overlaps at city and county boundaries.

OBJECTIVES

The RLIS database is continually improved and updated. A challenge in FY 2001 will be to develop more precise parcel level information (Master Address File) and provide regional support for measuring and monitoring the performance of the region's economy and land use (Building Permit Project).

In an effort to provide improved outreach and data service to its data users, the DRC is developing technology to provide its clients and customers interactive access to the RLIS database using the Internet and Metro's enterprise Intranet. This access is provided via the DRC's new Electronic Storefront on the Internet – providing free information of regional significance and proprietary information on a fee-for-product basis. Users may also communicate questions and comments directly with DRC staff using email.

Regional Land Information System (RLIS) Storefront: The RLIS Storefront provides services and products to subscribers and nonsubscribers. Subscribers include local jurisdictions that have entered into intergovernmental agreements with Metro, Tri-Met or ODOT. Services are also provided to local jurisdictions receiving Transportation/Growth Management (TGM) grants from ODOT.

PROJECTS AND TARGETS

- Revise the forecast of regional population and employment using the newly developed METROsim econometric forecasting and land-use modeling set of models;
- The new population and employment forecast will be extended from 2017 to the year 2020 and be produced in five-year increments for the 20-year period;

DATA, GROWTH MONITORING

- Continue Census 2000 support to US Bureau of the Census;
- Revise demographic databases in anticipation of initial receipt of census results in fiscal year;
- Develop database necessary for performance measures to assess policy efficacy;
- Use the Electronic Storefront to increase use of RLIS by local governments and special districts;
- Provide quality GIS products and services to Metro programs, subscribing jurisdictions, Tri-Met, ODOT and Storefront customers (private-sector businesses and the general public); and
- Continually improve the RLIS database for greater accuracy, utility and reliability of the system.

Budget Summary

Resources:	<u>FY 2001</u>
FY 01 PL	\$ 73,030
FY 01 Section 5303	\$ 66,000
FY 01 ODOT Supplemental	\$ 15,000
FY 01 Tri-Met	\$ 37,500
Metro	\$ 569,284
Total Resources	\$ 760,814
Requirements:	
Personal Services	\$ 440,200
Materials & Services (Contractual)	\$ 56,900
Interfund Transfers	\$ 191,714
Capital	\$ 0
Computer	\$ 72,000
Total Requirements	\$ 760,814
Full-Time Equivalent Staffing	
Regular Full-Time Equivalent Staffing	5.550
Total Full-Time Equivalent	5.550

TCSP EASTSIDE URBAN RESERVE PLANNING

PROGRAM DESCRIPTION

Conduct a cooperative planning project to provide conceptual planning for the Pleasant Valley/Damascus urban reserve areas with the Transportation and Community and System Preservation Pilot Program (TCSP) grant from the Federal Highway Administration. Cooperating jurisdictions include Gresham, Portland and Clackamas County as well as Portland State University. Planning will include determining necessary natural resource protection, transportation connections and improvements and the appropriate locations for various land uses. The project is expected to take 27 months.

RELATION TO PREVIOUS WORK

The TCSP grant award is the first of its kind, involving several key stakeholders. During FY 2000, Metro developed and refined a work plan that met the needs of two cities, a county, Portland State University and a consultant. This effort required the following:

- Defining the roles and staffing needs of each participant;
- Coordinating the TCSP process with another grant effort undertaken by Clackamas County;
- Assessing the technical capabilities of each participant;
- Developing a comprehensive public outreach program; and
- Determining the role of the consultant(s).

OBJECTIVES

- Land-use planning that ensures adequate densities and a good mix of land uses to balance access to jobs and services;
- Development of a multi-modal regional transportation framework that addresses the deficiencies of the current road network to provide good local and regional access for future residents and employees;
- Minimize storm-water runoff from the increased urbanization that could otherwise worsen the severe annual flooding in the lower Johnson Creek; and
- Minimize further degradation of water quality due to increased sources of pollution in the upper Johnson Creek and Rock Creek watersheds.

PRODUCTS AND TARGETS

- Maps of natural resource and hazard areas including drainage basins, floodplains, steep slopes and streams and wetlands;
- A mediation framework for resolving issues between public agencies regarding infrastructure development and wildlife habitat protection;
- Schematic urban reserve plan for areas not yet added to urban growth boundary (reserves 6-11) that addresses future transportation connections, storm-water drainage, natural resource protection and land use;
- Urban reserve concept plan and policies for areas already inside the urban growth boundary (reserves 4 and 5) that address the issues listed above as well as the jobs housing balance and more detailed analysis and policy development for environmental protection;
- "Green Streets" Handbook (funds for transportation designs provided by a separate TGM grant) to provide model transportation and development designs that protect streams and wildlife corridors from urban impacts; and
- Comprehensive project evaluation performed by PSU, resulting in a model process.

TCSP EASTSIDE URBAN RESERVE PLANNING

Budget Summary

Resources:	FY 2001	Full Grant
TCSP Grant	\$ 345,000	\$ 500,000
Metro	\$ 85,000	\$ 100,000
Gresham	\$ 15,000	\$ 20,000
Portland	\$ 25,000	\$ 30,000
Clackamas County	\$ 35,000	\$ 60,000
Total Resources	\$ 505,000	\$ 710,000
Requirements:		
Personal Services	\$ 50,000	\$ 50,000
Materials & Services	\$ 0	
Payments to Other Agencies	\$ 255,000	\$ 365,000
Contractual	\$ 200,000	\$ 295,000
Total Requirements	\$ 505,000	\$ 710,000
Full-Time Equivalent Staffing		
Regular Full-Time Equivalent Staffing	0.500	
Total Full-Time Equivalent	0.500	

MAJOR INVESTMENT STUDIES

PORT OF PORTLAND LAND USE AND TRANSPORTATION PLANNING EFFORTS

West Hayden Island Area Plan and Environmental Impact Statement

This effort supports the Port's request for annexation and City comprehensive plan amendment for development of the western portion of Hayden Island for future marine cargo operations. The land use and annexation process has been coordinated with environmental analysis and natural resource planning and mitigation efforts. Results of the planning and environmental work will be submitted to Portland City Council, Army Corps of Engineers and Federal Highway Administration over the summer and fall of 2000.

Regional Air Transportation Demand Task Force

This work effort, managed by the Portland State University Institute of Portland Metropolitan Studies is an analysis of forecasted travel demand and examination of alternatives to meet demand. The Alternative being considered include:

1. Development of a new commercial service airport;
2. Expansion of commercial air service at existing commercial airport;
3. Development of commercial air service at existing general aviation airport (like Hillsboro); and
4. Development of high speed rail in the Portland Seattle corridor.

Findings on the forecasts and alternatives will be presented to the Port Commission to be used to evaluate the PDX Master Plan.

Regional Industrial Lands Study

The Regional Industrial Lands Study (RILS) was an investigative look by several government and private partners at the supply and demand of industrial land in the Portland-Vancouver Primary Metropolitan Statistical Area. The study area included Multnomah, Washington, Clackamas, and Clark Counties, and portions of Yamhill and Columbia Counties.

The intent of the study was to identify a 20-year industrial land needs based on regional job growth forecasts and market trends. It also provided a detailed up-to-date industrial lands inventory using Geographic Information Systems (GIS).

The findings of phase II were completed in December 1999. Phase III of the RILS will look at solutions and policy recommendations to address the region's future industrial lands needs. Phase III should be complete by spring 2001.

Commodity Flow Forecast Update

The forecast of commodities for the Portland region metropolitan area showed a substantial increase in freight demand over the next 30 years. The update will refine the forecasts by more commodity groupings, and link them back to the industrial land supply and travel forecasting model. Work will begin in fall 2000.

OTHER PROJECTS OF REGIONAL SIGNIFICANCE

WASHINGTON COUNTY (WILSONVILLE-TO-BEAVERTON COMMUTER RAIL)

Alternatives Analysis/Environmental Assessment

Alternatives Analysis commenced on September 23, 1999 and was completed with the adoption of a Locally Preferred Alternative and a Finding of No Significant Impact in late March 2000. The AA analyzed Commuter Rail, a TSM option and a No-Build option comprised of projects in the RTP constrained network. The Commuter Rail alternative consists of a 16-mile existing freight railroad corridor directly linking two Regional Centers and three Town Centers on the region's 2040 plan. A direct link to Westside MAX light rail would be made at the Beaverton Transit Center, with stations at Washington Square, Tigard, Tualatin and Wilsonville. Approximately 900 Park & Ride spaces would be included in the Commuter Rail project.

Preliminary Engineering

Commuter Rail was selected as the Locally Preferred Alternative in the spring of 2000. Authority to advance into Preliminary Engineering was requested of FTA at that time. PE is expected to take eight months to complete, including the development of a finance plan.

Final Design and Construction

If approved to advance into Final Design, work would be completed in approximately March of 2002. A preliminary schedule for Construction estimates a two-year period, with Opening Day of Commuter Rail service on the line in September 2004.

Project Justification

The eastern portion of Washington County is experiencing rapid growth in both employment and population. The situation is further exacerbated by a constrained highway system (I-5 and Hwy. 217) that operates at or near capacity for most of the day. The past growth in population, employment and associated traffic is expected to continue well into the future. Expansion of the existing highway system can not be accomplished without considerable impacts and/or expense. Furthermore, there is a regional recognition that no single mode can be expected to accommodate these increases. As a result, regional and local leaders have been exploring options that utilize the existing transportation network while addressing the region's future transportation objectives and needs. Of particular interest are relatively lower cost, short-term implementation projects that offer modal options as well as the potential of providing relief to the highway system and parallel road systems in eastern Washington County.

Alternatives Analysis technical work completed to date indicates that 2020 Commuter Rail ridership would be higher than earlier estimates, carrying 4,650 riders during the six hours service would be provided. Significantly, this same analysis shows that over half of these riders, 2,350 are new transit riders. Travel time savings are promising as well, with in-vehicle time for Commuter Rail passengers of 26 minutes between Wilsonville and the Beaverton Transit Center compared with a 40 minute in-vehicle time for auto trips in the same corridor and 54 minutes for the parallel bus.

	<u>FY 2001</u>		<u>FY 2001</u>
Expenditures:		Resources:	
Staff and Consultant Support	\$1,671,682	New Start	\$1,500,000
		Match	<u>\$ 171,682</u>
TOTAL	\$1,671,682		\$1,671,682

OTHER PROJECTS OF REGIONAL SIGNIFICANCE

PORTLAND – CENTRAL CITY STREETCAR – PHASE II

To initiate planning for a streetcar extension to the North Macadam Urban Renewal Area to complement the high density, mixed-use development and infrastructure plan for this district. The streetcar extension would reduce the number of auto trips to/from the area and their impacts. This extension will complement the first phase of the streetcar project between Northwest Portland and PSU. (\$500,000 HUD)

PORTLAND – BURNSIDE TRANSPORTATION AND STREETScape PLAN

Program Description

The project will develop a transportation and streetscape plan for West Burnside Street from the Burnside Bridge through NW 23rd Avenue.

Burnside is a significant east-west transportation route serving a number of functions. It carries regional traffic and is a major connection across the river, as well as providing local access to downtown Portland, the Chinatown/Old Town District, the West End District, the Pearl District, NW 21st and 23rd Avenues (Nob Hill), the Stadium and Goose Hollow. In addition, the volume and speed of traffic divide many of the districts and make crossing the street difficult, especially for pedestrians.

This project will take a comprehensive approach to Burnside Street to balance the transportation needs of all of the constituencies, including residential and commercial redevelopment. It will provide improved pedestrian crossings and an enhanced environment for transit and pedestrians.

Resources:

FY 2001

FY 01 FHWA/TCSP Grant

\$269,000

DEQ – EMPLOYEE COMMUTE OPTIONS (ECO)

In fiscal year 00-01, activities in the ECO Program will include compliance work and technical assistance. Employer goals are to reduce their single occupant auto trips by ten percent from their baseline survey results and then maintain the reduction. Annual employee surveys are required of employers to measure progress toward their trip-reduction goal. Along with the usual non-compliance enforcement procedures, the ECO program places an emphasis on providing employers with technical assistance through the ECO Information Clearinghouse. Planned activities include quick one-on-one service for the busy employer, ECO training and the Shifting Gears newsletter to connect the employer to other regional service providers. DEQ will use federal (TEA-21) funding to continue operating the ECO Information Clearinghouse (\$47K annually for four years with a 10.27% match).

STATE EMPLOYER PLAN TO REDUCE TRI-COUNTY TRAFFIC

Executive Order 98-02 (EO), the State Employer Plan to Reduce Tri-County Traffic mandated to state agencies having 10 or more employees and located in the tri-county Portland metropolitan area to reduce vehicle trips. The Oregon Department of Transportation (ODOT), as the lead agency is charged with helping state agencies meet the intent of the EO. In this capacity, ODOT staff give presentations to agency directors, assisted Trip Reduction Coordinators (TRC) through the survey and trip reduction plan (TRP) formulation process, educates staff on trip reduction and serves as a resource for all agency employees concerning the EO and its intent.

ODOT/WSDOT I-5 NORTH TRADE CORRIDOR STUDY

Program Description

The I-5 North Trade Corridor is critical to the metropolitan economy and to national and international trade. I-5 is an important trade route between Canada and Mexico. Ports along the I-5 route also serve significant international trade, including the large Pacific Rim trade. Traffic congestion on I-5 affects goods moved by air, rail, barge, truck and passenger travel. Within the Portland/Vancouver region, there are a number of I-5

OTHER PROJECTS OF REGIONAL SIGNIFICANCE

bottlenecks; the most significant occurring between I-205 in Vancouver and I-84 in Portland. Within this corridor crossing the Columbia River, lies one of the last and most active drawbridges on the interstate system. Developing plans to address this bottleneck requires bi-state involvement. Because of the importance in the region of community livability, the environment and national (and international) trade, those plans must address a broad range of issues and include numerous stakeholders and the public.

The Transportation Equity Act for the 21st Century (TEA-21) recognizes the importance of trade corridors to the national economy and has designated I-5 within the Portland/Vancouver region as a Priority Corridor under the National Trade Corridors and Borders Program. This means that I-5 is eligible for federal funds under the National Corridors and Borders Program.

Relation to Previous Work

The I-5 North Trade Corridor Study builds on work completed in FY 1999-2000 by ODOT and WSDOT in coordination with Metro and other jurisdictions. During last fiscal year, the I-5 North Trade Corridor Study applied for (and received) a grant from the FHWA National Corridors and Borders Program. Also, last fiscal year the ODOT and WSDOT convened a Leadership Committee, made up of civic and business leaders from the bi-state area. After consideration of a range of possible approaches to the problems in the I-5 Corridor, the committee concluded with recommendations that:

- The problems in the I-5 Corridor are significant and require a significant effort to address, but the region cannot afford to do nothing;
- The Corridor needs to have a multi-modal approach to the problem including freight rail, highway, arterial and transit improvements in addition to policies and programs that reduce travel demand;
- Funding for the bridge and other improvements in the corridor will require the use of tolls, assuming the current structure of public funding; and
- All jurisdictions in the bi-state area, both state legislatures and congressional delegations will need to work together to support projects, policies and programs for the corridor.

Objectives

In FY 2001, the I-5 North Trade Corridor Study will evaluate the range of possible rail, transit, highway and arterial projects to improve the flow of goods across the Columbia River and support the region's land-use goals. The study will also identify reasonable demand-management policies to reduce the need for additional capacity. The study will work with the public, business community, jurisdictions and agencies on both sides of the Columbia River to develop a corridor plan that supports the community's land use and economic vision. The program will also develop a funding and phasing strategy, including working with state and congressional delegations to identify possible funding sources.

ODOT and WSDOT will co-lead the I-5 North Trade Corridor Study in coordination with Metro, RTC and other jurisdictions and agencies.

Activities

- Involvement of the Bi-State Transportation Committee, JPACT, RTC Board, Metro Council and other elected officials and agencies in review and recommendation of the corridor plan elements;
- Development and implementation of a strategy that involves the public in the corridor choices;
- Coordination with other agencies and jurisdictions on identification and analysis of corridor components;
- Preparation of a corridor development and management plan to be submitted to the FHWA prior to requesting funds for project level work; and
- Assessment of the effect of corridor options on the regional and national economy, mobility, access and land-use goals.

I-5 North Trade Corridor improvements would affect travel patterns and land use in both the Metro and Clark County areas. This will affect the public at large, the shipping and carrier industries at large, the Ports of Portland and Vancouver, access to intermodal facilities and industrial areas in North Portland and Clark County and neighborhoods in both North Portland and Clark County.

OTHER PROJECTS OF REGIONAL SIGNIFICANCE

Products and Targets

Work together as one region to:

- Identify priorities for federal funding requests for the corridor that have regional and bi-state support;
- Identify the rail, transit, highway and arterial projects for consideration as part of the I-5 Corridor plan and analyze their feasibility and the extent to which they support land-use goals;
- Identify public support for projects, policies and programs in the I-5 Corridor;
- Identify policies and programs that lead to reducing travel demand in the corridor;
- Identify level of support from private sector, including the railroads, for the corridor plan;
- Identify a financing strategy and phasing plan;
- Begin seeking approval of the corridor plan; and
- Work scope will be further refined.

Budget Summary

Resources:	FY 2000-01	Full Budget
National Corridor Planning and Development Program Grant	\$ 1,000,000	\$ 2,000,000
ODOT/WSDOT Match	\$ 500,000	\$ 1,000,000
Metro STP	\$ 250,000	\$ 250,000
Total Resources	\$ 1,750,000	\$ 3,250,000
Full-Time Equivalent Staffing Requirements:		
ODOT Personal Services	\$ 250,000	
WSDOT Personal Services	\$ 250,000	
Interfund Transfers	\$ 250,000	
Consultants	\$ 1,000,000	
Total Requirements	\$ 1,750,000	

TRI-MET

Regional Transportation Demand Management Program

Program Description

OR-90-X77 and OR-90-X88 of the Congestion Mitigation and Air Quality improvement (CMAQ) funds will be applied to the Regional Transportation Demand Management (TDM) Program. The funds will be used to support local jurisdictions with implementation of Region 2040 mode split goals, support regional carpool matching, assist employers meeting the Oregon Department of Environmental Quality (DEQ) Employee Commute Option (ECO) rule, trip-reduction goals and expand public/private partnership programs through development of transportation management associations (TMAs).

The regional TDM program serves over 500 employers (approximately 200,000 employees) and anyone interested in carpooling. Services include:

- PASSport: Employer and residential demonstration programs;
- Employer/employee outreach: Technical assistance, training and alternative transportation promotion;
- TDM Support Services: Carpool matching and parking programs, emergency ride home, carpool check, employer fare incentives and vanpool subsidy;
- TDM marketing materials for employers and their employees;
- Public/Private partnerships to increase TDM services at targeted employment centers;
- Technical assistance and partnerships with Transportation Management Associations, Chambers of Commerce and local jurisdictions to encourage alternative transportation in a specific area;

OTHER PROJECTS OF REGIONAL SIGNIFICANCE

- Development of new TMAs;
- Technical assistance to employers/jurisdictions for regulatory compliance with the Employee Commute Option (ECO) rule and Transportation Planning Rule; and
- Program funding and evaluation.

Regional Coordination

The TDM program is a key element of Region 2040, the regional land use and transportation plan. Under Region 2040, local jurisdictions are asked to reduce single-occupant vehicle trips. In addition to the established TDM programs such as carpool matching, Tri-Met will use OR-90-X77 and OR-90-X88 CMAQ funds to assist local jurisdictions with innovative TDM strategies, including such things as car-sharing, vanpool shuttles, TMAs in regional centers and focused partnerships in developing areas. ECO funds are received through an agreement with ODOT.

Employer Compliance Assistance

The regional TDM program has been key to the implementation of the ECO Rule. Tri-Met provides assistance to 60% of all ECO-affected employers. OR-90-X77 and OR-90-X88 CMAQ funds will help Tri-Met continue to assist employers with ECO plan maintenance, plan updates and worksite program improvements. Marketing and educational programs will educate employees on how their mode-choice decisions affect regional air quality, land-use planning and improvements to the transportation network.

Public/Private Efforts

The focus of public/private efforts will be to enhance available programs/services and continue to involve the private sector in the responsibility of reducing commuter trips. The regional TDM program has effectively leveraged over \$3 million a year from participating employers for employee alternative transportation subsidies. This partnership effort started almost 5 years ago with OR-90-X061 funds. New partnership areas to be pursued include substantial employer annual transit pass subsidies, privately funded community shuttles, carpool subsidies and targeted marketing in regionally-significant areas.

Transportation Demand Management Program New Research and Development

OR-90-X77 and OR-90-X88 funds will provide additional resources to explore a variety of innovative alternative transportation options. Listed below are the programs in their various development stages:

Implementation Phase

1. Residential PASSport Program: Fare incentive program (based upon the employer PASSport program) for Orenco Station transit oriented residential development;
2. The Vanpool Program is currently experimental and has two elements:
 - Commuter vanpool and vanpool shuttles. It is in its second year and scheduled to end in June 2000 but will probably be extended to work out details, such as a long-term funding solution.
 - The Vanpool Program leverages Tri-Met's ability to encourage transit subsidies by providing Vanpools. Tri-Met provides 100% subsidy if a company participates in PASSport and thus provides 100% of their employees an annual transit pass. A \$200 subsidy is provided if a company offers a minimum subsidy of \$20 per month to employees who want a transit pass. A minimum of nine participants is required within a year. The vanpool subsidy is currently experimental. Tri-Met uses a third-party provider for the van lease, maintenance and insurance. Average cost per month is \$963. Average ridership is 9.3 passengers per van. Average cost per ride is \$2.46. Thirteen commuter vanpools are on the road; all at 100% subsidy; all on the PASSport program. Tri-Met's cost per ride is \$1.77. The Vanpool Program limits the number of vans per worksite to two (2).
 - Three vanpool shuttles are on the road, wherein Tri-Met provides the van and the company provides the driver. The company needs to provide annual transit passes to 100% of their employees, or 15 full-price monthly fares. Ridership on these shuttles is 20-40 rides per day.

OTHER PROJECTS OF REGIONAL SIGNIFICANCE

- The Vanpool Program is funded with CMAQ funds (with 11% Tri-Met match). These funds have limits of three years for operating costs. In September 2001, five vans will have been funded for three years with CMAQ funds.
 - **Regional Coordination of Vanpool:** An informal agreement provides that C-Tran pay for vans originating in Clark County, and Tri-Met pays for vans originating in Oregon, except if a company is on PASSport; then, Tri-Met pays even if the van originates within Washington. C-Tran pays 25% of the gas and wash tickets for all vans. C-Tran has 17 vans (average 10 passengers per van). Total funds are C-Tran dollars. The C-Tran budget varies based upon need, with no foreseeable changes due to I-695. Additionally, Tri-Met will coordinate the development of a permanent program with C-Tran and SMART.
3. **Shared Ride Taxi Demonstration:** A new service for customers in the Cedar Mill area that provides access to Sunset Transit Center and major destinations in the Cedar Mill area through a local taxi service operated under contract with Tri-Met.
 4. **Transportation Management Associations in Regional Centers:** Private/public association that works with businesses, the local jurisdiction and Tri-Met to implement the land use, parking and transportation elements for Region 2040 implementation. TMAs will be implemented in five regionally significant areas: Columbia Corridor, Swan Island, Clackamas Regional Center, Gresham Regional Center and Downtown Portland. Additionally, TMAs will be provided assistance for ridesharing and outreach activities in Tualatin, Lloyd District and Washington County.
 5. **Jobs Access:** Three elements include: improving transportation options information through training and marketing materials at social service organizations; providing area services near targeted social service centers; and working directly with employers to provide access to jobs.

Development Phase

1. Carpool Incentives: Developing new incentives to encourage carpooling.
2. Accessible Community Service: Services that run within communities and are custom-designed to link key origin and destinations for disabled/elderly persons.

Discussion Phase

1. Worksite Job Exchange: Multiple worksite employer who allows employees in equal positions at different worksites to exchange jobs so they are closer to their home.
2. Car-Sharing at a MAX Station: Car-sharing is being tested in inner Portland neighborhoods by a private provider. The existing car-sharing organization provides cars in neighborhood locations and people pay to use cars for specific trips. There is potential to provide this type of option for suburban type trips at a MAX station.
3. Worksite Concierge Services: System of businesses (restaurants, dry cleaners, shoe repair, etc.) that are willing to provide delivery services at the worksite.

Program Budget

Elements of the work program and their respective funding source are shown on Exhibit A.

Three-Year Service Plan Implementation

Program Description

Tri-Met is using regional CMAQ funds for development and implementation of service improvements throughout the Tri-Met service area, focusing on SE McLoughlin Boulevard and SW Barbur Boulevard. These service improvements have a substantial capital component in the form of bus-stop improvements. McLoughlin improvements were introduced in the fall of 1999. Planning has begun for the SW Barbur improvements and will be introduced in the fall of 2001. The development of Bus Rapid Transit is anticipated in each of these corridors within five to eight years. The McLoughlin Corridor additionally is identified as being served by light rail transit by the year 2020.

Exhibit A

TMA ASSISTANCE DISTRIBUTION FY 2000 - 2003 Tri-Met/Metro Proposal on 10/29/99

	Year				Total**	Average \$/Year
	2000	2001	2002	2003		
Tualatin TMA	\$50,250	\$24,750	\$15,000	\$0	\$90,000	\$22,500
WTA TMA	\$50,250	\$24,750	\$5,000	\$0	\$80,000	\$20,000
Lloyd TMA	\$50,250	\$24,750	\$5,000	\$0	\$80,000	\$20,000
Columbia Corridor	\$67,500	\$50,250	\$24,750	\$0	\$142,500	\$35,625
Swan Island	\$67,500	\$50,250	\$24,750	\$0	\$142,500	\$35,625
Clackamas Reg Ctr.*	\$32,000	\$67,500	\$50,250	\$24,750	\$174,500	\$43,625
Gresham Reg. Ctr.*	\$32,000	\$67,500	\$50,250	\$24,750	\$174,500	\$43,625
Ptld. Downtown (APP)	\$17,500	\$0	\$0	\$0	\$17,500	\$4,375
Col. Cor. Rivergate	\$0	\$0	\$32,000	\$0	\$32,000	\$8,000
L. Oswego/Kruse Way	\$0	\$0	\$0	\$32,000	\$32,000	\$8,000
Troutdale	\$0	\$0	\$0	\$32,000	\$32,000	\$8,000
Total	\$367,250	\$309,750	\$207,000	\$113,500	\$997,500	\$249,375
Total Available**	\$278,614	\$278,614	\$278,614	\$278,614	\$1,114,454	\$278,614
Balance	(\$88,637)	(\$31,137)	\$71,614	\$165,114	\$116,954	\$29,239

*Funding for 2001 through 2003 contingent on results of exploratory phase

**Resources - CMAQ - \$1,000,000; Tri-Met local match (89.73/10.27 ratio) - \$114,454

OTHER PROJECTS OF REGIONAL SIGNIFICANCE

Relation to Previous Work

This project builds upon a project being conducted in partnership with the City of Portland named Streamline. The Streamline project encompasses the signal priority project in combination with other transit priority and customer amenity improvements. By combining these projects, greater resources can be devoted to related customer amenities and accessibility improvements. This work will also be combined with the City's Streetscape program, which is directed at developing pedestrian networks in neighborhoods such as those along SW Barbur Boulevard.

Objectives

- Encourage transit ridership through service and amenity improvements;
- Improve the total transit riding experience;
- Increase the visibility and positive influence of transit in the community;
- Begin to implement a series of transit improvements in this corridor that are consistent with long-term needs and plans; and
- Promote regional livability, consistent with the 2040 Framework Plan.

Products and Targets

- Inventory of existing transit facilities in the SW Barbur Corridor;
- Review of service and facilities development opportunities;
- Development of phased improvements leading to high capacity transit in the long term (Bus Rapid Transit);
- Community outreach effort to identify needs, constraints and priorities;
- Work program and budget for phased program implementation;
- Land-use interface plan, including an assessment of Transit Oriented Development opportunities; and
- Construction plans and documents for these initial transit-facilities improvements.

Budget Summary

By JPACT resolution as part of the State Transportation Improvement Program, \$5.7 million of regional CMAQ funds were set aside for the conduct of Tri-Met's Three Year Service Plan. Those funds have been allocated over a three-year period, principally as a capital improvement program. \$1,425,000 of those CMAQ funds are to be supplemented with Tri-Met general funds in FY 2001. \$100,000 of the FY 2001 program will be allocated for the planning of service and facilities improvements for the SW Barbur Boulevard corridor as described above. It is expected that those funds will be used for consultant services. That effort will be supplemented by planning and design activities by Tri-Met staff.

Streamline

Program Description

This is the second year of a comprehensive program incorporating the grant-funded signal priority treatment project managed by the City of Portland. In partnership with the City, Tri-Met has expanded that program to include other preferential street treatments and related bus-stop amenities. It is designed to reduce transit running times, thereby reducing operating costs, while also making the service more attractive to riders. Twelve high ridership lines within the City of Portland are targeted for these improvements.

Relation to Previous Work

As noted above, this program builds upon the TEA-21 funded signal priority project. The program is also coordinated with other City pedestrian and streetscape programs.

OTHER PROJECTS OF REGIONAL SIGNIFICANCE

Objectives

- Decrease transit-running time on twelve targeted routes by 10 percent or enough to eliminate one bus from the weekday operating schedule;
- Increase transit ridership on those same lines by 10 percent;
- Improve the transit-riding environment through enhanced rider amenities; and
- Increase transit visibility in the community.

Products and Targets

- Assessment of principal intersections used by the targeted bus routes, prioritized for installation of signal priority treatment, including Opticom preemption, potential queue jump lanes or curb extensions;
- Detailed review of each selected bus route, including inventory of facilities and compliance to bus-stop standards, ADA requirements and operating requirements;
- Identification of bus-stop improvements including improved access, respacing of stops, amenity improvements, customer information and adjacent sidewalk/crosswalk needs;
- Work program, schedule and budget for each line; and
- Construction drawings and documents.

Budget Summary

Tri-Met portion of this comprehensive four-year program is \$6,650,000. This program uses \$1.5 million of the City of Portland's TEA-21 funded signal priority project for the installation of Opticom emitters on buses, to be expended in years one and two of the program. Regional Congestion Management and Air Quality (CMAQ) funds provide a total of \$3,600,000 over the four-year period of which \$1,272,000 will be expended in the FY 2001 budget year. The balance of funds come from a combination of Tri-Met and City of Portland local funds. Most of these funds are devoted to the capital elements of this program; however, 1.5 FTE's are supported directly out of the TEA-21 signal priority budget at a FY 2001 cost of \$128,912.

South Corridor Project Development

Program Description

To bridge the planning work conducted as part of the South/North Transit Corridor Study and that of the current South Corridor Transportation Alternatives Study, Tri-Met is developing selected projects in this corridor defined by SE McLoughlin Boulevard and Highway 224. Selected projects include an off-street transit center in downtown Milwaukie, a 200-space surface park-and-ride lot south of Milwaukie and coordination with Clackamas County for replacement of the transit center at the Clackamas Town Center shopping mall.

Relation to Previous Work

This work builds upon:

- Service and bus-stop enhancements in the McLoughlin Corridor, introduced in the fall of 1999 as part of the first of three-year Tri-Met Service Plan improvements;
- The South/North Transit Corridor Study in which light rail transit was identified as the preferred high capacity transit mode in the McLoughlin and Highway 224 corridors;
- Long-standing discussions with the City of Milwaukie for development of an off-street transit center to be coordinated with their downtown plan;
- The imminent sale of the Southgate movie theater, which has served as a popular 285-space shared-use park-and-ride and has focused the need for a replacement park-and-ride lot in that same area;
- A road and bridge project and planned expansion of the Clackamas Town Center shopping mall, which requires and provides opportunity for replacement and expansion of the transit center at that location.

These are each capital projects with front-end planning and design activities.

OTHER PROJECTS OF REGIONAL SIGNIFICANCE

Objectives

- Encourage transit ridership and decrease road congestion in this corridor;
- Provide a first installment for a South Corridor transportation development program;
- Develop visible and convenient transit facilities in the southeast corridor;
- Provide for continuity of transit services as existing facilities are sold or redeveloped; and
- Coordinate these near-term projects with long-term transit development goals for these corridors.

Products and Targets

- Prepare site development plans for two transit centers and a park-and-ride lot;
- Prepare Environmental Assessments (or Categorical Exclusion) reports for each of these facilities;
- Prepare plans for the integration of planned facilities with surrounding land uses and transportation facilities;
- Identify near and long-term services plans associated with the facilities; and
- Prepare construction plans and supporting documents.

Budget Summary

Funding for this work is presently limited to \$645,000 in Federal Section 5309 funds for acquisition of land in downtown Milwaukie and preliminary engineering for the off-street Milwaukie Transit Center.

ODOT – TRANSPORTATION AND GROWTH MANAGEMENT (TGM) PROGRAM

The TGM Program is supported primarily by T-21 federal funds. The program's mission is:

- To enhance Oregon's livability;
- Foster integrated land use and transportation planning; and
- Encourage development that results in compact, pedestrian/bicycle/transit-friendly communities.

The program offers grants to local governments for three categories of planning:

1. Local transportation system plans and implementation measures;
2. Land-use plan changes which help meet transportation needs, including planning for compliance with the Metro 2040 Growth Concept Urban Growth Management Functional Plan; and
3. Urban growth management strategies.

In the 1999-2001 biennium, which ends June 30, 2001, grants were awarded to 14 local jurisdictions for 19 programs totaling \$2,083,560 plus match of \$283,473.

Besides grants, the TGM program offers the following services:

- Quick-response consultants provide design alternatives to development proposals consistent with Smart Development principles;
- Code assistance is provided to local governments to prepare (or amend) local development codes to meet Smart Development principles;
- The TGM Outreach program is aimed at increasing understanding and acceptance of Smart Development principles through workshops, a partnership program and technical assistance for practitioners.

SPR PROGRAM DESCRIPTION

OBJECTIVES

In partnership with local and regional governments, update, refine and implement the Portland MPO Regional Transportation Plan (RTP). Coordinate the RTP with the Metro's 2040 Growth Concept Plan and Urban Growth Management Functional Plan, and Oregon's Transportation Plan, Highway Plan and the Transportation Planning Rule.

RELATIONSHIP TO OVERALL PROGRAM

Transportation improvement projects in the Portland MPO must be included in the Metro RTP before they can receive federal funds for project development.

PREVIOUS WORK

Continuing work on the updating and implementation of the RTP.

MAJOR ACTIVITIES AND TASKS

1. Coordination and Support of Metro Programs

Provide staff for Metro standing and project committees, conduct analysis as needed to support efforts. Specifically:

- **Coordinate TIP Development:** ODOT staff to work with Metro to assure that the process for selecting federally funded transportation projects is balanced, fair and provides for a range of needs;
- **Support RTP Update:** The current RTP update is one of the most significant revisions in recent years. ODOT staff to work closely with Metro to assure the update accurately reflects ODOT projects and incorporates the State's interest into regional policy making. ODOT staff will continue participation in refinement of the RTP at all levels;
- **Support Metro Transportation/Land Use Integration Efforts:** ODOT staff to work with Metro to implement the 2040 Growth Concept Plan. ODOT will participate in the Community Solution Team (CST) process to assist in the selection of projects to implement the Plan. Work closely with Metro to assure that regional growth management policy does not adversely impact the State's transportation system;
- **Support Regional High Capacity Transit (HCT) Studies:** Work with Metro to assess the utility of HCT and propose regional policy response. HCT is responsible for analysis of alternative transportation modes and the completion of project planning for major fixed guideway transit facilities including commuter rail, light rail (LRT), and busways;
- **Support the Analysis of Alternative Funding:** ODOT is a project partner in the Traffic Relief Options (TRO) study to assure that the study adequately addresses issues and concerns of ODOT and Federal Highway Administration (FHWA). ODOT will develop a policy response to the finding of congestion pricing strategy of the TRO study and continue to investigate alternative sources of funding, including an analysis of congestion pricing implementation issues in the Hwy 217 corridor;
- **Assist Green Corridor Implementation Strategy:** ODOT staff will assist in the development of a strategy for assuring that ODOT facilities on the fringe of the urban growth boundary (UGB) can function as a green corridor as envisioned in the 2040 Growth Concept Plan; and
- **Assist in Transportation Model, Traffic Analysis and Methodology:** Provide assistance with traffic input and analysis. ODOT staff, Metro and local governments will develop traffic analysis methodology to

identify new land use patterns. Traditional methods of analysis of traffic impacts are inadequate for these new patterns.

2. Coordinate Transportation Planning Activities

Link the local land use and transportation planning programs with the planning and operation of State highways as part of the regional transportation system. Coordinate with other state agencies concerning activities that affect regional transportation planning. Specific activities:

- **Local Land Use and Development Review:** ODOT staff process almost 5,000 land-use notices and comments on several hundred that potentially affect state highways. Staff response usually consists of a letter of record, however it sometimes requires extensive negotiation and traffic analysis. Staff will continue to review and comment on local design options for improvements on state facilities;
- **Local Transportation System Plan (TSP):** ODOT staff to participate in the development of TSPs for every jurisdiction in the region. The TSPs are critical in identifying the impact of future growth on the state highway system. Staff will assist in development of these plans to assure consistency with the Oregon Transportation Plan (OTP), Oregon Highway Plan (OHP), Corridor Plans and the Transportation Planning Rule (TPR);
- **Local Street Network and Access Management Bonding Program:** ODOT staff to process these programs to maintain and improve the local transportation system, and protect and promote state highway safety and efficiency. The Oregon Legislature created state funding with bonds financed by Oregon Highway Fund revenues. Both programs are expected to be expended during the 1999-2001 biennial;
- **Area Commission on Transportation (ACT):** ODOT staff to participate in the Northwest Oregon Area Commission on Transportation. Staff will work with the ACT and CST to collaboratively solve transportation and community issues affecting the Portland metropolitan area;
- **Oregon Highway Plan (OHP) Coordination:** ODOT staff to coordinate and participate with regional and local jurisdictions in the process of selecting Special Transportation Areas (STA), Urban Business Areas (UBA), and expressways in the Portland metropolitan area. Staff will continue to negotiate transfer of state highways whose function is primary local or redundant. Staff will work with Metro and local jurisdictions to redefine the national highway system (NHS), state freight route and the functional classification system in conjunction with the adoption of local TSPs and RTP;
- **Regional Air Quality Planning:** ODOT and DEQ will work to assure that the region's transportation projects comply with federal air quality regulations; and
- **Willamette Valley Forum:** Coordinate the transportation planning activities of ODOT, other state agencies, and local governments in the Willamette Valley that affect the region and Portland MPO area.

3. Conduct Transportation Planning Studies

Conduct various transportation planning studies in the metropolitan area to refine proposed transportation improvement alternatives and develop management strategies. Specific Activities:

- **Freeway Interchange Management Studies:** Study various freeway interchanges in the Portland metropolitan area to assess ways to accommodate potential growth. The studies will identify short-term, relatively inexpensive improvements that can be made to add capacity. The studies will determine the feasibility of acquiring additional right-of-way for access control in the vicinity of the interchange;
- **I-5 Trade Corridor:** Assist and participate in the Phase II of the I-5 Trade Corridor study;
- **Urban Corridor Studies:** Participate in studies of the Urban Corridor in the Portland metropolitan area. ODOT staff will prepare brief urban corridor plans for the region's major corridors. The studies will

ODOT – PLANNING ASSISTANCE

identify long-term management strategies for the corridors while identifying and prioritizing future improvements. They will include technical analysis, policy development and ongoing public involvement. The studies will include an evaluation of congestion pricing, HOV and HOT, and Transit capital improvements on selected corridors as a possible strategy to accommodate future traffic growth. The Urban Corridor studies will provide recommendations on future level of service standards as specified in the OHP and the Metro RTP; and

- **Innovative Improvements Studies:** Assist and participate in studies to identify and examine potential freight improvements on interstate freeway corridors and participate in regional efforts to develop a freight network to better

	2001 SPR Expenditures	Resources
Region 1 Corridor & Systems Planning		
Planning		
Personal Services	\$ 640,310	
Consultant Professional Services	\$ 0	
Services and Supplies	\$ 60,827	
SUBTOTAL	\$ 701,137	SPR: SPF 120
Portland Transportation Study		
Planning (MPO Coordination and Support)		
Personal Services	\$ 197,000	
Services and Supplies	\$ 0	
Consultant Professional Services	\$ 0	
Traffic Analysis		
Personal Services	\$ 130,000	SPR: SPF 110
SUBTOTAL	\$ 327,000	
TOTAL	\$ 1,028,137	

FY 2001 UNIFIED WORK PROGRAM FUNDING SUMMARY

	carryover																	
	01PL ODOT (1)	01STP* Metro 33C (2)	ODOT Mtch	FY01 ODOT Supplemt	FY01 Sec5303* 80X010	FY01 Lcl TriMet	FY00 FHWA STP* OPB Pilot	01FTA STP* TOD	01 FHWA TCSP* Kenton	00FTA Sec 5307* 90-x083	00FHWA TCSP*	FTA-S/N 96(e)4 29-9023*	FTA-TOD(4) 97Sec5307 90-x073*	USDOT 03-8001-01 TMIP	Other Grants	2001 SPR*	Local Funds/ Match	TOTAL
METRO																		
RTP Update/Refinement	146,700	25,000	1,431	50,000	45,000	36,000											42,869	347,000
Transportation Improvement Pgm	79,684	56,185	3,215	35,000	53,485	35,000											40,431	303,000
RTP Financing	113,652	95,426	5,461														15,461	230,000
Local Plan Coordination	29,816	137,497	7,868														12,819	188,000
Alternative Mode Implementation		46,660	2,670		8,000												5,670	63,000
Hwy 217 Corridor Study	274,584	67,089	3,839	85,000	30,000										150,000		28,988	639,500
Trans Model Improvement Prog														275,000	410,000		220,200	905,200
New Model/Model Refinement(3)	157,046	165,000	9,443			30,000									20,724		20,787	403,000
Trans System Monitoring	94,853	40,000	2,289	5,000	20,000												5,858	168,000
Technical Assistance Program		42,500	2,432	35,000		10,000											50,072	140,004
Management & Coordination	117,451	105,000	6,009		30,000												56,540	315,000
OPB Pilot Program							90,687										15,813	106,500
S Corridor Trans Alternative/EIS										570,000		660,000			363,609		201,391	1,795,000
Transit Planning Program		68,643	3,928			76,500											3,929	153,000
Transit Oriented Development								26,900					30,846				6,609	64,355
Kenton Station Project									1,000,000									1,000,000
Data, Growth Monitoring	73,030			15,000	66,000	37,500											569,284	760,814
Eastside Urban Reserve Plan											345,000						160,000	505,000
Metro Subtotal	1,086,816	849,000	48,585	225,000	252,485	225,000	90,687	26,900	1,000,000	570,000	345,000	660,000	30,846	275,000	944,333		1,456,721	8,086,373
ODOT PLANNING ASSISTANCE																1,028,137		1,028,137

GRAND TOTAL	1,086,816	849,000	48,585	225,000	252,485	225,000	90,687	26,900	1,000,000	570,000	345,000	660,000	30,846	275,000	944,333	1,028,137	1,456,721	9,114,510
*Federal funds only, no match included																		9,114,510

(1) The full \$1,086,816 shown is based on assumption of 867,406.87(fed) new PL plus \$99,278.09 ODOT match and \$107,793.55 carryover PL and \$12,337.45 ODOT match

2. FY01 STP is comprised of \$679,000 federal + \$38,857 ODOT (1/2 match) plus carryover of \$70,000 federal + \$4,006 ODOT (1/2 match)+\$100,000 new STP freight funds + \$5,723 ODOT (1/2 match)
3. Combined New Models and Model Refinement also includes freight study funds.

FY2001

OTHER PROJECTS OF REGIONAL SIGNIFICANCE - FUNDING SUMMARY

WASHINGTON COUNTY: *Commuter Rail - Wilsonville to Beaverton*

Funding Source:	FTA New Start Funds	1,500,000
	Match	171,682
Total		1,671,682

PORTLAND: *Central City Streetcar Phase II*

Funding Source:	HUD	500,000
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Burnside Transportation and Streetscape

Funding Source:	FY01 FHWA TCSP	269,000
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DEQ: *Employee Commute Options (ECO)*

Funding Source:	CMAQ	47,000
	Match	5,379
Total		52,379

ODOT/WSDOT: *I-5N Trade Corridor*

Funding Source:	FHWA Corridors & Borders Program	1,000,000
	ODOT/WSDOT	500,000
	Metro STP	250,000
Total		1,750,000

TRI-MET: *Transportation Demand Management Program*

Funding Source:	CMAQ OR-90-x77 & or-90-x88	1,200,000
	Tri-Met	300,000
Total		1,500,000

Three-Year Service Plan Implementation

Funding Source:	CMAQ	1,425,000
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Streamline

Funding Source:	CMAQ	1,272,000
	T21High Priority Project	128,912
Total		1,400,912

Milwaukie Transit Center Project Development

Funding Source:	Sec 5309	645,000
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ODOT:TGM

Funding Source:	ODOT-STP	2,083,560
	Match	283,473
Total		2,367,033

JOINT RESOLUTION OF THE
METRO COUNCIL
AND OREGON STATE HIGHWAY ENGINEER

FOR THE PURPOSE OF CERTIFYING THAT)
THE PORTLAND METROPOLITAN AREA IS)
IN COMPLIANCE WITH FEDERAL)
TRANSPORTATION PLANNING)
REQUIREMENTS)

RESOLUTION NO. 00-2905

Introduced by Councilor Jon Kvistad,
JPACT Chair

WHEREAS, Substantial federal funding from the Federal Transit Administration and Federal Highway Administration is available to the Portland metropolitan area; and

WHEREAS, The Federal Transit Administration and Federal Highway Administration require that the planning process for the use of these funds complies with certain requirements as a prerequisite for receipt of such funds; and

WHEREAS, Satisfaction of the various requirements is documented in Exhibit A; now, therefore,

BE IT RESOLVED,

That the transportation planning process for the Portland metropolitan area (Oregon portion) is in compliance with federal requirements as defined in Title 23 Code of Federal Regulations, Part 450, and Title 49 Code of Federal Regulations, Part 613.

ADOPTED by the Metro Council this _____ day of _____, 2000.

David Bragdon, Presiding Officer

APPROVED by the Oregon Department of Transportation State Highway Engineer this _____ day of _____, 2000.

State Highway Engineer

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

UNIFIED PLANNING WORK PROGRAM

FOR

FISCAL YEAR 2001

February 2000

**Southwest Washington Regional Transportation Council
1351 Officers' Row
Vancouver, WA 98661
Telephone: (360) 397-6067
Fax: (360) 696-1847**

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

FISCAL YEAR 2001 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 FY2001 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, 2000 through June 30, 2001.

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 multiple modes of transportation and include planning issues significant to the Regional Transportation Plans (RTPs) for the three-county region and the Metropolitan Transportation Plan (MTP) for the Clark County region. Direction for regional transportation planning activities for FY 2001 and beyond is provided by the federal Transportation Equity Act for the 21st Century (TEA-21) passed in 1998. TEA-21 is the successor to the Intermodal Surface Transportation Efficiency Act (ISTEA) passed in 1991.

Since RTC was established in 1992, the agency's role and program of planning activities has continually evolved. In FY2000 RTC has continued to work closely with local jurisdictions on concurrency, congestion monitoring and Transportation Impact Fee program development. Also in FY2000 the Bi-State Transportation Committee was established to facilitate dialogue and recommendations on bi-state transportation issues. As FY 2001 began, a large portion of the interstate system in Clark County was undergoing transportation planning studies through the I-5 Trade Corridor Study, the I-5/I-205 North Corridor Study and the I-205 Strategic Corridor Pre-Design Study. However, some of the planning efforts have been curtailed due to the impacts of Initiative-695 passed in November, 1999.

UPWP Objectives

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

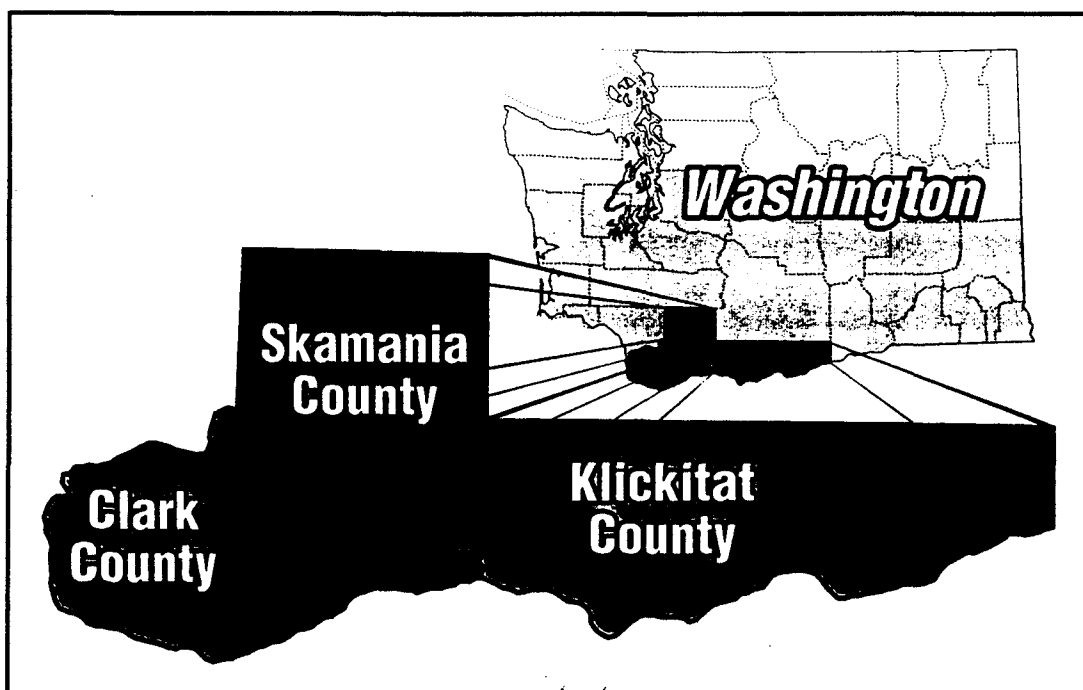
Key transportation issues facing the region in FY2001 include:

- Facing the challenges presented to our state and region because of the dramatic reduction in transportation funding that has resulted from passage of Initiative 695.
- Continuing to provide for the rapid growth that the region is experiencing continues to be a key issue. Between 1990 and 1999, Clark County's population grew by 42 percent from 238,053 to 337,000. The result of fast-paced growth and slow transportation system investment is a loss of mobility for people and goods due to increasing levels of traffic congestion. With this scenario, the region needs to ensure that the most cost-effective transportation projects are prioritized and moved forward for funding. Successfully competing for funding for the region's priority transportation projects is of paramount importance to the

region. However, in the aftermath of Initiative-695 the region is faced with reduced transportation revenues to meet a growing transportation needs.

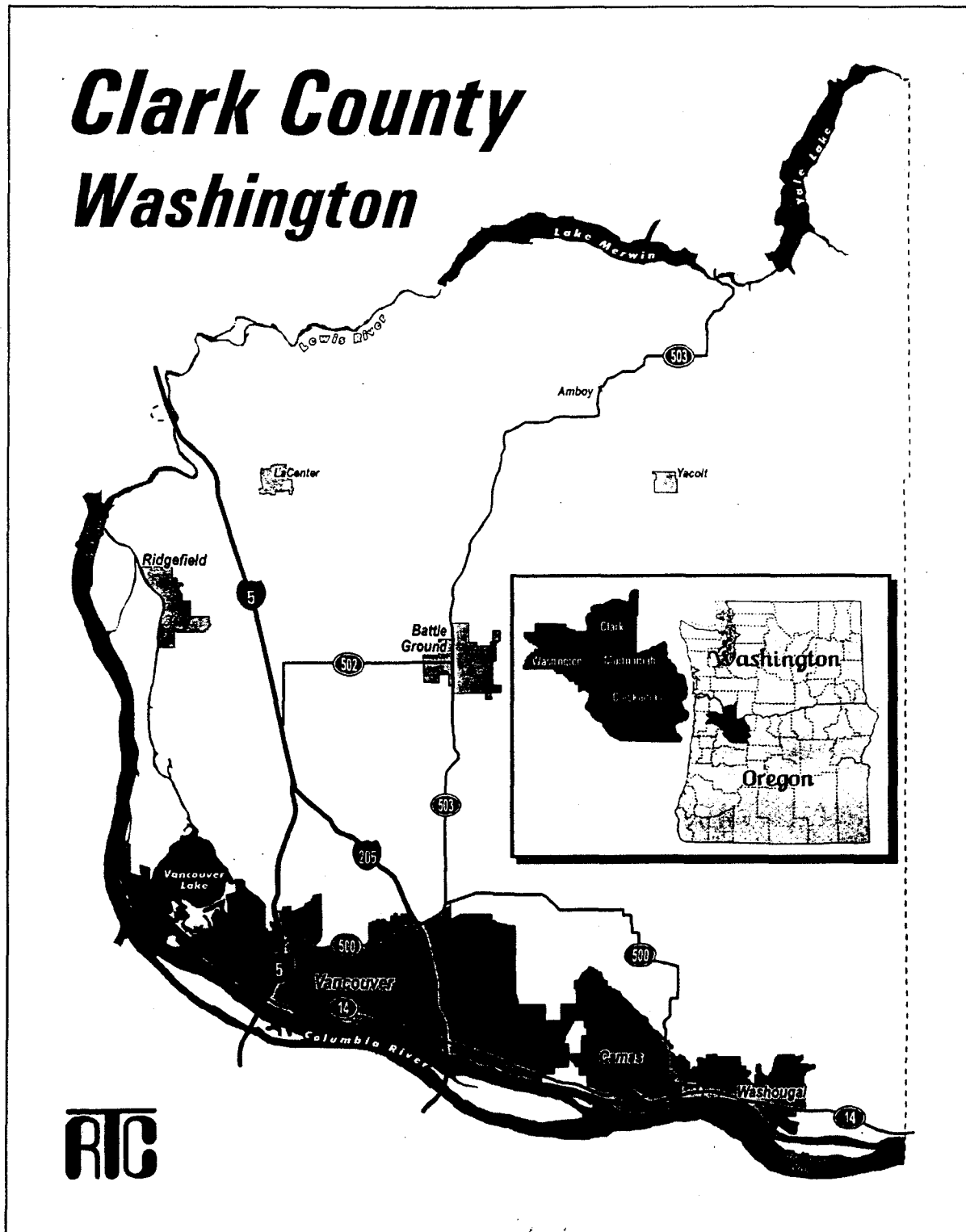
- Working to address increasing bi-state transportation needs in cooperation with Metro, Portland, WSDOT and ODOT.
- Adopting a 2001-2003 Transportation Improvement Program (TIP) to reflect programming of the region's priority projects and funding programs under the federal transportation act.
- Implementing plans adopted under the Washington State Growth Management Act and implementing the Transportation Equity Act for the 21st Century (TEA-21).
- Coordinating with Washington State Department of Transportation on development of the Washington Transportation Plan.
- Review and further development and implementation of transportation concurrency programs.
- Assessing the impacts of C-TRAN's transit service reduction in the aftermath of Initiative-695 on Clark County's transportation system.
- Addressing environmental issues relating to transportation, including seeking ways to reduce the transportation impacts on air quality.
- Continuing the congestion management monitoring program.
- Evaluating freight transportation needs.
- Development of ITS programs in the region including the Vancouver Area Smart Trek (VAST) program and Application of Intelligent Transportation Systems (ITS) technology in the I-5/Highway 99 corridor.
- 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**



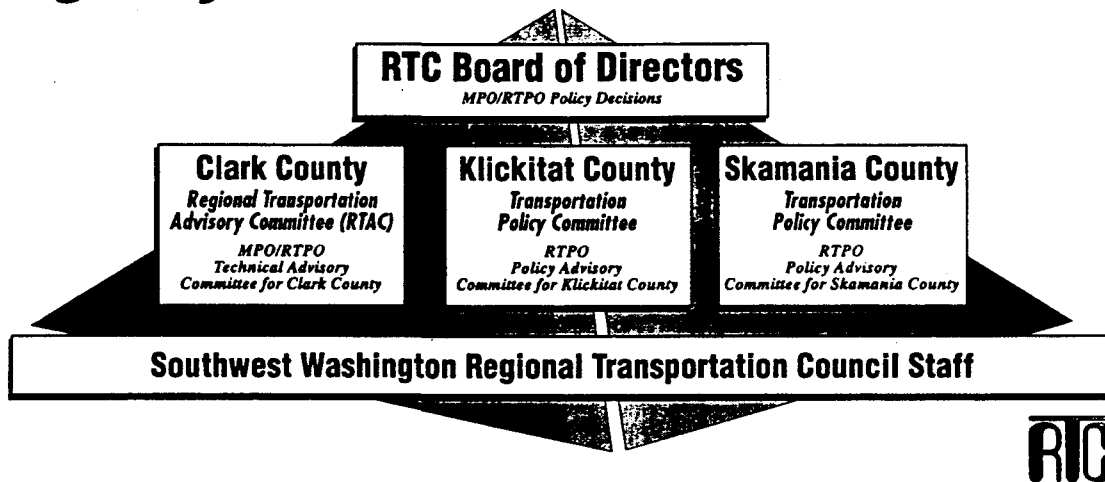
SOUTHWEST WASHINGTON REGIONAL TRANSPORTATION COUNCIL (RTC)

**EXTENT OF RTC METROPOLITAN PLANNING ORGANIZATION REGION
SHOWING INCORPORATED AREAS WITHIN CLARK COUNTY**



SOUTHWEST WASHINGTON REGIONAL TRANSPORTATION COUNCIL (RTC)

RTC: AGENCY STRUCTURE

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 RTPO 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 Southwest Washington Regional Transportation Council (RTC), C-TRAN, Washington State Department of Transportation (WSDOT), Clark County, the cities of Vancouver, Camas, Washougal, Ridgefield, Battle Ground and La Center and the town of Yacolt, the ports of Vancouver, Camas-Washougal, and Ridgefield, 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, the Transportation Improvement Program, and other regional transportation studies, operational and near-term transit planning. C-TRAN regularly adopts a *Transit Development Plan* (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, required by RCW 35.58.2795, outlines those projects of regional significance for inclusion in the Transportation Improvement Program within the region. WSDOT is responsible for preparing *Washington's Transportation Plan*; the long-range transportation plan for the state of Washington. 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 Clark County Public Works Department and City of Vancouver Public Works Department 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 described 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.

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). An MOU between RTC and Metro was adopted by the RTC Board at their April 7, 1998 meeting (RTC Board Resolution 04-98-08); the agreement is ratified annually with adoption of the UPWP.

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 during peak hours resulting in frequent traffic delays. The need to resolve increasing traffic congestion levels and to identify long term solutions continues to be a priority issue. Also of significance is the implementation of air quality maintenance plans for ozone and Carbon Monoxide. The Bi-State Transportation Committee was established in 1999 to ensure that bi-state transportation issues are addressed.

RTC Board of Directors

City of Vancouver	Mayor Royce Pollard [President]
Cities East	Mayor Charles Crumpacker (Washougal) [Vice-President]
Cities North	Mayor Bill Ganley (Battle Ground)
City of Vancouver	Pat McDonnell (Deputy City Manager)
Clark County	Commissioner Judie Stanton
Clark County	Commissioner Craig Pridemore
Clark County	Commissioner Betty Sue Morris
C-TRAN	Keith Parker (Executive Director)
ODOT	Kay Van Sickel
Ports	Commissioner Bob Moser (Vancouver)
WSDOT	Donald Wagner (Southwest Regional Administrator)
Metro	Metro Councilor Rod Monroe
Skamania County	Commissioner Judy Carter
Klickitat County	Commissioner Ray Thayer

Regional Transportation Advisory Committee Members

WSDOT Southwest Region	Glenn Schneider
Clark County Public Works	Pete Capell / Kevin Gray
Clark County Planning	Patrick Lee
City of Vancouver, Public Works	Thayer Rorabaugh / Kevin Wallace
City of Vancouver, Community Development	Azam Babar
City of Washougal	Mike Conway
City of Camas	Eric Levison
City of Battle Ground	Paul Haines
City of Ridgefield	City Clerk
C-TRAN	Deb Wallace
Port of Vancouver	Heidi Rosenberg
ODOT	Dan Layden
Metro	Christina Deffebach
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	Commissioner Judy Carter
City of Stevenson	Monica Masco, City Council Member
City of North Bonneville	John Kirk, Mayor
WSDOT, Southwest Region	Donald Wagner, SW Regional Administrator
Port of Skamania County	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	Commissioner Ray Thayer
City of White Salmon	Mayor Roger Holen
City of Bingen	Mayor Brian Prigel
City of Goldendale	Jim Amundsen, City Council Member
WSDOT, Southwest Region	Donald Wagner, SW Regional Administrator
Port of Klickitat	Dianne Sherwood, Port Manager

REGIONAL TRANSPORTATION PLANNING PROGRAM

1A. 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. The most recent update to the *Metropolitan Transportation Plan (MTP) for Clark County* was adopted in October, 1999 which extended the Plan's horizon year to 2020.

Work Element Objectives

(i) Plan Development, Review and Amendment

The MTP is 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 required Plan updates. Both the GMA and federal transportation act requires that regular review and update of the Plan takes place.

1. Regular MTP amendment and/or update to reflect changing trends, conditions, regulations and study results and to maintain consistency between state, local and regional plans. Regular update and amendment of the Metropolitan Transportation Plan (MTP) is a requirement of the state Growth Management Act (GMA) and federal TEA-21. 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 was last updated by an action of the RTC Board in October 1999. 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. A major update to the MTP for Clark County will be scheduled to coincide with the County and local jurisdictions' update of their comprehensive growth management plans. The County has started work on their Comprehensive Plan update with the publication of the Clark County Plan Monitoring Report (1995-1999), public comment draft issued in November, 1999. The Comprehensive Growth Management Plan update process is scheduled to conclude in March, 2002. A Plan update should also acknowledge federal interests including transportation planning for rural areas, reverse commute, welfare to work, social justice programs and integration of environmental review into the planning process. At each amendment or update of the MTP the results of recent transportation planning studies are incorporated and identified new or revised regional transportation system needs are documented. MTP development relies on analysis results from the 20-year regional travel forecasting model as well as results from a six-year highway capacity needs analysis. The Plan also reflects the transportation priorities of the region; it contains a prioritized list of evaluated mobility projects.
2. The MTP should be user-friendly. RTC has begun work on publishing MTP information by sub-region as well as region-wide.
3. Comply with state standards and incorporate the provisions of revised RCW 47.80 (SHB 1928 codified) to have the MTP include the following components:
 - a. A statement of the goals and objectives of the Plan. (See WAC 468.86.160)
 - 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. (See WAC 468-86-200, (2))
 - 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.
4. To comply with TEA-21, seven general planning elements must be addressed in the regional transportation planning process. The planning process for a metropolitan area shall provide for consideration of projects and strategies that will:
- a. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency
 - b. Increase the safety and security of the transportation system for motorized and nonmotorized users
 - c. Increase the accessibility and mobility options available to people and for freight
 - d. Protect and enhance the environment, promote energy conservation, and improve quality of life,
 - e. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight,
 - f. Promote efficient system management and operation; and
 - g. Emphasize the preservation of the existing transportation system. These will be addressed in the MTP.
5. Involve the public in MTP development and review.
6. Any amendment to the Plan will reflect updated results from the **Congestion Management System** process (adopted by the RTC Board at their May 2, 1995 meeting; RTC Board Resolution 05-95-14). Transportation Management Areas (TMAs), such as Clark County, must maintain a Congestion Management System (CMS) as part of the Metropolitan Planning Organization's (MPO) planning process.
7. The MTP will continue to address bi-state travel needs and review of major bi-state policy positions. Issues include High Occupancy Vehicle (HOV) policies and implementation, LRT expansion, Traffic

Relief Options (TRO), congestion management policies and ongoing efforts to address freight transportation needs in the I-5 corridor through the **I-5 Trade Corridor Study**. RTC participates in policy, plan and project development relating to these efforts.

8. Significant regional transportation studies in the Clark County region during FY2000/2001 include the **I-5/I-205 North Corridor Study**, the **I-205 Strategic Corridor Pre-Design Study**, **SR-500 Corridor** (from I-5 to Andresen Road) **Environmental Assessment (EA)**, **SR-500** (east corridor) **Risk Potential Study**, **Columbia River Bridge Strategies**, **I-5 HOV Operations Study**, **I-5/Highway 99 ITS Study** and **Vancouver Transportation System Plan** which includes downtown Vancouver transportation needs. Recommendations from the studies will be incorporated into the MTP.
9. The MTP must attain a level of consistency with the **Washington Transportation Plan (WTP)** an update to which is currently in process.
10. The MTP must implement HB 1487 (the Level of Service Bill).
11. The MTP addresses regional corridors, associated intermodal connections and statewide intercity mobility services.
12. The MTP should address any identified Transportation Control Measures (TCMs) to maintain federal clean air standards and the MTP should be evaluated for its conformity with the Clean Air Act Amendments of 1990.
13. The MTP addresses freight transportation issues and describes the State's Freight and Goods System.
14. The MTP continues to consider concurrency management and its impact on development of the regional transportation system. Other issues addressed in the MTP include system management and operations. Intelligent Transportation System (ITS) applications to improve the Clark County transportation system are addressed and it is recognized that ITS National Architecture is a focal point of TEA-21 with an identified need to integrate planning and application of ITS strategies. The I-5/Highway 99 corridor was under study in FY98/99 for ITS applicability to improve capacity and the Vancouver Area Smart Trek (VAST) study is now underway. It is recognized that TEA-21 requires all ITS projects funded through the Highway Trust Fund, including the Mass Transit Account, to be consistent with the ITS National Architecture and Standards. FTA and FHWA guidance for developing ITS projects and programs in a coordinated way through metropolitan and statewide planning processes will be followed. Transportation Demand Management is of great importance to the region to allow for the most effective use of the existing transportation systems. **Commute Trip Reduction** programs are integrated into the regional transportation planning process including MTP.

(ii) **SEPA/NEPA Review**

15. Assessment of environmental conditions, at a regional level and environmental review of the proposed MTP, prior to MTP adoption, as necessary. Cumulative environmental impacts should be evaluated consistent with TEA-21, Clean Air Act and State requirements, including Clean Air Act conformity analysis.
16. Address the impacts of the Endangered Species Act as it related to transportation system development.
17. Coordinate with environmental resource agencies in MTP development.
18. Continued re-evaluation of the future regional transportation system to be used in quantifying transportation performance and cumulative environmental impacts consistent with TEA-21, Clean Air Act and State requirements.

(iv) System Monitoring

19. The MTP is used as the document in which system performance monitoring is reported.
20. 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 Transportation Improvement Program and relates to management systems.

FY 2001 Products

1. It is not anticipated that the Metropolitan Transportation Plan will be significantly amended in 2000. Rather, major update will be carried out following local GMA comprehensive plan review. In FY2001 a review of the MTP will be carried out and minor amendments made to reflect the latest impacts of growth on the regional transportation system. The MTP sub regional plans will reconstruct the full MTP's information, analysis, recommendations and priorities by sub region. The goal is to present a more easily understood plan that neighborhoods, schools, businesses and citizens can relate to by their areas of highest travel activity. These sub-regional plans will be further enhanced later in FY2001 after initial publication late in FY2000.
2. An updated financial plan will show the application of fiscal constraint in development of the MTP. The financial plan will provide an analysis of revenue estimation and clearly document operations, maintenance and system preservation costs as well as system improvement costs. An update to the financial plan will reflect funding limitations. These limitations make strategic investments, and the information to guide those investments even more important. System improvements are prioritized in the MTP to ensure the most effective use of transportation dollars. Information from C-TRAN's Transit Development Plan (TDP) will be included with transit financing information.
3. In FY98 an MTP project prioritization was completed. An update to the prioritization is anticipated for FY 2001 when a review will check to confirm whether the MTP Project Prioritization accurately reflects the highest priorities for the region.
4. The amended Plan will describe public involvement activities carried out by RTC as part of the regional transportation planning process and Plan Development.
5. Clean Air Act Amendments (CAAA) conformance analysis documentation if any amendment to the MTP changes the identified transportation improvement projects listed in the Plan.
6. Performance monitoring which compares system performance with the levels of service established in the GMA planning process as part of the concurrency requirement. The amended Plan will also reflect the designated State WTP corridors and Regional WTP corridors and levels of service established for the state Highways of Statewide Significance (HSS) corridors and regional LOS established for regional non-HSS corridors.
7. A fully maintained Traffic Congestion Management System serves 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. The ongoing CMS work will be reflected in the MTP amendment.

FY 2001 Expenses:

	\$
RTC	92,405
Total	<u>92,405</u>

FY 2001 Revenues:

	\$
Fed. CPG	62,000
RTPO	12,000
Local	<u>18,405</u>
	92,405

1B. METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM

The Metropolitan 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. Development and adoption of a 2001-2003 Metropolitan Transportation Improvement Program (TIP), consistent with the requirements of TEA-21.
2. Review of the MTIP development process and project selection criteria used to evaluate, select and prioritize projects proposed for federal highway and transit funding. Project selection criteria should reflect 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 2001-2003 TIP, with consideration given to emissions reduction benefits of such projects.
4. Coordinate with local jurisdictions as they develop their Transportation Improvement Programs and participate in Clark County's Transportation Improvement Program Involvement Team (TIPIT) Committee and the City of Vancouver's TIP process. The Clark County Committee is citizen-based and seeks public input on developing and funding of transportation projects.
5. Coordinate the regional competitive grant process. This involves work with local agencies to put together and prioritize a regional package of projects to compete for statewide funding. The prioritized projects are to be recommended by RTAC for adoption by the RTC Board. Competitive funding programs include the federal competitive Surface Transportation Program (STP) funds, federal Transportation Enhancement funds and state Transportation Improvement Board funding programs.
6. Development of a realistic financial plan for the 2001-2003 TIP which addresses costs for operation and maintenance of the transportation system. The TIP is financially constrained by year.
7. Analysis of air quality impacts and Clean Air Act conformity documentation for the MTIP.
8. Amendments to the TIP, where necessary.
9. Monitoring of TIP implementation and obligation of project funding.
10. Ensure TIP data is input into the State Transportation Improvement Program (STIP) program software and submitted to WSDOT for inclusion in the State Program and 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 3 of the FY2001 UPWP. The MTIP program requires special coordination with local jurisdictions and implementing agencies in the Clark County region.

FY 2001 Products

1. An adopted 2001-2003 Transportation Improvement Program, fiscally-constrained by year, to reflect the programming of federal funds and project selection procedures . 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 needs. A summary of significant public comments received during the public review period will be provided.
2. TIP Clean Air Act conformity analysis and documentation.
3. Reports on obligation of funding of MTIP projects.
4. Updated STIP database.
5. MTIP amendments, as necessary.
6. Opportunity for public involvement in TIP development.

FY 2001 Expenses:

	\$
RTC	39,422
Total	<u>39,422</u>

FY 2001 Revenues:

	\$
Fed. CPG	25,000
RTPO	7,000
Local	<u>7,422</u>
	39,422

1C. CONGESTION MANAGEMENT SYSTEM MONITORING

A Congestion Management System (CMS) was adopted by the RTC Board in May of 1995. ISTEA required that the Clark County region, as a Transportation Management Area (TMA), develop a Congestion Management System for the metropolitan area. The purpose of CMS was to develop a better tool which would provide information on the performance of the transportation system and identify strategies to alleviate congestion and enhance mobility. Traffic congestion negatively impacts the region's natural environment, economy, and quality of life. ISTEA required that facilities proposed for federal funding for additional general-purpose lanes should first be assessed through the CMS process. The regulations have been modified in TEA-21, but the new federal act continues to recognize the value of the CMS by directing TMAs to continue the data collection and monitoring elements of the CMS. It is also a requirement that a process be in place to assess transportation system performance and alternative strategies for addressing congestion. The CMS focuses on vehicular travel, transit, and TDM performance in congested roadway corridors. Monitoring of the CMS continues with this work program element. Information produced as part of the CMS program provides valuable information to decision-makers having to identify the most cost-effective strategies to provide relief of congestion problems.

Work Element Objectives

1. The CMS is structured to provide effective management of existing and future transportation facilities and to evaluate potential strategies for managing congestion. The CMS monitoring process should provide the region with a better understanding of the region's roadway network. The CMS is intended to be a continuing systematic process that provides information on transportation system performance.
2. An objective of the FY2000/2002 CMS monitoring program will be to enhance the traffic count data base and the new data elements initiated last year (such as transit ridership and capacity, travel time and speed for the CMS corridors, auto occupancy information and vehicle classification data).
3. Publication of results of the Congestion Management Monitoring program through a System Performance Report which is updated periodically.
4. Incorporate CMS data into the regional traffic count database which, in turn, allows for enhanced calibration efforts related to the regional travel forecasting model and provides input for updating the corridor congestion index.
5. 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.
6. Coordinate with local jurisdictions and local agencies to ensure consistency of data collection, data factoring and ease of data storage/retrieval. Coordination is a key element to ensure the traffic count and turn movement data supports local and regional transportation planning studies and Concurrency Management programs
7. Collection, validation, factoring and incorporation of traffic count data into the existing count program. The data is separated into 24 hour and peak hour (a.m. and p.m. peak) categories.
8. Once traffic count data analysis is complete it is applied to measure and analyze performance of the transportation corridors in the CMS network. This system performance information is used to help identify system needs and solutions. The data is also used to support Growth Management Act concurrency analysis.
9. Coordinate with Metro on development of CMS plans.

Relationship To Other Work

Congestion monitoring is a key component of the regional transportation planning process. The CMS for the Clark County region supports the long-term transportation goals and objectives defined in the Metropolitan Transportation Plan. It assists in identifying the most effective transportation projects to address congestion. The CMS also supports local jurisdictions in implementation of their concurrency management systems and transportation impact fee program. The Congestion Management System Monitoring element is closely related to the data management and travel forecasting model elements.

FY 2001 Products

1. Updated traffic counts, turning movements, vehicle classification counts, travel delay and other key data for numerous locations throughout Clark County. Data updates will come from new counts and the compilation of traffic count information developed by the state and local transportation agencies. New and historic data is made available through RTC's web site (<http://www.wa.gov/rtc>).
2. New traffic count data will be used to update the corridor congestion ratio for each of the CMS corridors. The congestion ratio is converted into a congestion index which works like the traditional level-of-service measure except that the index assesses the overall performance of a full corridor (which may include multiple intersections and parallel roads) instead of just a single intersection. The index is used to classify each corridor according its relative level of congestion, to identify the need for further evaluation, and to determine the effectiveness of alternative strategies.
3. Review of new data elements that began in the 1999 monitoring program such as transit ridership and capacity, travel time and speed for the CMS corridors, auto occupancy information and vehicle classification data. The continued data collection need will be identified. Existing data collection activities in the region will be identified that can provide support for the CMS, such as corridor travel times for concurrency and will be utilized for application to the CMS. Additional data collection needs will be identified and initiated. These may include key transit ridership information, and roadway lane density.
4. Update of congestion index.
5. Identification of system needs and solutions.
6. Publication of an updated System Performance Report. The first Report was published in FY2000 which was the first step in the continued monitoring of transportation system performance in Clark County. In addition to a comprehensive summary transportation data, the new Transportation System Performance Report will include analysis and presentation of data to provide a better understanding of the potential for improving the management of the transportation system. It will include analysis on the potential of demand management to limit infrastructure needs and to improve transportation efficiency. The Report will update system performance information for the identified regionally-significant multimodal transportation corridors crucial to the mobility needs of the region. Initially, there were twenty-one transportation corridors identified and monitored through the CMS, additional corridors were added in FY99.
7. Coordination between Metro and RTC's CMS Plans.

FY 2001 Expenses:

	\$
RTC	138,728
Total	<u>138,728</u>

FY 2001 Revenues:

	\$
CM/AQ	120,000
Local	<u>18,728</u>
	138,728

1D. WASHINGTON TRANSPORTATION PLAN (WTP) DEVELOPMENT

The Washington Transportation Plan (WTP) is the decision-making document that links state, regional and local transportation plans to provide strategic directions for sound transportation investments. The WTP process involves all transportation partners to: jointly develop a statewide vision for transportation; jointly set priorities on strategic investments to attain the vision; integrate all regional and state planning to coordinate modes and investments; provide specific 6-year implementation plans; and provide clear customer-focused performance measures. RTC is committed to work with WSDOT in partnership to ensure that transportation system issues, performance standards, identified deficiencies of the regional transportation system, and future plans for the regional transportation system within RTC's RTPO region (Clark, Klickitat and Skamania counties) are accurately reflected in the WTP update.

Clark County is faced with increasing congestion on many of its regionally significant highway facilities over the course of the 20-year planning period. Elected officials and citizens are frustrated not only with today's congested conditions but, given the growth projections for this region, are anxious about the future performance level of the region's most important corridors. WTP work activities conducted by RTC will include Washington Transportation Plan (WTP) corridor congestion analysis and planning, designation of WTP corridors and compilation of materials needed to reflect the status of transportation planning and system performance in RTC's RTPO region. Further, RTC will work on additional analysis and planning focused on specific highly congested, regional high priority corridors where solutions need to be identified (e.g. SR-14 from Lieser to 192nd Avenue and Mill Plain from Andresen to 164th Avenue). The City of Vancouver has recently completed an overhaul of its transportation performance standards relating to concurrency requirements. The City realized the difficulties it faced in meeting the previously established level of service D. In response, the City has adopted a concurrency ordinance that establishes a performance level focused on travel time, intersection performance and system performance within a defined Traffic Management Zone (TMZ). The public outreach process was protracted and the community voiced their concerns about the growing transportation problems the region is facing. Establishing expected service standards for WTP corridors are likely to be equally contentious.

This work element will mesh the existing CMS congestion corridors with the newly defined WTP corridors by applying the WTP corridor definition and criteria to the CMS corridors. The WTP corridors will include both those designated as state corridors and those designated as regional corridors. These corridors then become the strategic "units" for transportation planning and investment decisions.

Work Element Objectives

1. To work with the state to understand their needs for completing an update to the WTP.
2. To forward materials to the state which will be of use in the WTP update and to ensure that the materials are formatted to allow for comparison between transportation system conditions and performance in the RTC RTPO region with other RTPO regions around the state.
3. Assist in the state in identifying and designating WTP Corridors, both statewide corridors and regional, by providing data relating to its travel characteristics, transportation facilities and services, and land uses which occur in the corridor. The WTP corridors are intended to be planning units for making strategic state investment decisions. A WTP Corridor will include all modes of transportation facilities and services between two or more areas of importance. RTC will assist in defining regionally significant places or activities in the area.
4. To provide coordination between local jurisdictions and the state in considering and establishing performance measures for transportation facilities in the region. The state leads efforts to establish levels of service on Highways of Statewide Significance and the designated State WTP Corridors and

the RTPO leads efforts to establish levels of service on Regional WTP Corridors which will include other state facilities not included in the State WTP Corridors category.

5. To work with the state in identifying solutions for transportation corridors not meeting the threshold performance rating.
6. To provide a means to outreach to the public on issues relating to the WTP update.
7. To provide frequent status reports to the RTC Board, the Regional Transportation Advisory Committee and the Skamania and Klickitat Transportation Policy Committees on development of the WTP.
8. To analyze regionally significant transportation corridors and report on performance levels and congestion. The established Congestion Management System (CMS) network in Clark County will be used as a basis for this work. The CMS network is currently used to report on congestion conditions on significant corridors. Under this work element, future congestion levels can be forecast and analyzed to compare with existing conditions using the same defined congestion ratios.
9. Working with local governments, WSDOT and C-TRAN to designate WTP regional corridors.
10. Conduct a full congestion corridor analysis on the Mill Plain Corridor (Andresen to 164th Avenue) and on the SR-14 Corridor (Lieser Road to 192nd Avenue).

Relationship To Other Work

Development of the WTP and the RTC's role in working with the state to develop the Plan is related to all of the UPWP work elements in that the WTP will need to incorporate synthesized data and plans resulting from work on many of the UPWP work elements. It is most closely related to the Metropolitan Transportation Plan, the Congestion Management Monitoring, the Skamania RTPO and Klickitat RTPO, and Coordination and Management work elements.

FY 2001 Products

1. Materials for incorporation into the WTP update.
2. Designation and adoption of the combined CMS and WTP corridors.
3. An adopted set of performance standards related to Highways of Statewide Significance (state-led effort) and state highways not a part of the highways of statewide significance.
4. Identification of transportation solutions in the designated WTP corridors not meeting threshold performance measures; of high priority is the identification of improvement strategies for the Mill Plain and SR-14 Corridors.

FY 2001 Expenses:

	\$
RTC	42,218
Total	<u>42,218</u>

FY 2001 Revenues:

	\$
Local	42,218
	<u>42,218</u>

Represents estimated carry-over from FY2000 UPWP

1E. I-205 STRATEGIC CORRIDOR PRE-DESIGN STUDY

The I-205 Strategic Corridor Pre-Design Study signifies commitment to move forward with identification and implementation of transportation improvements in the I-205 corridor. The need for improvements in the I-205 corridor is a high priority for the Clark County region. Traffic congestion is recognized as a significant problem in the corridor with existing peak period traffic operations at or near failure in several locations. The key objective of the I-205 Strategic Corridor Study will be to recommend a set of projects to improve mainline I-205 operations and its east/west arterial connections between the Columbia River and Padden Parkway. The study is looking at all options to resolve traffic congestion problems. Examples of options and issues being explored include the impacts of the Padden Parkway on the I-205 corridor, the conceptualized split diamond at I-205 and NE 18th Street/NE 28th Street, Ellsworth connections to I-205 and SR-14, the feasibility of improvements at the I-205 and Mill Plain interchange, collector/distributor system operation, the potential impact of enhanced alternative transportation modes, transportation demand management, transportation system management and high capacity transportation options. The Study began in March 1999 and will run through November 2001.

Work Element Objectives

1. The Study will review and expand upon the I-205 and East-West Arterials Study conducted in 1995/96. The focus of the Study will be on operational analysis of mainline I-205 and connections to it between the Glenn Jackson Bridge and the interchange with the Padden Parkway. The Study will look at all options to manage congestion problems in the corridor. Examples of options and issues to be explored are impacts of the Padden Parkway on the I-205 corridor, the proposed split diamond at I-205 and NE 18th Street/NE 28th Street, the feasibility and impact of improvements at the SR-14/Ellsworth ramps and connections to I-205, the feasibility of improvements at the I-205 and Mill Plain interchange and their impacts, I-205 auxiliary lanes, collector/distributor system operation, the feasibility of improvements to NE 112th Avenue, the potential impact of enhanced alternative transportation modes, transportation demand management, transportation system management and high capacity transportation options.
2. Tasks for the I-205 Strategic Corridor Study include: Public Involvement and Communications, Data Collection, Analysis of Existing Conditions and Deficiencies, Transportation Modeling Parameters/Process, Twenty Year Conditions and Deficiencies, Development of Alternatives, Operational Analyses and Evaluation, Develop Preferred Alternative and Evaluation of Preferred Alternative, Report Preparation including Route Development Plan, and Initiation of a Draft Environmental Impact Statement.
3. If the study results in continued validation of an additional interchange as the optimal transportation solution to congestion problems in the corridor, then an access break report will be prepared for submittal to the Federal Highway Administration. The study will need to encompass an evaluation of all criteria necessary to satisfy the federal new or revised access criteria.

Relationship To Other Work

The I-205 Strategic Corridor Pre-Design Study relates to MTP development and programming of projects in the Metropolitan Transportation Improvement Program (TIP).

FY 99/2001/01 Products

1. Technical Memoranda relating to the I-205 Strategic Corridor Pre-Design Study.
2. Study report in a format consistent with a state Route Development Plan.

3. If warranted, a draft New or Revised Access Report describing how an additional access point would meet the federal requirements to provide new access onto the nation's Interstate system.

FY 2001 Expenses:

	\$
HDR (Study Consultant)	150,000
RTC	50,000
Total	<u>200,000</u>

FY 2001/01 Revenues:

	\$
City of Vancouver	200,000
	<u>200,000</u>

Represents estimate of funds carried over from FY2000

IF. 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. The SR-14 Corridor Management Plan was completed in FY98. The Skamania County Regional Transportation Plan (initially adopted in April, 1995) was reviewed and an update adopted by the Skamania County Transportation Policy Committee in March 1998 and by the RTC Board in April 1998. In FY2001 development and traffic trends will be monitored, the regional transportation planning database for Skamania County will be further developed. RTC staff will continue to provide transportation planning technical assistance for Skamania County.

Work Element Objectives

1. Continue regional transportation planning process.
2. Review and update the Skamania County Transportation Plan.
3. Gather data to determine growth and development trends for use in the Regional Transportation Plan update.
4. Further develop the transportation database for Skamania County, for use in future Regional Transportation Plan updates.
5. Coordinate with WSDOT in developing the Washington Transportation Plan (WTP) update and ensure that components of the WTP including Washington's Transportation Vision, as approved by the Washington State Transportation Commission, are integrated into regional transportation planning process and incorporated into future RTP updates.
6. Continuation of transportation system performance monitoring program.
7. Assistance to Skamania County in implementing the Transportation Equity Act for the 21st Century (TEA-21). This will include continued assistance in development of federal and state-wide grant applications and, if there are regionally significant projects, development of the Regional TIP.
8. Work with Skamania County to ensure that TEA-21 High Priority Funding is used effectively and, where possible, is used to leverage additional funds for transportation projects in the region.
9. Implement HB 1487 (the Level of Service Bill), as it applies to Skamania County, based on the Guidance developed by the statewide Stakeholders Committee.
10. Continue assessment of public transportation needs, including specialized transportation, in Skamania County.
11. Liaison with Skamania County in conducting the SR-35 Columbia River Crossing Feasibility Study.
12. Consider the improvement of transportation for people with special needs as directed by the state's Agency Council on Coordinated Transportation (ACCT).
13. Assistance to Skamania County in conducting regional transportation planning studies.

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.

FY 2001 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 to the Regional Transportation Plan for Skamania County.

FY 2001 Expenses:

	\$
RTC	16,915
Total	<u>16,915</u>

FY 2001 Revenues:

	\$
RTPO	16,915
STP	0
	<u>16,915</u>

1G. 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. The SR-14 Corridor Management Plan was completed in FY98. The Klickitat County Regional Transportation Plan (initially adopted in April, 1995) was reviewed and an update adopted by the Klickitat County Transportation Policy Committee in March 1998 and by the RTC Board in April 1998. In FY 2001 development and traffic trends will be monitored. In 1998 Klickitat County established a Klickitat County Citizen Advisory and Public Transportation Benefit Authority (PTBA) Board who met to consider public transit in the County. A November, 1998 vote for establishing a PTBA failed (48% to 52%). 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 and update the Klickitat County Transportation Plan.
3. Gather growth and development trends for use in the Regional Transportation Plan updates.
4. The transportation database for Klickitat County, developed since the inception of the RTPO, is used as input to the Regional Transportation Plan.
5. Coordinate with WSDOT in developing the Washington Transportation Plan (WTP) update and ensure that components of the WTP including Washington's Transportation Vision, as approved by the Washington State Transportation Commission, are integrated into regional transportation planning process and incorporated into future RTP updates.
6. Work with Klickitat County to ensure that TEA-21 High Priority Funding is used effectively and, where possible, is used to leverage additional funds for transportation projects in the region.
7. Continuation of transportation system performance monitoring program.
8. Assistance to Klickitat County in implementing the Transportation Equity Act for the 21st Century (TEA-21). This will include continued assistance in development of federal and state-wide grant applications and, if there are regionally significant projects, development of the Regional TIP.

9. Implement HB 1487 (the Level of Service Bill), as it applies to Klickitat County, based on the Guidance developed by the statewide Stakeholders Committee.
10. Consider the improvement of transportation for people with special needs as directed by the state's Agency Council on Coordinated Transportation (ACCT).
11. Continue assessment of public transportation needs, including specialized transportation, in Klickitat County. Although, the November, 1998 vote failed to gather sufficient public support to establish a Public Transportation Benefit Authority for public transit in Klickitat County (vote results: 48% for, 52% against), RTC will continue to work with the Klickitat County Citizen Advisory and PTBA Board to consider public transit needs in Klickitat County.
12. Liaison with Klickitat County in conducting the SR-35 Columbia River Crossing Feasibility Study.
13. Assistance to Klickitat County in conducting regional transportation planning studies.

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.

FY 2001 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. Update of the Regional Transportation Plan for Klickitat County.

FY 2001 Expenses:

	\$
RTC	18,723
Total	<u>18,723</u>

FY 2001 Revenues:

	\$
RTPO	18,723
	<u>18,723</u>

1H. STATE ROUTE 35 COLUMBIA RIVER CROSSING FEASIBILITY STUDY

The SR-35 Columbia River Crossing Feasibility Study will examine the feasibility of a future Columbia River crossing between White Salmon/Bingen, Washington and Hood River, Oregon. The first phase, the Scoping Phase, of this two-phase study was initiated in FY 1999. The Scoping Phase developed a scope for conducting the full feasibility study proposed for Phase II. Phase II will be initiated in 2000 and take approximately two years to complete. The State Route 35 Columbia River Crossing Feasibility Study received \$942,000 of federal High Priority funding from the Transportation Equity Act for the 21st Century (TEA-21). The study is managed by RTC, and because of its bi-state significance is closely coordinated with Washington and Oregon Departments of Transportation (WSDOT and ODOT) as well as with local jurisdictions. Consultant assistance for the feasibility study is provided by Parsons Brinckerhoff. The study supports the regional goals contained in the Klickitat County Regional Transportation Plan. RTC will participate in the Study and will contribute to the effort through public involvement, working with stakeholders, management of consultants, and overall project management.

Work Element Objectives

1. Respond to local concerns about the functionality of the existing bridge. The Columbia River Bridge is referred to locally as the Hood River Bridge and was built in 1924. The bridge spans the Columbia River connecting the cities of Bingen and White Salmon in Washington to Hood River in Oregon. This bridge is the second oldest Columbia River crossing and one of only three crossings in the Columbia River Gorge National Scenic Area. It provides a vital economic link between Washington and Oregon communities and commerce. The existing structure is 4,418 feet long with two 9.5-foot wide travel lanes and no pedestrian or bicycle facilities. It has open grid steel decking, which is known to adversely affect vehicle tracking.
2. Conduct an evaluation of the feasibility of an improved crossing, select a preferred crossing corridor and type, develop a preliminary design to a level needed to carry out NEPA environmental analysis and produce a Draft Environmental Impact Statement (DEIS). The feasibility study will be executed in a three-tier process, with the first two tiers concluding with a decision point determination. Advancement to each subsequent tier will generally involve higher levels of alternatives evaluation and refinement.
3. Develop a public and agency participation program that builds a decision-making structure for selecting short term and long term solutions.

Relationship To Other Work Elements

The SR-35 Feasibility Study is most closely related to work under the Klickitat County RTPO work element and is also of significance to the Skamania County RTPO work element.

FY 2001 Products

1. Development of Tier I Summary Report and Tier II Summary Report.
2. Development of a Type, Size, and Location report.
3. Development of a Draft Environmental Impact Statement report.

FY 2001 Expenses:

	\$
RTC	180,000
Parsons Brinckerhoff	827,500
ODOT	50,000
WSDOT	50,000
Total	<u>1,107,500</u>

FY 2001 Revenues:

	\$
Federal High Priority	886,000
ODOT & WSDOT Match	221,500
	<u>1,107,500</u>

DATA MANAGEMENT, TRAVEL FORECASTING AND TECHNICAL SERVICES

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

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, technical support for studies by local jurisdictions and air quality analysis. Work will continue on maintaining and 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 and updating 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 FY2001, more work is anticipated on refinement and integration of modeling activities and of regional and sub-area modeling procedures.

RTC's involvement in Concurrency Programs of local jurisdictions is in use of the travel forecasting model to assist in conducting transportation concurrency analysis.

Work Element Objectives

1. Maintain an up-to-date transportation database and map file for transportation planning and regional modeling including maintenance and update of the region's highway network GIS layer, as necessary and 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. Collect, analyze and report on regional transportation data.
2. Maintain a comprehensive, continuing, and coordinated traffic count program.
3. Analyze growth trends and relate these to future year population and employment forecasts. RTC coordinates 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.
4. Continue to incorporate transportation planning data elements into the Arc/Info GIS system and use ArcView to enhance RTC's GIS capabilities.
5. Maintain designated regional transportation system, federal functional classification system of highways and freight routes GIS layers.
6. Assist local jurisdictions in analyzing data and information from the regional transportation data base and in implementing and updating GMA plans, including implementation of Concurrency Management programs.
7. Update computer equipment.
8. Work with local agencies to provide access to regional travel forecasting model and to expand model applications for use in regional plans, local plans, transportation demand management planning and transit planning. When local agencies and jurisdictions request assistance relating to use of the regional

travel forecasting model for sub-area studies, procedures outlined in the adopted Sub-Area Modeling guide (February, 1997) is used.

9. Organize and hold meetings of the local Transportation Model Users' Group (TMUG).
10. Increase the ability of the existing travel forecasting procedures to respond to information needs placed on the forecasting process. The model needs to be able to respond to emerging issues, including concurrency, peak hour spreading, latent/design demand, performance standards analysis, air quality, growth management, and life-style, as well as the more traditional transportation issues.
11. Develop and maintain the regional travel model to include: periodic update to provide recent base year, six year and twenty year horizons together with necessary re-calibration, network changes, speed-flow relationships, link capacity review, turn penalty review, land use changes, and interchange/intersection refinements. In early 2000, a 1999 base year regional travel forecasting model was developed and is set to be in place until 2000 census data becomes available. A 2006 intermediate year forecast will be completed vital to the concurrency management and capital facilities planning processes of local jurisdictions. The twenty year horizon currently is at 2020 but will be updated, along with Growth Management Act plans, for the region for years 2022 and 2025.
12. Continue research into regional travel forecasting model enhancement. In 2001, work will be carried out on examination of the threshold between one-hour auto assignment analysis and two-hour auto assignment analysis. Future year RTC models may shift to use of a multiple hour peak.
13. Coordinate the utility, development and refinement of the Clark County regional travel forecasting model with Metro and other local agencies. RTC's model is consistent with Metro's. Metro will be participating in TRANSIM implementation in FY2001. Also, RTC will continue to work with bi-state partners to participate in the Volume / Speed study led by ODOT.
14. Expand RTC's travel modeling scope through development of microscopic simulation applications which have become increasingly important in evaluating new planning alternatives, such as HOV operation and impact, ITS impact evaluation, and concurrency analysis.
15. Further develop procedures to carry out post-processing of results from travel assignments.
16. Continue to develop data on vehicle miles traveled (VMT) and vehicle occupancy measures for use in air quality and Transportation Demand Management (TDM) planning.
17. Assist local agencies by supplying regional travel model output for use in local planning studies, development reviews, capital facilities planning and Transportation Impact Fee program updates.
18. Assist local jurisdictions in conducting their Concurrency Management Programs by modifying the travel model to apply it to defined transportation concurrency corridors in order to determine available traffic capacity, development capacity and identify six-year transportation improvements.
19. Provide technical support for implementation of the Commute Trip Reduction program including geo-coding maps as requested by work-sites, site-specific survey evaluation and additional technical support as requested.

Transportation Technical Services

20. Enhance technical transportation services provided to member agencies. The need arises out of a recognition that the management of traffic congestion issues is as important as planning/building additional highway lanes. In addition the complexity of the analytical tools and need for comprehensive data lead to the concept of conducting this analysis on a coordinated regional basis. A proposed priority technical activity to be expanded includes utilizing the travel forecasting model to

assist member jurisdictions in conducting concurrency analyses that would precede their issuing a concurrency permit. The groundwork for conducting this analysis was initiated in 1999 through a project with the City of Vancouver that modified the travel model and applied it to a set of defined transportation concurrency corridors. This analysis was used to determine available traffic capacity, development capacity and six-year transportation improvements. Additional technical services proposed for development, depending on financial resources may include population and employment forecasting, 20-year capital facilities analysis, impact fee analysis, and micro traffic simulation.

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.

FY 2001 Products

1. Update of the regional transportation database. The region should prepare for use of data from the 2000 US Census year and its Census Transportation Planning Package (CTPP). Another source of data will be the completed 1996 Nationwide Personal Transportation Study (NPTS).
2. Report on Clark County transportation information. The main elements will include: transportation measures in the MTP, use of highway by travel length, peak spread, transit related data and information, and work trip analysis.
3. Metro's 2025 population and employment forecast and Clark County jurisdictions' updated GMA forecasts will be used to update the regional travel forecasting model and data will be input to the regional transportation database. RTC will assist in allocation of future population and employment forecast data to Clark County transportation analysis zones.
4. Integrated transportation planning data and GIS Arc/Info data.
5. Maintenance and update of the geographically correct highway network and local street system in a GIS coverage.
6. Integrate freight traffic data into the regional transportation database as it is collected and analyzed.
7. Update traffic count database.
8. Technical assistance to local jurisdictions.
9. Provide transit route mapping and GIS analysis to assist C-TRAN for transit planning.
10. Purchase of updated computer equipment with RTPPO revenues.
11. Continued implementation of interlocal agreement relating to use of model in the region and implementation of sub-area modeling.
12. Model Users' Group meetings.

13. Refine travel forecasting methodology using UFOSNET, the EMME/2 program and post-processing techniques using such tools as VISSIM for micro-simulation of traffic in selected corridors. During 2000, the MTX travel demand model program will be translated into UFOSNET. Also UFOSNET will be fully utilized Global Positioning System (GPS) applications as well as for more efficient and accurate network review and GIS interface.
14. Documentation of regional travel forecasting model procedures.
15. Re-calibration of model as necessary.
16. Review and update of model transportation system networks. The transit system will need to be reviewed following cost-cutting service reduction resulting from passage of Initiative-695 in 1999. Likewise, the intermediate year future highway system will also need to be reviewed for I-695 impacts with deferral of projects until sufficient funding can be found. A new framework to reflect TDM and ITS impacts in the current 4-step modeling process will be explored and applied.
17. Use regional travel forecasting model data for MTP and MTIP development.
18. Use of model results to feed the WTP process.
19. Data for air quality data analysis and documentation.

Transportation Technical Services

20. RTC will continue to serve local jurisdictions' needs in travel modeling and analysis. Coordination among all member jurisdictions is an important task.
21. An annual travel model update procedure for base year and six-year travel forecasts will be established to feed the concurrency programs as the City of Vancouver begins its first annual review of their adopted concurrency ordinance.
22. A Travel Demand Forecast Model Workshop will be held for planners and other staff, such as managers in Public Works at Cities and County, in order to improve their understanding of travel demand modeling issues and new advances to promote efficiencies in use of the model in our region.
23. Use of six-year (2006) model for concurrency management programs and six-year transportation strategy. Updating the intermediate year to 2006 will include deriving population and housing forecasts from development already in place as well as approved development. Also, employment data will be updated to include permitted industrial and commercial development as well as inclusion of self-employed.
24. Use of model results for local development review purposes and air quality hotspot analysis.
25. Technical assistance in update of the Growth Management Comprehensive Plan for Clark County and in development of the City of Vancouver's Transportation System Plan.

FY99 Element Expenses:

	\$
RTC	136,252
Computer Equipment (use of RTPO revenues)	7,000
Total	143,252

FY99 Element Revenues:

	\$
Fed. CPG	103,000
RTPO	10,000
Local	30,577
	143,577

2B. 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 Southwest Washington Air Pollution Control Authority (SWAPCA) has developed, as supplements to the State Implementation Plan, two Maintenance Plans; 1) for Carbon Monoxide (CO), and 2) for Ozone (O₃). In October, 1996 the CO Maintenance Plan and in April 1997 the Ozone Maintenance Plan were approved by the Environmental Protection Agency (EPA). Mobile source strategies contained in the Maintenance Plans were endorsed for implementation by the RTC Board of Directors (Resolution 02-96-04). Prior to this, the Vancouver region was classified as a 'moderate' nonattainment area for carbon monoxide air pollutants and a 'marginal' nonattainment area for ozone. 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 for 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 maintain national ambient air quality standards. RTC assists the region's air quality planning program in providing demographic forecasts, development of a Vehicle Miles Traveled (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.

Work Element Objectives

1. Monitor federal guidance on the Clean Air Act and state Clean Air Act legislation. In FY2001 this could include a review of issues concerning the switch back to the one-hour ozone standard and the status of the AQMA.
2. Develop an 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.
3. Programming of any identified TCMs in the Transportation Improvement Program (TIP).
4. Cooperate and coordinate with State Department of Ecology in their research and work on air quality in Washington State.
5. 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.
6. 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.
7. Use data and analysis methodologies to meet federal and state Clean Air Act requirements.
8. 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.
9. Use the upgraded Excel spreadsheet version of TCM Tools when evaluating TCM's. 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.

10. Provide project level conformity analysis for local jurisdictions to provide for consistency within the region.
11. Work with local agencies in the summer to implement Clean Air Action Days, as necessary.

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.

FY 2001 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. Air quality conformity analysis and documentation for updates to the MTP and TIP 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 by local jurisdictions and agencies.

FY 2001 Expenses:

	\$
RTC	15,265
Total	<u>15,265</u>

FY 2001 Revenues:

	\$
Fed. CPG	11,000
RTPO	1,000
Local	<u>3,265</u>
	15,265

REGIONAL TRANSPORTATION PROGRAM COORDINATION AND MANAGEMENT

3A. REGIONAL TRANSPORTATION PROGRAM COORDINATION AND MANAGEMENT

This element provides for overall coordination and management required of the regional transportation planning program. Ongoing coordination includes holding regular RTC Board and RTAC meetings. It also provides for bi-state coordination including partnering with Metro to organize and participate in the Bi-State Transportation Committee formed in 1999. In addition, it provides for public involvement activities including the development of RTC as the clearing house for transportation education and public outreach. The fulfillment of federal and state requirements is also included in the element.

Work Element Objectives

Program Coordination and Management

1. Coordinate, manage and administer the regional transportation planning program.
2. Organize meetings and develop meeting packets, agenda, minutes, and reports/presentations for the RTC Board, Regional Transportation Advisory Committee (RTAC), Bi-state Transportation Committee Skamania County Transportation Policy Committee and Klickitat County Transportation Policy Committee and the Regional Bicycle/Pedestrian Advisory Committee.
3. Continue to promote RTC Board interests through the participation on statewide transportation committees and advisory boards. Specific opportunities for this are through the Blue Ribbon Transportation Commission, and the Washington State Transportation Commission, the Transportation Improvement Board (TIB) and the Statewide MPO/RTPO Coordinating Committee.
4. Participate in and coordinate with special purpose local transportation committees such as the C-TRAN Board and the Greater Vancouver Chamber of Commerce Transportation Committee.
5. Coordinate and promote regional and bi-state transportation issues with the Washington State Legislative Delegation and with the Washington State Congressional Delegation. A major emphasis is placed on further engaging the legislative delegation into the RTC regional transportation process. Information and coordination on regional transportation issues/policies/priorities can also be provided to lobbyists that represent our region in Olympia.
6. Coordinate regional transportation plans with local transportation plans and projects.
7. Continue assessment of adopted local GMA plans, as amended, following Western Washington Growth Management Hearings Board decisions and remands. 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. Certification of GMA plans by the MPO 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.
8. 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 EIS scoping meetings relating to transportation projects and plans.
9. Monitor new legislative activities as they relate to regional transportation planning requirements.
10. Participate in transportation seminars and training.
11. Prepare RTC's annual budget and indirect cost proposal.

12. Maintain and upgrade the MPO/RTPO computer system, including review of hardware and software needs to efficiently carry out the regional transportation planning program and provide computer training opportunities for MPO/RTPO staff.
13. Continue the Bi-State Memorandum of Understanding between Metro and RTC.
14. Participate at Metro's Joint Policy Advisory Committee (JPACT) meetings, Transportation Policy Alternatives Committee (TPAC) and Metro Policy Advisory Committee (MPAC) meetings.
15. Coordinate with Metro's regional growth forecasting activities.
16. Coordinate with Metro in regional travel forecasting model development and enhancement.
17. Develop bi-state transportation strategies and participate in bi-state transportation studies. In FY2000/2001 this includes participation in the Traffic Relief Options (TRO) Technical Advisory Committee, the I-5 Trade Corridor Technical Advisory Committee, and HOV demonstration program monitoring.
18. Liaison with Metro and Oregon Department of Environmental Quality regarding air quality planning issues.

Bi-State Transportation Committee

19. The Bi-State Transportation Committee was established in 1999 through a joint resolution of RTC and Metro. This new partnership process between Washington and Oregon is a result of recognizing that a significant bi-state investment is needed. The committee will be continued into 2000 and serve as a communication forum to address all transportation issues of bi-state significance. The two interstates now serve the needs of over 50,000 commuters who travel from Clark County to Portland to work each day. In addition to the commuters, the two interstates must serve business, commercial, freight and other personal travel needs. The charge of the Committee is to insure that the needed one to six-year transportation investments are identified, and that a consensus is reached on implementation and financing. The second element of the charge is to set a long-term strategy in place to meet the future transportation system needs of the two corridors. The Committee serves as a communication forum to address all transportation issues of bi-state significance.

Public Involvement

20. Increased public awareness and information about regional and transportation issues.
21. Involve all sectors of the public in development of regional transportation plans, programs and projects. Public involvement is to be incorporated at every stage of the planning process. MPO/RTPOs are to actively recruit public input and consider public comment during the development of the RTP and TIP. Conduct public involvement and review process for the MTP update and keep the public informed on TIP amendments and developments.
22. 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 federal Metropolitan Planning guidelines.
23. Hold public meetings, including meetings relating to the MTP and TIP, coordinated with local jurisdictions and WSDOT Southwest Region and Headquarters.
24. Conduct public involvement process for special projects and studies conducted by RTC.

25. Continue to update the RTC web site (<http://www.wa.gov/rtc>) which allows the public to gain information about planning studies being developed by RTC, allows access to RTC's traffic count database and provides links to other transportation agencies and local jurisdictions.
26. Participate in the public involvement programs for transportation projects of the local jurisdictions of Clark County such as the County's Transportation Improvement Program Involvement Team and the City of Vancouver's TIP Committee and Vancouver's Concurrence Committee.
27. Provide communication link with local media.
28. Communications will be mailed to interested citizens, agencies, and businesses and a mailing list of all interested parties will be kept up to date.
29. Participate in transportation information booth at the annual Clark County Fair held in August to ensure that the public is kept well informed of developments in transportation plans for the region.
30. Respond to requests from various groups, agencies and organizations to provide information and give presentations on regional transportation topics. These requests provide an important opportunity to gain public input and discussion on a variety of transportation issues.

Transportation Education and Public Outreach Program

31. The transportation education and public outreach program was initiated early 2000. This new activity's scope includes at least two main components to further help the public obtain information and understanding about transportation issues. One component is to have RTC serve as a "single source" clearing house for all jurisdictional levels (federal, state cities, counties, ports, transit, etc) in order to pull together information on transportation plans, projects, and issues. The single source notion also includes the assembly of contact names, phone numbers and areas of responsibility. All of this information can be used to respond to citizen questions. Information collected and developed for the Congestion Management Monitoring (CMM) report could provide the foundation for this, but could also include CTR survey analysis and results, inventories of bike and pedestrian facilities. The second major component of the outreach program is to develop and deliver a transportation policy message. The concept would be to begin the process of doing a better job of educating the public in terms of transportation costs and the need to manage the transportation system in order to take advantage of all available capacity from both a supply and demand perspective. The program will help define how the transportation information is packaged to increase public understanding of transportation issues, efficiencies and tradeoffs to educate the community regarding transportation choices in the region. Information on the costs of transportation alternatives would be developed to better inform citizens "at what cost" (e.g. delay, safety, \$\$, choices, peak hour, etc.) one alternative compares to another. One of the goals of the public information and outreach program would be to regain citizen confidence that the expenditure of public transportation funds is helping them to solve their transportation problems. When this program is complete, RTC will serve as a comprehensive resource for transportation related information.
32. RTC will look to expand the focus of public involvement activities to include the traditionally under-served and under-represented in the planning process.

Federal Compliance

33. 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 identifies the key policy decisions for the year and provides the framework for the RTC planning, programming, and coordinating activities. Prepare UPWP Annual Report.

34. Certification of the transportation planning process as required by federal law.
35. Comply with federal laws which require development of a Regional Transportation Plan, Transportation Improvement Program, and development of a Unified Planning Work Program.
36. 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 undertakes planning activities, such as data gathering and analysis and map-making, needed to support C-TRAN and local jurisdictions' implementation of ADA's provisions. C-TRAN published the 1997 C-TRAN ADA Paratransit Service Plan in January, 1997 and in 1997 achieved full compliance with ADA requirements.
37. 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.
38. Continue to review Clean Air Act Amendments conformity regulations as they relate to regional transportation planning activities and the State Implementation Plan (SIP). Participation in SIP development process led by the Washington State Department of Ecology (DOE). Implementation of strategies for maintaining clean air standards by such means as Transportation Control Measures (TCMs) to promote emissions reductions. MTP updates address the need to ensure that 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 continue to be met.
39. 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. RTC will work to ensure that Title VI and environmental justice concerns are addressed throughout the transportation planning and project development phases of the regional transportation planning program following guidance to metropolitan areas being developed by FHWA/FTA.
40. Address environmental issues at the earliest opportunity in the transportation planning process. Participate in scoping meetings for National Environmental Policy Act (NEPA) process. RTC will endeavor to assess the distribution of benefits and adverse environmental impacts at both the plan and project level.

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 which affects the Portland-Vancouver region on both sides of the Columbia river; in Washington and Oregon states.

FY 2001 Products

Program Coordination and Management

1. Meeting minutes and meeting presentation materials for transportation meetings organized by RTC.
2. Year 2001 Budget and Indirect Cost Proposal.
3. Participation in Metro's regional transportation planning activities.

Transportation Education and Public Outreach Program

4. Establish a coordinated "single source" transportation education and public outreach program for all jurisdictional levels (federal, state cities, counties, ports, transit, etc) to pull together as much transportation information as possible on plans, projects, and issues to help the public access transportation information.

Bi-State Transportation Committee

5. Continue partnership with Metro to organize alternating meetings of the Bi-State Transportation Committee, host the meetings in alternate months and host staff meetings in alternating months.

Public Involvement

6. Documentation of public involvement and public outreach activities carried out by RTC during FY 2001. The documentation can be made available to the public and interested agencies.
7. Ensure that the significant issues and outcomes relating to the regional transportation planning process are effectively communicated with the media, including local newspapers, radio and television stations through press releases and press conferences.
8. Review of the Public Involvement Program for adequacy. RTC relies on a menu of public involvement techniques used to implement its public involvement program. If changes to the Public Involvement Program are proposed there would be a public notification process and comment period.

Federal Compliance

9. An adopted FY2002 UPWP, annual report on the FY2000 UPWP and FY 2001 UPWP amendments, as necessary
10. Production of maps and data analysis, to C-TRAN in their efforts to implement ADA and Title VI.
11. Title VI documentation and certification as required by federal agencies.

FY 2001 Expenses:

	\$
RTC	130,981
Total	130,981

FY 2001 Revenues:

	\$
Fed. CPG	87,929
RTPO	16,949
Local	26,103
	130,981

4. TRANSPORTATION PLANNING ACTIVITIES OF STATE AND LOCAL AGENCIES

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

4A. WASHINGTON STATE DEPARTMENT OF TRANSPORTATION, SOUTHWEST REGION

Washington State Department of Transportation, Southwest Region, publishes the *Washington State Department of Transportation, Southwest Region, FY 2001 Unified Planning Work Program* which provides details of each of their planning elements.

Key issues and planning activities for the WSDOT Southwest Region within the RTC's region are:

1. Complete the **I-5/I-205 North Corridor Study** (NE 134th Street to NE 319th Street), begun in 1998, if funding is available.
2. Work with RTC and the City of Vancouver to complete the **I-205 Strategic Corridor Pre-Design Study** (SR-14 to NE 83rd Street).
3. Participate in the development of the **I-5 Bi-State Trade Corridor Study** jointly managed by WSDOT and ODOT. The Study addresses problems related to I-5 corridor freight movement. (See additional explanation below).
4. Implement the **Bi-state Bridges Strategy** for nine Columbia River crossings from Astoria to The Dalles.
5. Coordinate with local agencies, RTC and ODOT on **I-5 HOV Operations**.
6. Work with RTC on the **SR-35 Bridge Study**.
7. Work with the state on the continued development of the **Washington Transportation Plan** and continue refinement of the **State Highway Systems Plan (HSP)**.
8. Continue multimodal/intermodal planning in coordination with the MPO's and transit agencies.
9. 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

Washington Transportation Plan

Public Transportation Planning

Multimodal/Intermodal Planning/Coordination

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

Commute Trip Reduction Program

Transportation Demand Management (TDM)

State Highway System Plan

MPO/RTPO Regional and Local Planning

MPO/RTPO Coordination and Planning

Regional or Local Studies

Development Review

Access/SEPA/NEPA

Local Comprehensive Plans/County Planning Policies and Other Policy Review

Route Development Planning

Route Development Planning

Corridor and Special Studies

Corridor Management Planning

**Public Information/Community Involvement
Data and Research**
Data Collection/Analysis
Travel Demand Forecasting

I-5 TRADE CORRIDOR STUDY

The Transportation Equity Act for the 21st Century (TEA-21) designated the I-5 freeway as a High Priority Corridor for the efficient and safe movement of people and goods. There is particular concern about the ability of I-5, between the I-84 interchange in Oregon and the I-205 interchange in Washington, to meet the freight mobility demands of the regional, state and national economy. Phase One of the I-5 Trade Corridor Study was completed in 1999. The purpose of Phase One was to evaluate strategies to assure that I-5 adequately serves interstate freight movements, provides access to the ports in Portland and Vancouver, and provides access to critical waterside industrial property. The project was conducted jointly by the Washington and Oregon Departments of Transportation in coordination with RTC, Metro, the ports and local governments. Phase two of the study is expected to be initiated in 2000 and will include a full analysis of reasonable alternatives and completion of the Corridor Development and Management Plan (CDMP). The completion of the CDMP is needed prior to submitting a federal request for final design, environmental, and construction funding. RTC anticipates being a significant participant in the second phase of the study. The study will develop a strategy to address these needs with an understanding of existing environmental and fiscal constraints. The Study will provide a forum for discussion of the Interstate Bridge and its role in the regional economy. The final product will be a package of improvements to I-5 to improve access to waterside freight and industrial properties.

A more complete description of the Study can be found in Metro's FY2000-01 Draft Unified Work Program (February 3, 2000). Additional detail will be added to later drafts of RTC's FY2001 UPWP once Phase II workscope has been more completely defined between agencies and jurisdictions.

4B. C-TRAN

In addition to coordinating work with RTC C-TRAN has identified the following planning elements for FY2001:

- **Fishers landing Transit Center:** C-TRAN will open the new Fishers Landing Transit Center in July of 2000. This 560 space facility will greatly improve transit options for Eastern Clark County. Planning efforts will continue to monitor facility performance to establish a future timeline for 2nd phase development of the remaining available land.
- **C-TRAN's Comprehensive Operational Analysis (COA)** begun in FY99 evaluated the transit system in terms of maximizing usage and use of resources in the near term. The resulting service change proposal will be advanced in the spring of 2000 with modifications to the plan and anticipated service change in July of 2000. Significant performance monitoring is to be expected in conjunction with the service changes.
- **7th Street Transit Center Expansion** will be planned in relation to the re-development of the Esther Short Park area of downtown Vancouver.
- **Transit Oriented Development** serves to make transit use more convenient for the passenger. Examples of such development include siting of services of use to the transit user (e.g. daycare and banking services) adjacent to transit facilities. C-TRAN plans to coordinate partnership activities which will encourage the siting of transit oriented development.

- **Commute Trip Reduction (CTR) 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-TRAN will coordinate with other jurisdictions to expand CTR implementation strategies.
- **Park and Ride Development:** Consistent with the findings of the 1999 C-TRAN park and Ride Study, C-TRAN will continue towards the development of a Park and Ride Facility in the area of Hazel Dell.
- **Job Access and Reverse Commute:** C-TRAN coordinates with Clark County employment service providers to determine the transit needs to access work places. C-TRAN can provide fixed route bus service and vanpool service. C-TRAN will seek federal grant funding to develop a plan to augment countywide access for welfare to work programs.

4C. CLARK COUNTY AND OTHER LOCAL JURISDICTIONS

The following planning studies have been identified by **CLARK COUNTY**:

- **Transportation Improvement Program (TIP), 2001-2006:** will involve work with the Transportation Improvement Program Involvement Team (TIPIT), which includes citizen representatives, to develop the 2001-2006 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 is issued periodically and full system evaluation and update is also carried out periodically.
- **Capital Facilities Plan and Transportation Impact Fees** program update.
- 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. The classification system will be updated as necessary.
- **I-5/Highway 99 Corridor Intelligent Transportation System;** following the Study which began in FY1999, the County will move to implementation of promising strategies.
- A **Bicycle Advisory Committee** assisted Clark County in putting together the 1995-2001 Bikeways Program. The Advisory Committee is now to be administered by RTC as a Regional Bicycle/Pedestrian Advisory Committee and continues to evaluate, prioritize and implement bicycle projects as well as pedestrian needs.

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

- **Concurrency Management System** implementation by corridor travel time methodology.
- **Capital Facilities Plan and Transportation Impact Fees** program update.
- The **City of Vancouver Transportation System Plan** will be moving forward in FY2001. RTC provides technical assistance, modeling and regional policy direction for the Plan. Results of the TSP will, in turn, be incorporated into the MTP for Clark County.
- **Mill Plain East Extension Study** implementation. The Study was conducted in FY 1999 to determine alignment of a highway to connect Mill Plain with SE 1st Street to the east of 164th Avenue.

TRANSPORTATION PLANNING ACTIVITIES OF STATE AND LOCAL AGENCIES

- **Neighborhood Traffic Control Program.**
- **City Commute Trip Reduction Program:** This program is designed to assist affected employers in reducing single occupant vehicle trips to and from work. Work program tasks for the City include liaison work, task oversight and reporting, identification of new CTR affected employers, and employer program review.
- The Transportation Information, Management, and Control System (TIMACS) has been renamed the **Vancouver Area Smart Trek (VAST)** program. Major work activities are planned for FY2001 to further the program of Transportation System Management.

TRANSPORTATION GLOSSARY

ABBREVIATION	DESCRIPTION
AA	Alternatives Analysis
AADT	Annual Average Daily Traffic
AASHTO	American Association of State Highway and Transportation Officials
AAWDT	Annual Average Weekday Traffic
ADA	Americans with Disabilities Act
ADT	Average Daily Traffic
AIP	Urban Arterial Trust Account Improvement Program
APTA	American Public Transit Association
AQMA	Air Quality Maintenance Area
AVO	Average Vehicle Occupancy
BEA	Bureau of Economic Analysis
BMS	Bridge Management System
CAA	Clean Air Act
CAAA	Clean Air Act Amendments
CBD	Central Business District
CBI	Coordinated Border Infrastructure Program
CFP	Community Framework Plan
CIT	Community Involvement Team
CM/AQ	Congestion Mitigation/Air Quality
CMS	Congestion Management System
CO	Carbon Monoxide
CORBOR	Corridors and Borders Program (federal)
CREDC	Columbia River Economic Development Council
CTPP	Census Transportation Planning Package
CTR	Commute Trip Reduction
C-TRAN	Clark County Public Transportation Benefit Area Authority
DCTED	Washington State Department of Community, Trade and Economic Development
DEIS	Draft Environmental Impact Statement
DEQ	Oregon State Department of Environmental Quality
DLCD	Oregon Department of Land Conservation and Development
DNS	Determination of Non-Significance
DOE	Washington State Department of Ecology
DOL	Washington State Department of Licensing
DOT	Department of Transportation
DS	Determination of Significance
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
FFY	Federal Fiscal Year
FHWA	Federal Highways Administration
FONSI	Finding of No Significant Impact
FTA	Federal Transit Administration

TRANSPORTATION GLOSSARY

ABBREVIATION	DESCRIPTION
FY	Fiscal Year
GIS	Geographic Information System
GMA	Growth Management Act
HCM	Highway Capacity Manual
HCT	High Capacity Transportation
HOV	High Occupancy Vehicle
HPMS	Highway Performance Monitoring System
I/M	Inspection/Maintenance
IMS	Intermodal Management System
IPG	Intermodal Planning Group
IRC	Intergovernmental Resource Center
ISTEA	Intermodal Surface Transportation Efficiency Act (1991)
ITS	Intelligent Transportation System
IV/HS	Intelligent Vehicle/Highway System
JPACT	Joint Policy Advisory Committee on Transportation
LAS	Labor Area Summary
LCDC	Oregon Land Conservation and Development Commission
LCP	Least Cost Planning
LMC	Lane Miles of Congestion
LOS	Level of Service
LPG	Long Range Planning Group
LRT	Light Rail Transit
MAB	Metropolitan Area Boundary
MIA	Major Investment Analysis
MP	Maintenance Plan (air quality)
MPO	Metropolitan Planning Organization
MTP	Metropolitan Transportation Plan
MUTCD	Manual on Uniform Traffic Control Devices
NAAQS	National Ambient Air Quality Standards
NCPD	National Corridor Planning and Development Program
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
OTP	Oregon Transportation Plan
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
POD	Pedestrian Oriented Development
Pre-AA	Preliminary Alternatives Analysis
PSMP	Pedestrian, Safety & Mobility Program

TRANSPORTATION GLOSSARY

ABBREVIATION	DESCRIPTION
PTBA	Public Transportation Benefit Authority
PTMS	Public Transportation Management System
PTSP	Public Transportation Systems Program
PVMATS	Portland-Vancouver Metropolitan Area Transportation Study
RACM's	Reasonable Available Control Measures
RACT	Reasonable Available Control Technology
RID	Road Improvement District
ROD	Record of Decision
ROW	Right of Way
RPC	Regional Planning Council
RTAC	Regional Transportation Advisory Committee
RTC	Southwest Washington Regional Transportation Council
RTFM	Regional Travel Forecasting Model
RTP	Regional Transportation Plan
RTPO	Regional Transportation Planning Organization
RUGGO	Regional Urban Growth Goals and Objectives
SCP	Small City Program
SEIS	Supplemental Environmental Impact Statement
SEPA	State Environmental Policy Act
SIC	Standard Industrial Classification
SIP	State Implementation Plan
SMS	Safety Management System
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
TAZ	Transportation Analysis Zone
TCM's	Transportation Control Measures
TCSP	Transportation and Community and System Preservation Pilot Program
TDM	Transportation Demand Management
TDP	Transit Development Program
TEA-21	Transportation Equity Act for the 21 st Century
TIB	Transportation Improvement Board
TIP	Transportation Improvement Program
TIPIT	Transportation Improvement Program Involvement Team
TMA	Transportation Management Area
TMS	Transportation Management Systems
TOD	Transit Oriented Development
TPAC	Transportation Policy Advisory Committee
TPP	Transportation Partnership Program
TPR	Transportation Planning Rule
Tri-Met	Tri-county Metropolitan Transportation District
TSM	Transportation System Management

TRANSPORTATION GLOSSARY

ABBREVIATION	DESCRIPTION
UAB	Urban Area Boundary
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

FY2001 SUMMARY OF EXPENDITURES AND REVENUES

SOUTHWEST WASHINGTON REGIONAL TRANSPORTATION COUNCIL FY2001 UNIFIED PLANNING WORK PROGRAM - SUMMARY OF REVENUES/EXPENDITURES BY FUNDING SOURCE									
Work Element		Federal CPG	State RTPO	Federal CM/AQ	Federal High Priority/ CORBOR	State	Other	MPO Funds*	RTC TOTAL
I REGIONAL TRANSPORTATION PLANNING PROGRAM									
A	Metropolitan Transportation Plan	62,000	12,000					18,405	92,405
B	Metropolitan Transportation Improvement Program	25,000	7,000					7,422	39,422
C	Congestion Management Monitoring 1			120,000				18,728	138,728
D	Washington Transportation Plan Development 2					42,218			42,218
E	I-205 Strategic Corridor Pre-Design Study 2						200,000		200,000
F	Skamania County RTPO		16,915					0	16,915
G	Klickitat County RTPO		18,723					0	18,723
H	SR-35 Study 3				886,000	221,500			1,107,500
	Sub-Total	87,000	54,638	120,000	886,000	263,718	200,000	44,555	1,655,911
II DATA MANAGEMENT, TRAVEL FORECASTING AND TECHNICAL SERVICES									
A	Reg. Transp. Data Base, Forecasting & Tech. Services	103,000	10,000					30,577	143,577
B	Air Quality Planning	11,000	1,000					3,265	15,265
	Sub-Total	114,000	11,000	0	0	0	0	33,842	158,842
III TRANSPORTATION PROGRAM COORDINATION AND MANAGEMENT									
A	Reg. Transp. Program Coord. & Management	87,929	16,949					26,103	130,981
TOTALS		288,929	82,587	120,000	886,000	263,718	200,000	104,500	1,945,734

Feb. 1, 2000

* Local match for federal Consolidated Planning Grant (CPG) funds is provided by MPO funds

1 Full project budget FY00/2001

2 Estimate of residual funds carried over from FY2000 UPWP

3 Project budget for FY00/01 Phase II allocated from federal High Priority (Demo) Program funds