3-11-2004

Meeting Notes 2004-03-11 [Part B]

Joint Policy Advisory Committee on Transportation

SOUTHWEST WASHINGTON
REGIONAL TRANSPORTATION COUNCIL
(RTC)

UNIFIED PLANNING WORK PROGRAM FOR FISCAL YEAR 2005

(July 1, 2004 to June 30, 2005)

Draft I
January 23, 2004

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

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FY 2005 UPWP for Clark County: Index

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FISCAL YEAR 2005 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). RTC is the Metropolitan Planning Organization (MPO) for the Clark County, Washington portion of the larger Portland/Vancouver urbanized area. An MPO is the legally mandated forum for cooperative transportation decision-making in a metropolitan planning area. With passage of the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991, the region became a federally designated Transportation Management Area (TMA) because it is a larger urban area with over 200,000 population. TMA status brings with it additional transportation planning requirements that the MPO must carry out. RTC is also the Regional Transportation Planning Organization (RTPO) for the three-county area of Clark, Skamania and Klickitat as designated by the state. RTC's UPWP is developed in coordination with Washington State Department of Transportation, C-TRAN and local jurisdictions. As part of the continuing transportation planning process, all regional transportation planning activities proposed by the MPO/RTPO, Washington State Department of Transportation and local agencies are documented in the UPWP. The financial year covered in the FY 2005 UPWP runs from July 1, 2004 through June 30, 2005.

The UPWP focuses on transportation work tasks that are priorities for federal and/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 two rural counties and the Metropolitan Transportation Plan (MTP) for the Clark County region. The federal Transportation Equity Act for the 21st Century (TEA-21), passed in 1998, provides direction for regional transportation planning activities. TEA-21 is the successor to the Intermodal Surface Transportation Efficiency Act (ISTEA) passed in 1991.

RTC was established in 1992 to carry out the regional transportation planning program. Previously, the designated MPO was the Intergovernmental Resource Center (IRC) that disbanded in 1992. In FY 2005, RTC will continue to work closely with local jurisdictions on transportation plans, concurrency programs and congestion monitoring and with the Bi-State Coordination Committee to discuss recommendations on bi-state issues.

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.

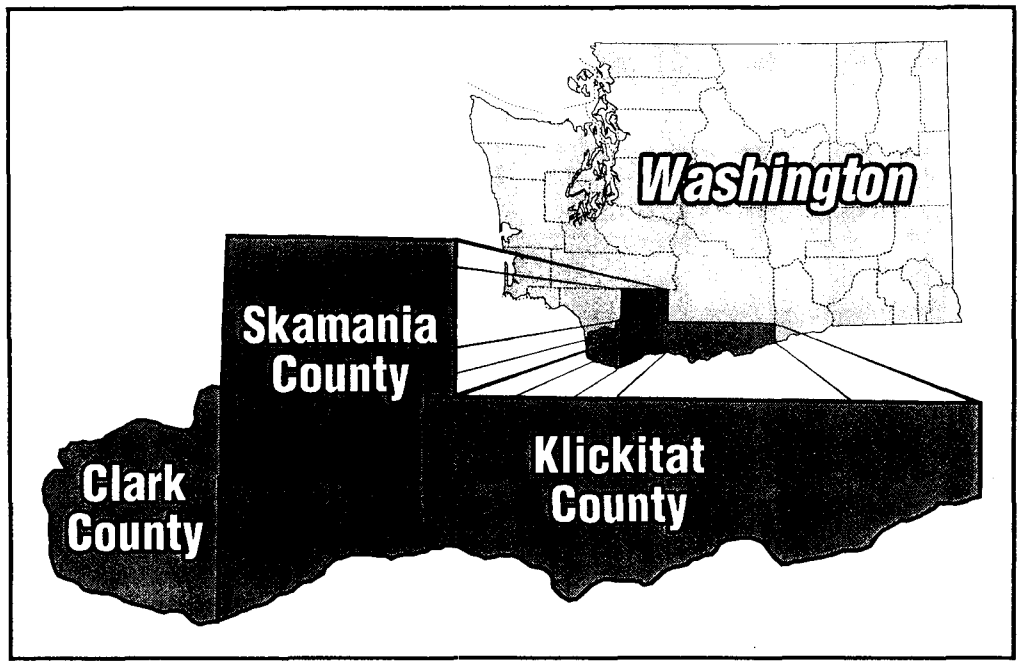
The FY 2005 UPWP provides for the continuation of baseline program activities such as the Metropolitan and Regional Transportation Plans, the Metropolitan Transportation Improvement Program, data collection and analysis, travel model forecasting, air quality conformity analysis, program and project coordination. The Portland-Vancouver I-5 Partnership arrived at a set of recommendations in June 2002 but now the Partnership is poised to take the next step to prepare for initiation of a Draft Environmental Impact Statement (DEIS) to evaluate and document the impacts of I-5 Bridge Influence Area alternatives. The region will also pursue development of a high capacity transportation system in the I-5/I-205/SR-500 loop in Clark County.

RTC will continue the program management, coordination, outreach and education for the Intelligent Transportation System (ITS) project deployment as part of the VAST program. An update to the Comprehensive Growth Management Plan for Clark County is scheduled for adoption in 2004 and this will be followed by an update to the Metropolitan Transportation Plan (MTP) to ensure that the Comprehensive Plan and MTP use consistent land use assumptions. RTC will also work with WSDOT to update Washington's Transportation Plan. RTC will continue to work in partnership with local and state elected officials to bring needed transportation investments to this region.

Key Transportation Issues Facing The Region:

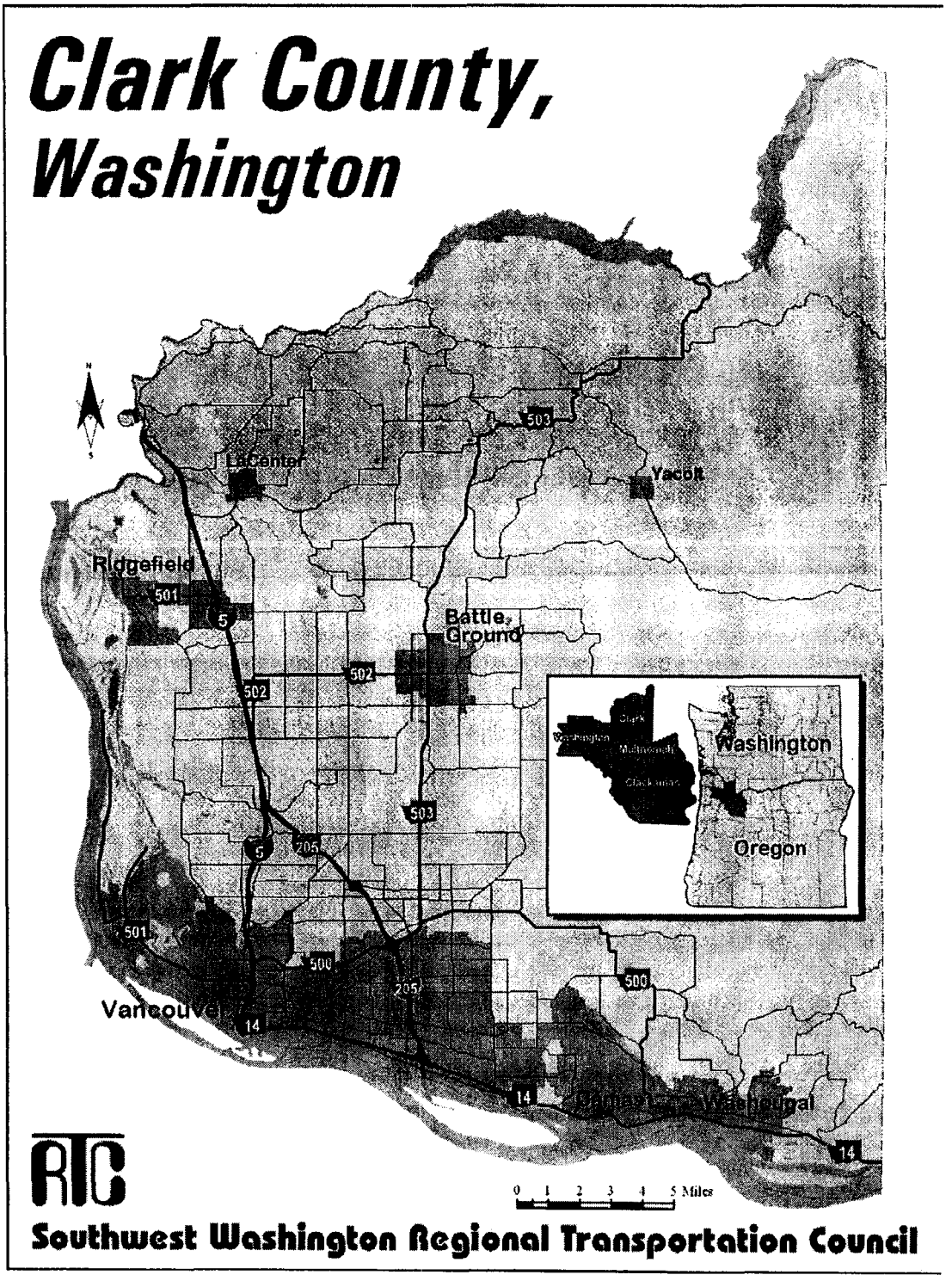
- Providing transportation system improvements to support economic development and accommodate growth in Clark County. Between 1990 and 2003, Clark County's population grew by 56.4 percent from 238,053 to 372,300.
- Investing in transportation infrastructure to support the growth in family wage jobs in the region.
- The 2003 Washington State Legislature's passage of a $4.2 billion, 10-year package of transportation improvements dramatically improved the state's transportation infrastructure investment picture with Clark County set to receive just over $200 million of the total for much-needed state projects. A top priority in FY 2005 will be to support the state through final design and implementation of these projects.
- Seeking revenue sources to fund the remainder of the "high-cost" interstate and state route projects needed in Clark County.
- Addressing the funding needs for transit service to adequately serve the growing Clark County community. Transit funding now relies heavily on fare box recovery and sales tax revenues after the Motor Vehicle Excise Tax (MVET) was repealed.
- Meeting the growing revenue needs for continued operation and maintenance of the existing transportation system.
- Maintaining Level of Service and concurrency standards consistent with the limited revenues available for transportation "mobility/capacity" projects.
- Moving projects through the necessary planning and environmental review phases to ensure that they are "ready to construct" as transportation funds become available.
- Proceeding to environmental review of the I-5 Partnership and I-205 corridors.
- Making the most efficient use of the existing transportation system through implementation of Transportation Demand Management (TDM) and Transportation System Management (TSM) measures and strategies.
- Continuing deployment of Intelligent Transportation System (ITS) projects, measures and strategies through implementation of the Vancouver Area Smart Trek program developed cooperatively in the Clark County region.
- Addressing bi-state transportation needs in cooperation with Metro, Portland, WSDOT and ODOT through the Bi-State Coordination Committee.
- Implementing the recommendations of the Portland-Vancouver I-5 Transportation and Trade Partnership.
- Addressing environmental issues relating to transportation, including seeking ways to reduce the transportation impacts on air quality and water quality and addressing environmental justice issues.
- Monitoring the growing transportation congestion in the region.
- Implementing projects to allow people to walk and bike to their destinations throughout the region.
- 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



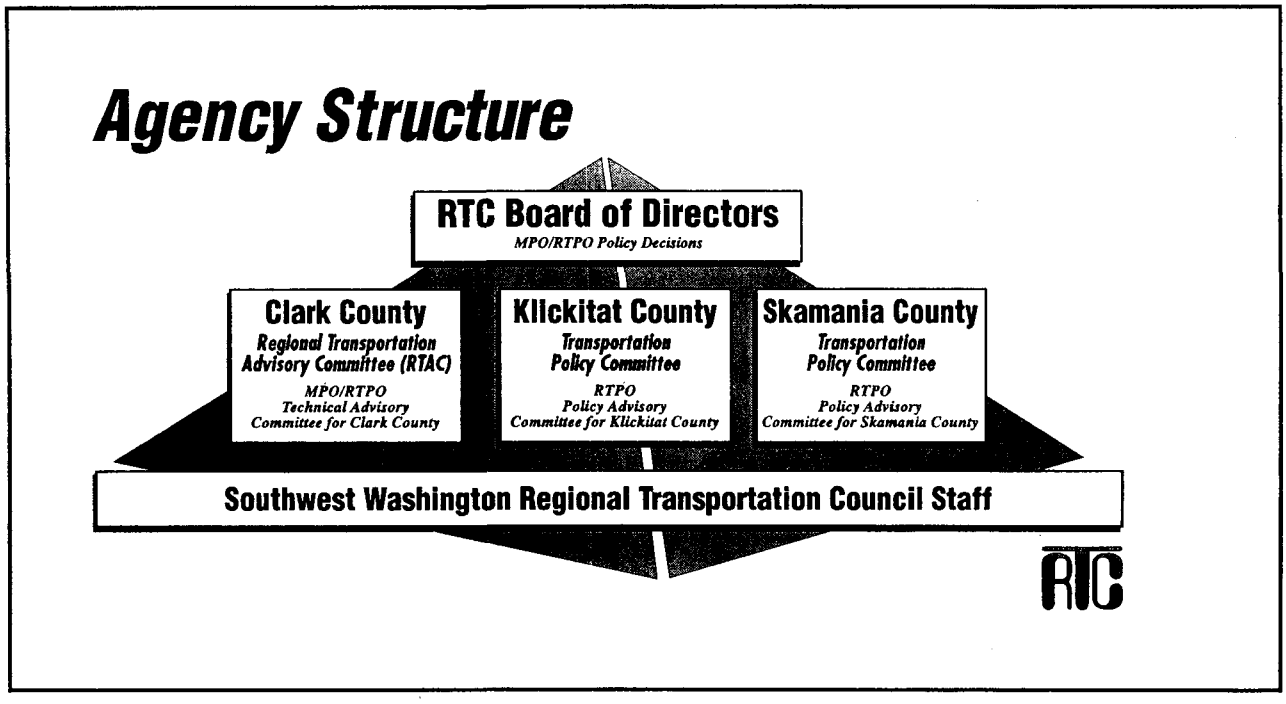
SOUTHWEST WASHINGTON REGIONAL TRANSPORTATION COUNCIL (RTC)

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



SOUTHWEST WASHINGTON REGIONAL TRANSPORTATION COUNCIL (RTC)

RTC: AGENCY STRUCTURE



RTC: TABLE OF ORGANIZATION	
Position	**Duties**
Transportation Director	Overall MPO/RTPO Planning Activities, Coordination, and Management
Project Manager	Vancouver Area Smart Trek (VAST), Intelligent Transportation System (ITS), Congestion Management Monitoring, High Capacity Transportation (HCT)
Sr. Transportation Planner	MTP, UPWP, Corridor Studies
Sr. Transportation Planner	Metropolitan Transportation Improvement Program (MTIP), Project Programming, RTPO, Skamania and Klickitat Counties, Traffic Counts
Sr. Transportation Planner	Regional Travel Forecast Model, Data
Sr. Transportation Planner	Geographic Information System (GIS), Mapping, Data, Graphics, Webmaster
Transportation Analyst	Regional Travel Forecast Model, Air Quality
Staff Assistant	RTC Board of Directors' Meetings, Bi-State Committee Meetings, Appointment Scheduling
Office Assistant	General Administration, Reception, Regional Transportation Advisory Committee (RTAC) Meetings
Accountant	Accounts Payable, Grant Billings

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 v). Membership of RTC, the RTC Board, the Regional Transportation Advisory Committee (RTAC), Skamania County Transportation Policy Committee and Klickitat Transportation Policy Committee is listed on pages vii through viii.

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 that includes the Metro Portland region. RTC is also responsible for the development of the Metropolitan Transportation Plan, the Metropolitan Transportation Improvement Program, the Congestion Management program and other regional transportation studies.

C-TRAN regularly adopts a *Transit Development Plan* (TDP) that 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. In 2003/04 C-TRAN has worked on a 20-Year Transit Development Plan set for adoption in early 2004.

WSDOT is responsible for preparing *Washington's Transportation Plan*; the long-range transportation plan for the state of Washington. RTC coordinates with WSDOT to ensure that transportation needs identified in 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 by addressing:

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) as the basis on which planning in the area will proceed.

Memoranda of Understanding (MOUs) between RTC and Southwest Washington Air Pollution Control Authority (SWAPCA) now renamed the Southwest Clean Air Agency (SWCAA), 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 the August 1, 1995 Board meeting (RTC and WSDOT MOU; RTC Board Resolution 08-95-15). An MOU between RTC and Metro was first adopted by the RTC Board on April 7, 1998 (RTC Board Resolution 04-98-08). The Metro/RTC MOU is reviewed triennially with adoption of the UPWP. It was last revised with adoption of the FY 2004 UPWP in May 2004 (RTC Board Resolution 05-03-11, May 6, 2003).

Southwest Washington Regional Transportation Council: Membership 2004

Clark County
Skamania County
Klickitat County
City of Vancouver
City of Washougal
City of Camas
City of Battle Ground
City of Ridgefield
City of La Center
Town of Yacolt
City of Stevenson
City of North Bonneville
City of White Salmon
City of Bingen
City of Goldendale
C-TRAN
Washington State Department of Transportation
Port of Vancouver
Port of Camas/Washougal
Port of Ridgefield
Port of Skamania County
Port of Klickitat
Portland Metro
Oregon Department of Transportation

Washington State Legislators from the following Districts:
15th District
17th District
18th District
49th District

RTC Board of Directors

City of Vancouver	Mayor Royce Pollard (Vancouver) [Chair]
City of Vancouver	Thayer Rorabaugh (Transportation Services Manager)
Cities East	City Council Member Brian Beecher (Washougal)
Cities North	City Council Member Bill Ganley (Battle Ground)
Clark County	Commissioner Judie Stanton
Clark County	Commissioner Craig Pridemore
Clark County	Commissioner Betty Sue Morris
C-TRAN	Lynne Griffith (Executive Director/CEO)
ODOT	Matthew Garrett (Region One Manager)
Ports	Commissioner Arch Miller (Port of Vancouver) [Vice-Chair]
WSDOT	Donald Wagner (Southwest Regional Administrator)
Metro	Metro Councilor Rex Burkholder
Skamania County	Commissioner Bob Talent
Klickitat County	Commissioner Ray Thayer
Washington State Legislative Members:	
15th District Senator	Jim Honeyford
15th District Representative	Bruce Chandler
15th District Representative	Dan Newhouse
17th District Senator	Don Benton
17th District Representative	Marc Boldt
17th District Representative	Deb Wallace
18th District Senator	Joe Zarelli
18th District Representative	Tom Mielke
18th District Representative	Ed Orcutt
49th District Senator	Don Carlson
49th District Representative	Bill Fromhold
49th District Representative	Jim Moeller

Regional Transportation Advisory Committee Members

WSDOT Southwest Region	Mike Clark
Clark County Public Works	Bill Wright
Clark County Planning	Evan Dust
City of Vancouver, Public Works	Phil Wuest
City of Vancouver, Community Development	Bryan Snodgrass
City of Washougal	Mike Conway
City of Camas	Jim Carothers
City of Battle Ground	Sam Adams
City of Ridgefield	Randy Bombardier
C-TRAN	Ed Pickering
Port of Vancouver	John Fratt
ODOT	Thomas Picco
Metro	John Cullerton
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 Bob Talent
City of Stevenson	Mary Ann Duncan-Cole, City Clerk
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 Linda Jones
City of Bingen	Mayor Brian Prigel
City of Goldendale	Larry Bellamy, City Administrator
WSDOT, Southwest Region	Donald Wagner, SW Regional Administrator
Port of Klickitat	Dianne Sherwood, Port Manager

D. Bi-State Coordination

Both RTC and Metro recognize 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. RTC participates on Metro's Transportation Policy Advisory Committee (TPAC) and Joint Policy Advisory Committee on Transportation (JPACT) committees. Currently, several locations on the I-5 and I-205 north corridors are at or near capacity during peak hours resulting in frequent traffic delays. The need to resolve increasing traffic congestion levels and to identify long-term solutions continues to be a priority issue. Also of bi-state significance is the continued 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. This Bi-State Transportation Committee will be reconstituted in 2004 to expand its scope to include both transportation and land use per the Bi-State Coordination Charter. The Committee will be known as the Bi-State Coordination Committee.

1 REGIONAL TRANSPORTATION PLANNING PROGRAM

1A. METROPOLITAN TRANSPORTATION PLAN

The Metropolitan Transportation Plan (MTP) serves as the Regional Transportation Plan (RTP) for the Clark County metropolitan region to promote and guide development of an integrated, multimodal and intermodal transportation system that facilitates the efficient movement of people and goods, using environmentally sound principles and fiscal constraint. The Plan for Clark County covers a county-wide-area, the area encompassed by the Metropolitan Area Boundary, and covers a 20-year planning horizon. The most recent update to the *Metropolitan Transportation Plan (MTP) for Clark County* was adopted in December 2002 that extended the Plan's horizon year to 2023. A Plan amendment was adopted in December 2003 that incorporated the Port of Ridgefield's proposed rail overpass project, made revisions to the text of the Strategic Plan section and updated the chapter 4 financial plan to acknowledge the funding of the state's 2003 "nickel package" projects. The MTP should be consistent with the Washington Transportation Plan (WTP) and state Highway System Plan (HSP) to provide a vision for an efficient future transportation system and to provide direction for sound transportation investments. The next major MTP update is set to follow the update to the County's comprehensive plan that is due in 2004. With the completion of the Comprehensive Growth Management Plan, the update of the MTP will be key to incorporating and re-prioritizing the regional transportation system project changes that will be a part of the new comprehensive land use plan.

Work Element Objectives

1. Develop regular MTP updates or amendments to reflect changing comprehensive plan land uses, demographic trends, economic 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. The state requires that the Plan be reviewed for currency every two years and current federal law requires the Plan to be updated at least every three years. Whenever possible, major update to the MTP for Clark County will be scheduled to coincide with update to the County and local jurisdictions' comprehensive growth management plans. Plan updates will also acknowledge federal transportation policy interests and reflect the latest version of Washington's Transportation Plan (WTP) and Highway System Plan (HSP). At each MTP amendment or update, the results of recent transportation planning studies are incorporated and identified and new or revised regional transportation system needs are documented. MTP development relies on analysis of results from the 20-year regional travel forecast model as well as results from a six-year highway capacity needs analysis. The Plan also reflects the transportation priorities of the region.

2. Comply with state law and guidance 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. (468-86-180)

    d. A statement of the principles and guidelines used for evaluating and development of local comprehensive plans. (See WAC 468-86-170)

    e. A statement defining the least cost planning methodology employed within the region. (140)

    f. Designation of the regional transportation system. (See WAC 468-86-190)

g. A discussion of the needs, deficiencies, data requirements, and coordinated regional transportation and land use assumptions used in developing the Plan. (See WAC 468-86-200, (1))

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. (468-86-200, (3))

j. A financial section describing resources for Plan development and implementation. (86-210)

k. A discussion of the future transportation network and approach. (See WAC 468-86-220)

l. A discussion of high capacity transit and public transportation relationships, where appropriate. (See WAC 468-86-230)

3. Address the seven general planning elements in the regional transportation planning process to meet federal requirements. 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 non-motorized 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.

4. Involve the public in MTP development.

5. Reflect updated results from the Congestion Management System process. The latest update to the Clark County region's *Congestion Management Report* was adopted in June 2003 (RTC Board Resolution 06-03-16) and an update is anticipated in 2004.

6. Address bi-state travel needs and review major bi-state policy positions and issues. Issues include High Occupancy Vehicle (HOV) policies and their implementation, High Capacity Transit (HCT) expansion in the I-5/I-205/SR-500 loop around Clark County, Traffic Relief Options (TRO), Transportation Demand Management (TDM), Transportation System Management (TSM) including Intelligent Transportation System (ITS) implementation and congestion management policies.

7. Address regional corridors, associated intermodal connections and statewide intercity mobility services.

8. Identify, if necessary, Transportation Control Measures (TCMs) to maintain federal clean air standards and analyze the MTP for conformity with the Clean Air Act Amendments of 1990.

9. Reflect freight transportation issues and describe the State's Freight and Goods System.

10. Describe concurrency management and its influence on development of the regional transportation system as well as a tool to allow for the most effective use of the existing transportation systems.

11. Describe transportation system management and operations, Intelligent Transportation System (**ITS**) applications, as well as Transportation Demand Management (TDM) strategies.

12. Evaluate the cumulative environmental impacts related to the developing regional transportation system as required by TEA-21, the Clean Air Act and State law. This evaluation includes Clean Air Act conformity analysis.

13. Coordinate with environmental resource agencies.

14. Carry out an environmental review process of the proposed MTP prior to its adoption, as necessary.

15. Address the impacts of the Endangered Species Act as it relates to transportation system development.

16. Report on transportation system performance.

17. Implementation of MTP through corridor planning.

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 address 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 Metropolitan Transportation Improvement Program and relates to the congestion management system.

FY 2005 Products

1. An update to the MTP will be developed and adopted following adoption of the updated Comprehensive Growth Management Plan for Clark County due in 2004. The MTP update will reflect the new County demographic projections, updated land use allocations and urban area boundaries, the transportation planning process in the region and will address the seven planning factors as required by federal law. RTC is working closely with the County in the Comprehensive Plan update process. In summary the following list of items are anticipated to be addressed in the MTP update process:

   - Review of MTP Vision and Goals to ensure consistency with the Comprehensive Plan update.
   - Update demographic allocation to Transportation Analysis Zones (TAZs) to reflect updated land use plans.
   - Update MTP base year to 2002.
   - Update MTP horizon year to ensure MTP covers at least a 20-year planning horizon to comply with federal requirements.
   - Revision of functional classification of the highway/arterial system MTP map following the 2003 update of the Urban Area Boundary. The revised map will reflect a comprehensive update to the federal functional classification system incorporating both programmatic changes to reflect the updated urban area boundary and systemic changes to reflect current use of the highway system throughout Clark County.

- Review of the designated regional transportation system.
- Identification of transportation deficiencies in the 20-year horizon and listing of projects to improve the transportation system. The listing of projects will reflect the State's *Highway System Plan* and local Capital Facilities Plans.
- Re-assessment of financial plan assumptions.
- Update of maintenance, preservation, safety improvement and operating cost data and information.
- Re-evaluation of Level of Service standards for Highways of Regional Significance.
- Update of Intelligent Transportation System (ITS) and Transportation Demand Management (TDM) strategies.
- Results and recommendations from recent and ongoing transportation planning studies that affect the regional transportation system.
- Update to the list of transportation improvements to be included in the regional air quality conformity analysis.
- Certification of updated transportation elements of local comprehensive growth management plans.

2. Update to the Plan will reflect Washington's Transportation Plan (WTP), the latest state Highway System Plan (HSP) and will acknowledge federal transportation policy interests, including safety and security of the transportation system, transportation planning for rural areas, reverse commute, welfare to work, environmental justice and integration of environmental review into the planning process.

3. The MTP update will include further work to enhance the application and implementation of Transportation Demand Management (TDM) to make the most efficient use of the existing transportation system. The update will incorporate information from a comprehensive TDM plan for the Clark County region anticipated to be complete in FY 2004. The TDM plan is to take a broader definition of TDM and will identify policies, programs and actions to include use of commute alternatives, reducing the need to travel as well as spreading the timing of travel to less congested periods, and route-shifting of vehicles to less congested facilities or systems.

4. Documentation of conformity with the requirements of the Clean Air Act Amendments (CAAA) will be provided with MTP update and/or amendment. Transportation improvement projects proposed in the MTP and assumed in air quality conformity analysis will be clearly listed in the MTP update. The new EPA Mobile 6 emissions model will be used for conformity analysis of the MTP update.

5. 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. Latest results of Congestion Management Monitoring (CMM) work will be reflected in the MTP update.

6. Efforts to address transportation needs in the I-5 corridor are ongoing through the Portland-Vancouver I-5 Transportation and Trade Partnership and Bi-State Coordination Committee.

7. Initiation of a study of Clark County High Capacity Transportation needs in the I-5/I-205/SR-500 loop corridors. RTC proposes to initiate an Alternatives Analysis (AA) consistent with the Federal Transit Administration (FTA) New Start process. The purpose of the AA would be to address how to significantly increase the level and capacity of transit service within Clark County and the connection to transit-served destinations in the Portland region. The analysis would address the travel mobility in each of these corridors, the economic impacts, focus on improving the internal Clark County transit mode share, and connection with the Portland high capacity transit system.

FY 2005 Expenses:	$	**FY 2005 Revenues:**	$
RTC	164,346	• Federal CPG	71,139
		• State RTPO to Match Federal CPG	12,687
		• State RTPO Balance	11,850
		• Federal STP	57,000
		• MPO Funds	11,670
Total	164,346		164,346
	Note:	Minimum required to match federal CPG and STP funds	21,583

1B. METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM

The Metropolitan Transportation Improvement Program (MTIP) 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 MTIP. Projects programmed in the MTIP should implement the Metropolitan Transportation Plan (MTP). The MTIP is developed by the MPO in a cooperative and coordinated process involving local jurisdictions, C-TRAN and the Washington State Department of Transportation (WSDOT)

Projects listed in the MTIP should have financial commitment and meet the requirements of the Clean Air Act.

Work Element Objectives

1. Develop and adopt the Metropolitan Transportation Improvement Program (MTIP), consistent with the requirements of a new six-year federal transportation reauthorization bill.
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 reflect the multiple policy objectives for the regional transportation system (e.g. safety, maintenance and operation of existing system, reduction of Single Occupant Vehicles (SOVs), capacity improvements, transit expansion and air quality improvement).
3. Coordinate the grant application process for federal, state and regionally-competitive fund programs such as federal Surface Transportation Program (STP), state Transportation Improvement Board (TIB) programs, corridor congestion relief and school safety.
4. Program Congestion Mitigation/Air Quality (CM/AQ) funds with consideration given to emissions reduction benefits of such projects.
5. 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.
6. Develop a realistic financial plan for the MTIP that addresses costs for operation and maintenance of the transportation system. The MTIP is to be financially constrained by year.
7. Analysis of MTIP air quality impacts and documentation of MTIP Clean Air Act conformity.
8. Amendments to the MTIP, where necessary.
9. Monitoring of MTIP implementation and obligation of project funding.
10. Ensure MTIP 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 MTIP provides the link between the MTP and project implementation. The process to prioritize MTIP projects uses data from the transportation database and regional travel forecasting model output. It relates to the Public Involvement element described in section 3 of the UPWP. The MTIP program requires significant coordination with local jurisdictions and implementing agencies in the Clark County region.

FY 2005 Products

1. The 2004-2006 Metropolitan Transportation Improvement Program will be adopted, fiscally-constrained by year that will reflect the programming of federal funds and project selection procedures.
2. MTIP amendments, as necessary.
3. Prioritization of regional transportation projects for the statewide competitive programs e.g. programs administered by the Transportation Improvement Board (TIB). The prioritized projects will be presented to RTAC for recommendation and to the RTC Board for adoption and/or endorsement.
4. MTIP Clean Air Act conformity analysis and documentation, as required.
5. Reports on tracking of MTIP implementation and on obligation of funding of MTIP projects.
6. Provide input to update the State Transportation Improvement Program (STIP).
7. Opportunity for public involvement in MTIP development.

FY 2005 Expenses:	$	**FY 2005 Revenues:**	$
RTC	59,637	• Federal CPG	39,522
		• State RTPO to Match Federal CPG	7,049
		• State RTPO Balance	6,583
		• MPO Funds	6,483
Total	59,637		59,637
	Note:	Minimum required to match federal CPG and STP funds	7,049

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 tool to provide information on the performance of the transportation system as well as 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 were modified in TEA-21, but the 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, auto occupancy, 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 in identifying the most cost-effective strategies to provide congestion relief.

Work Element Objectives

1. Provide a CMS structure 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 how the region's transportation system operates. The CMS is intended to be a continuing, systematic process that provides information on transportation system performance.

2. The CMS monitoring program should continually enhance the traffic count data base and other elements, such as transit ridership and capacity, travel time and speed, auto occupancy information and vehicle classification data for the CMS corridors.

3. Publication of results of the Congestion Management Monitoring program through a System Performance Report that is updated periodically.

4. Incorporate CMS data into the regional traffic count database that, in turn, allows for refined calibration of the regional travel forecast model and provides input to the corridor congestion index update.

5. Initiate development of a database that would incorporate all CMS related data elements into a single transportation database that can be referenced and queried to meet user-defined criteria.

6. Analyze traffic count data, turn movements, vehicle classification counts and travel delay data to get an up-to-date representation of system performance, including evaluation of congestion on the Columbia River Bridges between Clark County and Oregon. Assess expansion of data collection effort to support other regional transportation analysis needs for items such as model calibration, monitoring fast growth locations, and new parallel facilities.

7. 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

8. Collection, validation, factoring and incorporation of traffic count data into the existing count program.

9. 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.

10. Review the existing CMS report content and structure to enhance its use, access and level of analysis. This could include more explanatory text, modified or additional graphics and charts, additional analysis, or more detailed examination of the data. It will assess innovative ways to present the information already collected and look at other items that could be added.

11. Coordinate with Metro on development of CMS plans.

12. Coordinate with WSDOT on development of the Highway System Plan (HSP) update and congestion relief strategies.

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. The CMS also supports work by the state to update the WTP and congestion relief strategies.

FY 2005 Products

1. Update 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 on RTC's web site (http://www.wa.gov/rtc). Traffic count data is separated into 24 hour and peak one-hour (a.m. and p.m. peak) categories. In FY2004, two-hour peak period traffic counts will be collected, analyzed and stored to help future regional travel forecast model enhancement and update.

2. New traffic count data will be used to update the corridor congestion ratio for each of the CMS corridors. The congestion ratio assesses the overall performance of a full corridor (which may include multiple intersections and parallel roads) instead of just a single intersection. The corridor congestion ratio 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 and collect other data for CMS corridors including auto occupancy, roadway lane density, vehicle classification, transit ridership, transit capacity, travel time and speed. Any new data collected needs to support the CMS, concurrency and other regional transportation planning program should be identified.

4. Comparison between most recent data with data from prior years back to 1999 to support identification of system needs and solutions and monitoring of impacts of implemented improvements.

5. The first Transportation System Monitoring and Congestion Management Report was adopted by the RTC Board in April, 2000. The second report was published in April 2001. In FY 2005, the Report will be reviewed and updated, as necessary, including a comparison to previous reports. In addition to a comprehensive summary of transportation data, the Report includes analysis and presentation of data to provide a better understanding of regional transportation system capacity and operations and potential for its improvement. It also includes analysis of the potential for transportation demand management to limit infrastructure needs and to improve transportation efficiency. The Report provides an update of performance information for the identified regionally-significant multimodal transportation corridors

critical 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 1999.

6. Assess transportation system impact of Transportation Demand Management strategies.

7. Provide CMS data and system performance indicators to inform the WTP update process.

8. Provide feedback to Metro on RTC's CMS update and keep informed on Metro's CMS program.

FY 2005 Expenses:		**FY 2005 Revenues:**	
	$		$
RTC	126,850	CM/AQ	140,000
Consultant	35,000	Local	21,850
Total	161,850		161,850

Assumes use of 2004/05 CM/AQ funds, $35,000 of which is used for data collection by contractor.

1D. VANCOUVER AREA SMART TREK (VAST)

Traditionally, our region has met demand for mobility by building more highways and bridges and/or by adding more lanes to roads. Today, the urban area's highway system can no longer support a strategy that continues lane-capacity expansion into the indefinite future. While there may be no single solution, Intelligent Transportation Systems (ITS), offers a promising technological strategy to improve the efficiency of the total transportation system. ITS uses advanced electronics, communications, information processing, computers and control technologies to help manage congestion, improve the safety, security and efficiency of our transportation system.

RTC will continue coordination and management of the Vancouver Area Smart Trek (VAST) program that will result in implementation of ITS technologies in our region. The planning and management of the program by RTC was initiated in FY2002. The goal of VAST is to use ITS technologies for integration of all transportation information systems, management systems and control systems for the urbanized area of Clark County. RTC will be responsible for program management, program coordination and outreach/education. Participating agencies will jointly be responsible for ITS program implementation through the VAST Steering Committee. The deployment of ITS projects includes the use of federal CMAQ funds for communications infrastructure, transit management (computer-aided dispatch, automatic vehicle locators and automatic passenger counters), freeway management (variable message signs, video cameras, data stations) and arterial management (central signal system software, advanced controllers, signal timing/coordination).

RTC has worked with regional partners to define the VAST regional architecture for the Clark County region, including a 20-year plan of ITS projects and an operational concept by VAST program areas.

Work Element Objectives

1. Continuation of the VAST program.

2. Continue implementation projects currently programmed for CMAQ funding in the MTIP which include: 1) a transit management system 2) a freeway operations/incident management program, 3) an arterial traffic signal integration program, 4) initial deployment of an advanced traveler information system, and 5) management of the VAST program led by RTC. The Transit Management System will allow tracking of transit vehicle operation and maintenance, passenger counting, and real-time tracking of transit vehicle location. The freeway operations and incident management will enhance freeway operations by the implementation of a traffic management center (TMC), data stations, video cameras, variable message signs, and network communications with the ODOT TMC. Traffic Signal Integration will include the installation of fiber optics on important transportation corridors with a signal interconnect system and new controllers that will allow for bus signal preemption. The traveler information system component consists of participation with ODOT to develop a web based traveler information system that can provide real-time information on traffic conditions, incidents, and other transportation information.

3. Provide for ongoing planning, coordination and management of the VAST program by RTC. This will include ensuring the region is meeting federal requirements for ITS deployment for integration and interoperability. It will also provide for completion of the VAST project checklist to determine project compliance for current projects and new projects.

4. Manage and provide support for the VAST Steering Committee for oversight in the development and deployment of projects contained in the 20-year VAST Implementation Plan. Ensure that VAST integration initiatives and consistency with the ITS architecture are addressed. The RTC Board established a Steering Committee that has executed a memorandum of understanding that defines how our region will work together to develop, fund, and deploy ITS projects contained in the 20-year plan. The Committee is comprised of Vancouver, Camas, Clark County, the Washington State Department of

Transportation Southwest Region, the Southwest Washington Regional Transportation Council, C-TRAN and the Oregon Department of Transportation. The Committee's oversight role will include project review and endorsement prior to funding, and monitoring and tracking of projects during implementation. The Steering Committee will also act as liaison with other key ITS stakeholders and assist in regional ITS policy formulation.

5. Initiate activities and agreements under the Cooperative Improvement Agreement for the coordination of construction, management and maintenance of communications infrastructure for VAST member agencies.

6. Manage and facilitate the development of strategies to secure funding for ITS projects contained in the VAST 20-year implementation plan. Assist Steering Committee members on funding applications for individual ITS project funding. Continue process of Steering Committee partnership for joint project funding applications.

7. Continue to work with ITS stakeholders, including emergency service providers such as Clark Regional Emergency Services Agency (CRESA), police and fire departments, as part of the VAST process to assess how VAST/ITS can facilitate and benefit public safety needs.

8. Assist in the development of an Incident Management Operational Plan for the I-5/Highway 99 Corridor and an incident management plan for the region.

9. Complete the data archive project that will identify the availability, format, and retrieval of electronic transportation system performance data from transportation jurisdictions including findings on a process for retrieval and transfer of information, transfer media, quality control, and aggregation of data.

10. Work to "institutionalize" the regional ITS program by incorporating ITS into the planning process and the Metropolitan Transportation Plan. Areas of mutual need, institutional issues, institutional opportunities, recommendations and strategies to reduce or eliminate barriers and optimize the success of strategic deployment opportunities and the Implementation plan are to be identified and followed through.

11. Participate in the Oregon Transport Project and other bi-state committees and groups for bi-state coordination of ITS activities.

12. Technical assistance in ITS implementation.

Relationship To Other Work Elements

The Vancouver Area Smart Trek (VAST) work element relates to the MTP as one element to improve the efficiency of the existing transportation system and to the MTIP where ITS projects are programmed for funding and implementation.

FY 2005 Products

1. Coordination of ITS activities within Clark County and with Oregon.

2. Institutionalize VAST Operational Concept that identifies relationships and protocols in the exchange, sharing, and control of information between agencies that will serve as the foundation for the preparation of operation and maintenance agreements

3. Management of the VAST program including coordination of the preparation of the memoranda of understanding, interlocal agreements, and operational and maintenance agreements that are needed to support the implementation of the VAST program and the deployment of ITS projects.

4. Initiate agreements and activities under the Cooperative Improvement Agreement for communication infrastructure executed in FY 2004.

5. Facilitation of the activities of the Steering Committee.

6. Management of consultant technical support activities as needed.

7. Carry out the recommendation of the Communication Operations Plan for VAST that provides the specific detail needed to fully implement ITS which includes a communications network among VAST agencies. The Plan includes definition of the fiber optic needs and communication hubs required for ITS and mapping the communications network for ITS.

8. Regional ITS goals and policies for the Clark County region and for bi-state ITS issues.

9. Complete development of hardware and software for the functional requirements of the initial ATIS deployment.

10. Coordinate with state to develop a scope of work for initial deployment of the Advanced Traveler Information System (ATIS) Business Plan based on the functional requirements.

11. Development of improved tools to analyze costs and benefits of ITS investment. The use of Intelligent Transportation Systems Deployment Analysis System (IDAS) software for these purposes will be investigated.

12. Development and management of an ITS data warehouse and maintenance of the VAST web site.

FY 2005 Expenses:		**FY 2005 Revenues:**	
	$		$
RTC: VAST Program Coordination/Management	98,266	CM/AQ	85,000
		MPO Local Match (13.5%)	13,266
Total	**98,266**		**98,266**

Any federal funds for project implementation by WSDOT, C-TRAN and local agencies are programmed in the MTIP.

1E. PORTLAND-VANCOUVER I-5 TRANSPORTATION AND TRADE PARTNERSHIP DEIS PROCESS

The Transportation Equity Act for the 21st Century (TEA-21) recognized the importance of trade corridors to the national economy and designated I-5 within the Portland/Vancouver region as a Priority Corridor under the National Trade Corridors and Borders Program. The Portland-Vancouver I-5 Transportation and Trade Partnership strategic planning effort for the I-5 corridor between I-84 in Portland and I-205 in Vancouver was initiated in response to recommendations of a bi-state Leadership Committee, which met over a nine-month period in 1999. The Committee found that the I-5 corridor is a critical economic lifeline for the region and the state, serving the Ports of Portland and Vancouver, two transcontinental rail lines, providing critical access to industrial land in both states, and facilitating through movement of freight. The Committee also concluded that there would be economic and livability consequences if nothing is done in the corridor, improvements will need to be multi-modal and solutions will be costly and require innovative funding. It was noted that congestion on I-5 affects goods moved by air, rail, barge and truck as well as passenger travel and that there are significant bottlenecks in this segment of I-5. In addition, the I-5 drawbridges crossing the Columbia River are some of the last and most active drawbridges on the U.S.A.'s interstate system.

ODOT and WSDOT completed the initial phase of the Portland-Vancouver I-5 Transportation and Trade Partnership funded, in part, by FHWA through the National Trade Corridors and Borders Program. In 2001/2002, a Task Force appointed by Governors Gary Locke of Washington and John Kitzhaber of Oregon met to guide development of the Partnership Study. On June 18, 2002, the Bi-State Governors' Task Force adopted its recommendations. The Metropolitan Transportation Plan for Clark County has incorporated Study recommendations in the Strategic MTP. The I-5 Partnership is now poised to continue efforts on an extensive scoping phase and proceed with a Draft Environmental Impact Statement (DEIS).

Work Element Objectives

1. Continue Portland-Vancouver I-5 Transportation and Trade Partnership work with Scoping and advancement to EIS phase.
2. Cooperate with ODOT, WSDOT and Metro in evaluating and documenting the impacts of the I-5 Bridge Influence Area alternatives conducting an in-depth analysis of the "bridge influence area" to determine the preferred Columbia River Crossing and connecting roadway segment between Lombard and SR-500.
3. Address environmental and social impacts of the project.
4. Develop a financing plan.
5. Participate in study committee and forums, such as the Bi-State Coordination Committee.
6. Support development of ODOT's Delta Park to Lombard project environmental and HOV analysis.
7. Participate in the development of an I-5 TDM/TSM Corridor Plan and make progress on implementing the recommended TDM Current Action Items.
8. Participate in public involvement activities relating to the I-5 Partnership DEIS.

Relationship To Other Work

Implementation of a strategic plan for transportation improvements in the I-5 corridor is critical to the long-term development of the region's transportation system. The I-5 Partnership recommendations have been incorporated into the Strategic Plan section of the MTP update for Clark County (December 2002). The Governors' Task Force recommendations included supplementing or replacing the I-5 Interstate Bridge and related highway improvements, Transportation Demand Management (TDM) measures, a land use accord,

Environmental Justice initiatives, park and ride spaces, a light rail loop in Clark County that would connect to the Portland region's light rail system and recommended railroad and railroad bridge improvement.

The RTC I-5 Partnership work element ties into the I-5 Partnership DEIS that is being led by ODOT and WSDOT. The DEIS process begins with development of a statement of public purpose, policy objectives, and framework for advancing I-5 Partnership projects. This DEIS transitional phase will address the following tasks: 1) development of a funding strategy, including sources, funding capacity, and political acceptance, 2) analysis of toll revenue producing capacity of both the I-5 and I-205 corridors, 3) exploration of a public-private partnership, 4) EIS scope/methodology, and 5) communications/public involvement. RTC will work cooperatively with ODOT/WSDOT in all elements of the DEIS and specifically assist with the development of travel demand networks, traffic analysis associated with tolling options, and development of Columbia River crossing alternatives.

RTC has submitted a federal funding request to pursue planning for high capacity transportation in the I-5/I-205/SR-500 loop corridors. If funding is forthcoming, the UPWP will be amended.

RTC's work element relates to the "I-5 Transportation and Trade Partnership" work element described in the "Other Projects of Regional Significance" section of Metro's FY 2004-05 Unified Work Program (UWP). The ODOT work element allows for the obligation of $3.5 million in federal National Corridor Planning and Development Program (Section 1118) funds.

ODOT's work element describes how ODOT and WSDOT have been working together on how to respond to a key recommendation of the I-5 Transportation and Trade Partnership Strategic Plan which is to conduct a federal Environmental Impact Statement (EIS) process for a new I-5 crossing of the Columbia River and associated improvements in the bridge influence area. The DOT's anticipate having a fully developed plan for proceeding with the new I-5 crossing of the Columbia River and associated projects. The plan will address project management and approach from EIS to construction jurisdictional involvement public involvement and potential financing mechanisms. RTC will be coordinating with regional partners on these activities.

FY 2005 Products

1. Draft Environmental Impact Statement (DEIS) process.

FY 2005 Funding: RTC

FY 2005 Expenses:		FY 2005 Revenues:	
	$		$
RTC	33,699	Federal STP (RTC TMA funds)	29,150
		Local Match	4,549
Total	33,699		33,699

The above funding table assumes use of balance of $110,000 STP TMA funds obligated by RTC in 2003 with local match provided by RTC.
Additional funding is required to meet the objectives of the work element.

The work element is led by ODOT/WSDOT.
Further details of the work and funding can be found in the ODOT section of Metro's FY 2005 Draft UPWP

IF. SKAMANIA COUNTY RTPO

Work by the RTPO on a transportation planning work program for Skamania County began in FY 1990. The Skamania County Transportation Policy Committee meets monthly to discuss local transportation issues and concerns. The SR-14 Corridor Management Plan was completed in FY 1998. The Skamania County Regional Transportation Plan (initially adopted in April, 1995) was reviewed and updates adopted in April 1998 and in May 2003. In 2003, Skamania County completed a transit feasibility Study. In FY 2005, the recommendations of this transit study will begin to be implemented. Development and traffic trends are monitored and the regional transportation planning database for Skamania County kept up to date. RTC staff will continue to provide transportation planning technical assistance for Skamania County.

Work Element Objectives

1. Continue the regional transportation planning process.
2. Ensure the Skamania County Transportation Plan is regularly reviewed and provide opportunity for regular update if needed.
3. Gather growth and development data to reveal trends to report in the Regional Transportation Plan update.
4. Further develop the transportation database for Skamania County, for use in the Regional Transportation Plan update.
5. Ensure that components of the Washington Transportation Plan (WTP) are integrated into the regional transportation planning process and incorporated into the RTP update.
6. Coordinate with WSDOT staff and review plans of local jurisdictions for consistency with RTP and WTP.
7. Continuation of transportation system performance monitoring program.
8. Assistance to Skamania County in implementing a new federal transportation reauthorization act. 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. 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. The TEA-21 High Priority Funding will be used for SR-34 improvements along SR-14 in the Cape Horn area.
10. Continue assessment of public transportation needs, including specialized transportation, in Skamania County. Implement the recommendations of the 2003 Skamania County Transit Feasibility Study. In 2004, Skamania will begin commuter service between Skamania County and Clark County (Fisher Landing Transit Center).
11. Coordinate with Skamania County to implement the next steps of the SR-35 Columbia River Crossing Feasibility Study. This would include obtaining funding to move forward with preliminary design and a Final Environmental Impact Statement (FEIS).
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.

14. Work with the Gorge Commission on updating the Management Plan for the Columbia River Gorge National Scenic Area.

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 2005 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. Report to WSDOT Planning Office on consistency between RTP, WTP and local plans.

FY 2005 Expenses:		FY 2005 Revenues:	
	$		$
RTC	16,811	RTPO	16,811
Total	16,811		16,811

1G. KLICKITAT COUNTY RTPO

Work by the RTPO on a transportation planning work program for Klickitat County began in FY 1990. 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) is reviewed regularly and updates were adopted in April 1998 and in May 2003. Development and traffic trends are monitored and the regional transportation planning database for Klickitat County kept up to date. RTC staff will continue to provide transportation planning technical assistance for Klickitat County.

Work Element Objectives

1. Continue regional transportation planning process.
2. Ensure the Klickitat County Transportation Plan is regularly reviewed and provide opportunity for regular update if needed.
3. Gather growth and development data to reveal trends to report in the Regional Transportation Plan update.
4. Keep the transportation database for Klickitat County updated and current so that data and information can be used as input to the Regional Transportation Plan.
5. Coordinate with WSDOT staff and ensure that components of the WTP are integrated into the regional transportation planning process and incorporated into the RTP update.
6. Review plans of local jurisdictions for consistency with RTP and WTP.
7. 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.
8. Continuation of transportation system performance monitoring program.
9. Assistance to Klickitat County in implementing the new six-year federal transportation reauthorization bill. 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.
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. A 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). Currently, Klickitat County is fulfilling transit service needs through grant funding.
12. Coordinate with Klickitat County to implement the next steps of the SR-35 Columbia River Crossing Feasibility Study. This would include obtaining funding to move forward with preliminary design and a Final Environmental Impact Statement (FEIS).
13. Assistance to Klickitat County in conducting regional transportation planning studies.
14. Work with the Gorge Commission on updating the Management Plan for the Columbia River Gorge National Scenic Area.

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 2005 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. Report to WSDOT Planning Office on consistency between RTP, WTP and local plans.

FY 2005 Expenses:	$	FY 2005 Revenues:	$
RTC	18,531	RTPO	18,531
Total	18,531		18,531

DATA MANAGEMENT, TRAVEL FORECASTING, AIR QUALITY AND TECHNICAL SERVICES

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

This element includes the development, maintenance and management of the regional transportation database to support the regional transportation planning program. The database is used to assess transportation system performance, evaluate level of service standards, calibrate the regional travel forecasting model, and includes 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. Technical assistance will be provided to MPO/RTPO member agencies and other local jurisdictions as needed. RTC will continue to assist local jurisdictions in updating and implementing Growth Management Act (GMA) plans. 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 regional model and coordinates closely with Metro to ensure the model is kept current including use of most up-to-date census data and land use inputs as the basis for the model.

This work element also includes 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 Clean Air Agency (SWCAA) has developed, as supplements to the State Implementation Plan, two Maintenance Plans; 1) for Carbon Monoxide (CO), and 2) for Ozone (O_3). The Environmental Protection Agency (EPA) approved the CO Maintenance Plan in October 1996 and the Ozone Maintenance Plan in April 1997. Mobile source strategies contained in the Maintenance Plans were endorsed for implementation by the RTC Board of Directors (Resolution 02-96-04). The Vancouver region is currently classified as a "maintenance" area for both carbon monoxide and ozone. Prior to this, the 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. 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. Maintain an up-to-date transportation database and map file for transportation planning and regional modeling that includes transit ridership and transit-related data, developed by C-TRAN. The database is used as support for development of regional plans, travel forecasting model and transportation maps.

2. Collect, analyze and report on regional transportation data from data sources such as the U.S. Census, Census Transportation Planning Package data, Nationwide Personal Transportation Study (NPTS) data, travel behavior survey data, and County GIS information.

3. Maintain a comprehensive, continuing, and coordinated traffic count program.

4. Analyze growth trends and relate these to future year population and employment forecasts. RTC coordinates with Metro on its work and procedures for forecasting the region's population and employment data for future years. RTC has coordinated with Metro on Metro's development of the integrated land use and transportation Metroscope process. RTC also works with Clark County jurisdictions to review allocation of the region-wide growth total to Clark County's transportation analysis zones.

5. Continue to incorporate transportation planning data elements into the ArcInfo system and work with Clark County's Assessment and GIS Department to support transportation data being incorporated in the County ArcGIS system.

6. Maintain GIS layers for the designated regional transportation system, federal functional classification system of highways and freight routes.

7. Assist local jurisdictions in analyzing data and information from the regional transportation data base and in updating and implementing GMA plans, including Concurrency Management programs.

8. Coordinate with the County's computer division to update computer equipment and software, as needed.

9. Continue to develop the regional travel forecast model and use it as a tool to help analyze the transportation system in the region and to use its output to identify deficiencies in the regional transportation system.

10. Document the regional travel forecast model development and procedures.

11. Work with local agencies to help them use the 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, the procedures outlined in the adopted Sub-Area Modeling guide (February, 1997) are followed.

12. Organize and hold meetings of the local Transportation Model Users' Group (TMUG) providing a forum for local model developers and users to meet and discuss model development and enhancement.

13. Participate in the Oregon Modeling Steering Committee (OMSC) meetings to learn about model development in Oregon and the Portland region. The committee is organized as a part of the Oregon Travel Model Improvement Program.

14. 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.

15. Coordinate with WSDOT on the Congestion Relief Analysis.

16. Develop and maintain the regional travel model to include: periodic update to provide updated 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.

17. Continue research into regional travel forecasting model enhancement.

18. 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 participates in USDOT's Transportation Model Improvement Program (TMIP). As part of the program a new model framework known as TRANSIMS is being developed. RTC will work with Metro on this USDOT program and on updating the regional forecast model to include a tour-based framework.

19. Continue to expand RTC's travel modeling scope through development of micro-simulation model applications that are increasingly important in evaluating new planning alternatives, such as HOV operations and impacts, ITS impact evaluation, and concurrency analysis.

20. Further develop procedures to carry out post-processing of results from travel assignments.

21. Continue to develop data on vehicle miles traveled (VMT) and vehicle occupancy measures for use in air quality and Transportation Demand Management (TDM) planning.

22. Assist local agencies by supplying regional travel model data for use in local planning studies, development reviews, Capital Facilities Planning and Transportation Impact Fee program updates.

23. 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 improvement needs.

24. Provide technical support for analysis of High Capacity Transportation (HCT) needs in the I-5/I-205/SR-500 loop in Clark County.

25. Provide technical support for implementation of the Commute Trip Reduction program.

Air Quality Planning

26. Monitor federal guidance on the Clean Air Act and state Clean Air Act legislation. In FY2005 this will include dealing with issues concerning reverting to the one-hour from the eight-hour ozone standard and impact on AQMA status. The EPA has noted that the Portland-Vancouver area will be classified to attainment status. However, monitored data still indicates potential ozone problems.

27. Develop an MTP that is responsive to mobile emissions budgets established in the Maintenance Plans. If needed, Transportation Control Measures (TCMs) will be identified in the MTP.

28. Program any identified TCMs in the Metropolitan Transportation Improvement Program (MTIP), as necessary.

29. Cooperate and coordinate with State Department of Ecology in their research and work on air quality in Washington State.

30. Coordinate with Southwest Clean Air Agency (SWCAA) in carrying out the provisions established in the Memorandum of Understanding (MOU) between RTC and Southwest Clean Air Agency (SWCAA), adopted by the RTC Board in January, 1995 [RTC Board Resolutions 01-95-02]. RTC's responsibilities include conformity determination for regional plans and programs and for adoption of TCMs for inclusion in the MTP and MTIP. In addition, the MOU seeks to ensure that inter-agency coordination requirements in the State Conformity Rule are followed.

31. Coordinate and cooperate with air quality consultation agencies (Washington State Department of Ecology, EPA, FHWA, WSDOT, and SWCAA) on air quality technical analysis protocol and mobile emissions estimation procedures. This consultation process supports the review, update, and testing of the new Mobile 6 emissions model to ensure accuracy and validity of mobile model inputs for the Clark County region and ensure consistency with state and federal guidance.

32. Coordinate with Metro to ensure consistency of mobile emissions estimation procedures and air quality emissions methodology using the travel-forecasting model.

33. 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.

34. Participate in discussions regarding RTC role and responsibility in upcoming update of the carbon monoxide and ozone maintenance plans for the air quality maintenance area.

35. Analyze transportation data as required by federal and state Clean Air Acts.

36. Prepare and provide data for DOE in relation to the vehicle exhaust and maintenance (I/M) program implemented in the designated portion of the Clark County region.

37. Use TCM Tools, where applicable, to assess the comparative 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 MTIP programming and to measure the impacts of air quality improvement strategies that cannot be assessed through the regional travel model.

38. Carry out project level conformity analysis for local jurisdictions to provide for consistency within the region.

39. Work with local agencies in the summer to implement Clean Air Action Days, as necessary.

Transportation Technical Services

40. Continue to enhance technical transportation services provided to member agencies. The provision of technical transportation planning and analysis services to member agencies is continued in recognition that a common analysis of traffic congestion issues is a key element in the overall process of planning and building additional transportation system capacity as well as making most efficient use of the existing system. The complexity of the analytical tools and need for comprehensive data support the concept of conducting this analysis on a coordinated regional platform. Technical service activities are intended to support micro traffic simulation models, updating the population and employment forecasts, and the translation of the land use and growth forecasts into the travel demand model.

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 development of the MTP, MTIP, congestion management report 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 forecast model in EMME/2. Development and maintenance of the regional travel forecasting model is vital as it is the most significant tool for long-range transportation planning.

FY 2005 Products

1. Update of the regional transportation database with data from the Census Transportation Planning Package (CTPP) as well as the Nationwide Personal Transportation Study (NPTS).

2. Analysis of Clark County transportation information. The main elements include: transportation measures in the GMA update, use of highway by travel length, peak spread, transit related data and information, and work trip analysis. Trip analysis and travel time calculations will be used to address environmental justice issues.

3. Metro's 2025 population and employment forecast and Clark County comprehensive plan update to 2023 will be used to update the regional travel forecasting model for use in the MTP update. Updated land use and demographic data will be input to the regional transportation database. The model base year will be reviewed and updated. A six-year model is also updated regularly to help growth management planning efforts and concurrency program development. The MTP's long-range planning horizon is currently is at 2023 but is likely to updated to 2025 for the next MTP update.

4. Integration of transportation planning and GIS Arc/Info data.

5. Coordinate with Clark County on maintenance and update of the highway network and local street system in a GIS coverage. A comprehensive review and update of the federal functional classification system will be completed in 2004 following re-definition of the Urban Area Boundary (UAB) in 2003.

6. Work with regional bi-state partners on a Freight Origin and Destination Study ("Truck O-D Study") to improve truck forecasting ability. Integrate freight traffic data into the regional transportation database as it is collected and analyzed. Metro leads the commodity flow modeling in the region.

7. Update to the traffic count database.

8. Technical assistance to local jurisdictions.

9. Transportation data analysis provided to assist C-TRAN in planning for future transit service provision.

10. Data and information for the Congestion Relief Analysis led by WSDOT. It is understood that the first phase of the analysis will be completed by July 2004.

11. Purchase of updated computer equipment using RTPO revenues.

12. Continued implementation of interlocal agreement relating to use of model in the region and implementation of sub-area modeling .

13. Host Transportation Model Users' Group (TMUG) meetings.

14. Documentation of the program modules for the Windows version of MTX (WinMTX) and on the travel forecasting procedures using WinMTX.

15. Refine travel forecast methodology using the EMME/2 program and post-processing techniques.

16. Documentation of regional travel forecasting model procedures.

17. Re-calibration and validation of model as necessary.

18. Review and update of model transportation system networks, including highway and transit.

19. Analysis of TDM and ITS impacts.

20. Consider adoption of a multiple hour peak instead of a one-hour peak in the regional travel model process.

21. Use regional travel forecasting model data for MTP and MTIP development, as well as for the Clark County Comprehensive Plan and state WTP/HSP updates.

Air Quality Planning

22. Monitoring and implementation activities relating to the federal and State Clean Air Acts.

23. Implementation and tracking of Ten Year Air Quality Maintenance Plans.

24. Coordination and participation in the development of the transportation elements of Carbon Monoxide and Ozone Maintenance Plan update process.

25. Air quality conformity analysis and documentation for updates and/or amendments to the MTP and MTIP as required by the Clean Air Act Amendments of 1990.

26. Coordination with local agencies, Southwest Clean Air Agency (SWCAA), the Washington State Department of Ecology (DOE), Metro and Oregon Department of Environmental Quality (DEQ) relating to air quality activities especially the new Mobile 6 vehicle emissions model.

27. Project level air quality conformity analysis as requested by local jurisdictions and agencies.

Transportation Technical Services

28. RTC will continue to serve local jurisdictions' needs for travel modeling and analysis.

29. A regular travel model update procedure for base year and six-year travel forecast is now established to use for concurrency programs. This requires annual update of the model base year.

30. Travel Demand Forecast Model Workshops 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.

31. Use of model results for local development review purposes and air quality hotspot analysis.

32. Technical assistance to support update of the Comprehensive Growth Management Plan for Clark County and local jurisdictions due in 2004.

FY 2005 Expenses:	$	**FY 2005 Revenues:**	$
RTC	272,546	• Federal CPG	158,086
Computer Equipment (use of RTPO Revenues)	6,000	• State RTPO to Match Federal CPG	28,194
		• State RTPO Balance	26,332
		• Federal STP	40,000
		• MPO Funds	25,934
Total	278,546		278,546
	Note:	Minimum required to match federal CPG and STP funds	34,437

2B. ANNUAL CONCURRENCY UPDATE

RTC's involvement in the Concurrency Programs of local jurisdictions is in using the travel forecasting model to assist in conducting their transportation concurrency analysis. RTC's role is in technical analysis. The local jurisdictions themselves are responsible for the overall Concurrency Program.

Work Element Objectives

1. Assist local jurisdictions in conducting their Concurrency Management Program.
2. Modify the travel model and apply it to the defined transportation concurrency corridors to determine available traffic capacity, development capacity and identify six-year transportation improvements.

Relationship To Other Work Elements

The Concurrency Program work element relates directly to RTC's Regional Transportation Database and Forecasting element.

FY 2005 Products

1. Technical analysis relating to local Concurrency Management Programs.

FY 2005 Expenses:	$	FY 2005 Revenues:	$
RTC	20,000	City of Vancouver	20,000
Total	20,000		20,000

Note: Budget not yet determined.

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 Regional Transportation Advisory Committee (RTAC) meetings. It also provides for bi-state coordination including partnering with Metro to organize and participate in the Bi-State Coordination Committee. The Bi-State Coordination Committee will replace the Bi-state Transportation Committee that was formed through a joint resolution of RTC and Metro in 1999. The Bi-State Coordination Committee will have a broader scope to address both transportation and land use issues of bi-state significance. In addition, this coordination element provides for public outreach and involvement activities as well as the fulfillment of federal and state requirements.

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 Coordination Committee Skamania County Transportation Policy Committee and Klickitat County Transportation Policy Committee.
3. Promote RTC Board interests through the participation on statewide transportation committees and advisory boards. Specific opportunities for this include participation on the Statewide MPO/RTPO Coordinating Committee.
4. Provide leadership, coordination, and represent RTC Board positions on policy and technical committees within the Portland-Vancouver region that deal with bi-state, air quality, growth management, high capacity transit, and transportation demand management issues and programs. Specifically, the key committees include the following: C-TRAN Board, Metro's Joint Policy Advisory Committee on Transportation (JPACT), Metro's Transportation Policy Advisory Committee (TPAC) and the Bi-State Coordination Committee.
5. Coordinate and promote regional and bi-state transportation issues with the Washington State legislative delegation and with the Washington State congressional delegation. The Washington State legislative delegation are now members of the RTC Board of Directors.
6. Represent RTC's interest in the following organizations: Greater Vancouver Chamber of Commerce, Columbia River Economic Development Council, and the Washington State Transit Association.
7. Facilitate early environmental decisions in the planning process through work with jurisdictional and agency partners.
8. Coordinate with WSDOT on update of Washington's Transportation Plan (WTP) to be completed by fall 2005.
9. Coordinate regional transportation plans with local transportation plans and projects.
10. Coordinate with the Growth Management Act (GMA) planning process. The local GMA plan update should be complete in 2004. The actions of the Western Washington Growth Management Hearings Board as they relate to transportation planning will be tracked. RTC will review and certify the transportation elements of local comprehensive plans to ensure they conform to the requirements of the Growth Management Act and are consistent with the MTP.

11. Work with environmental resource agencies to ensure a coordinated approach to environmental issues relating to transportation.

12. Represent the MPO at EIS scoping meetings relating to transportation projects and plans.

13. Monitor new legislative activities as they relate to regional transportation planning requirements.

14. Participate in transportation seminars and training.

15. Prepare RTC's annual budget and indirect cost proposal.

16. Ensure that the MPO/RTPO computer system is upgraded when necessary to include new hardware and software to efficiently carry out the regional transportation planning program. Provide computer training opportunities for MPO/RTPO staff.

17. Continue the Bi-State Memorandum of Understanding between Metro and RTC.

18. Coordinate with Metro's regional growth forecasting activities and in regional travel forecasting model development and enhancement.

19. Develop bi-state transportation strategies and participate in bi-state transportation studies. In FY 2005 this will include continuation of coordination efforts to implement recommendations from the I-5 Partnership's Governors' Task Force and proceeding to the next phase in implementing improvements in the I-5 north corridor between Portland and Vancouver.

20. Liaison with Metro and Oregon Department of Environmental Quality regarding air quality planning issues.

Bi-State Coordination Committee

The I-5 Transportation and Trade Partnership Study recommendations called for the reconstitution of the Bi-State Transportation Committee to become the Bi-State Coordination Committee. The new committee will be charged with not only coordinating transportation issues of bi-state significance, but also coordinating bi-state land use-transportation issues. The new committee is to be advisory to JPACT/Metro, RTC, and Clark County. The Bi-State Coordination Committee is formed through intergovernmental agreement.

21. Hold meetings of the Bi-State Coordination Committee to serve as the communication forum to address transportation and land use issues of bi-state significance. The two interstates now serve business, commercial, freight and other personal travel needs including over 56,000 daily commuters who travel from Clark County to Portland to work.

Public Involvement

22. Increase public awareness and information provision of regional and transportation issues.

23. Involve and inform all sectors of the public, including the traditionally under-served and under-represented, in development of regional transportation plans, programs and projects. Incorporate public involvement at every stage of the planning process and actively recruit public input and consider public comment during the development of the MTP and MTIP.

24. Implement the adopted Public Involvement Program (updated by RTC Board Resolution 10-01-17; October 2, 2001). Any changes to the Program require that the MPO meet the procedures outlined in federal Metropolitan Planning guidelines.

25. Hold public meetings, including meetings relating to the MTP and MTIP, coordinated with local jurisdictions and WSDOT Southwest Region, WSDOT Headquarters and C-TRAN.

26. Conduct public involvement process for any special projects and studies conducted by RTC.

27. Continue to update the RTC web site (http://www.rtc.wa.gov) 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.

28. 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.

29. Communicate with local media.

30. Maintain a mailing list of interested citizens, agencies, and businesses.

31. Ensure that the general public is kept well informed of developments in transportation plans for the region. Outreach may be at venues such as the annual Clark County Fair held in August or at Westfield Shoppingtown (Van Mall) weekend events.

32. 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.

33. Support InterACT's efforts to raise awareness and solicit feedback from the public on transportation issues. InterACT is a subsidiary of Identity Clark County, a private, non-profit organization focused on community and economic development.

Federal Compliance

34. Comply with federal laws that require development of a Regional Transportation Plan, Transportation Improvement Program, and development of a Unified Planning Work Program.

35. Develop and adopt an annual UPWP that describes transportation planning activities to be carried out in the Washington portion of the Portland-Vancouver metropolitan area. The UPWP identifies the key policy decisions for the year and provides the framework for RTC planning, programming, and coordinating activities. Each year a UPWP Annual Report is also produced.

36. Certify transportation planning process as required by federal law.

37. Gather and analyze data to support C-TRAN and local jurisdictions' implementation of the Americans with Disabilities Act (ADA) enacted by the federal government in 1990. The Act requires that mobility needs of persons with disabilities be comprehensively addressed. C-TRAN published the C-TRAN ADA Paratransit Service Plan in January 1997 and in 1997 achieved full compliance with ADA requirements.

38. Report annually on Title VI activities. The Title VI Plan was adopted by the RTC Board of Directors in November 2002 (Resolution 11-02-21).

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 follows release of the relevant decennial Census data.

40. Compliance with Title VI and related regulations such as the President's 1994 Executive Order 12898 on Environmental Justice. RTC will work to ensure that Title VI and environmental justice issues are addressed throughout the transportation planning and project development phases of the regional

transportation planning program. Beginning with the transportation planning process, consideration is given to identify and address where programs, policies and activities may have disproportionately high and adverse human health or environmental effects on minority and low-income populations.

41. Continue to review Clean Air Act Amendments conformity regulations as they relate to regional transportation planning activities and the State Implementation Plan (SIP). Participate in SIP development process led by the Washington State Department of Ecology (DOE).

42. Implement 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 continue to be met.

43. 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.

FY 2005 Products

Program Coordination and Management

1. Meeting minutes and meeting presentation materials for transportation meetings organized by RTC.
2. Year 2005 Budget and Indirect Cost Proposal.
3. Participation in Metro's regional transportation planning process.

Bi-State Transportation Committee

4. Continue partnership with Metro to organize and host meetings of the Bi-State Coordination Committee.

Public Involvement

5. Documentation of public involvement and public outreach activities carried out by RTC during FY 2005.
6. Participate in public outreach activities related to Washington's Transportation Plan update.
7. Ensure that the significant issues and outcomes relating to the regional transportation planning process are effectively communicated to the media, including local newspapers, radio and television stations through press releases and press conferences.
8. Participate in and publicize the work of InterACT through RTC's web site. InterACT is moving forward with Phase II of the "Dream It, Fund It, Build It" project for public outreach regarding transportation.

Federal Compliance

9. Certification of the MPO planning process including preparation for the triennial certification review due in 2004. RTC usually signs annual certification documents and includes the certification statement in the MTIP.

10. An adopted FY 2006 UPWP, annual report on the FY2004 UPWP and FY 2005 UPWP amendments, as necessary

11. Produce maps and data analysis, to assist C-TRAN in their efforts to implement ADA and for transportation planning Title VI and environmental justice compliance.

12. Title VI and Executive Order 12898 (Environmental Justice) compliance documentation, as required by federal agencies. RTC completes a Title VI report annually.

FY 2005 Expenses:	$	**FY 2005 Revenues:**	$
RTC	243,837	• Federal CPG	126,469
		• State RTPO to Match Federal CPG	22,555
		• State RTPO Balance	21,066
		• Federal STP	53,000
		• MPO Funds	20,747
Total	243,837		243,837
	Note:	Minimum required to match federal CPG and STP funds	30,827

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 2005 Unified Planning Work Program* that provides details of each planning element outlined below.

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

1. Follow-up on the Phase Two Strategic Plan Recommendations of the Portland-Vancouver I-5 Transportation and Trade Partnership (Partnership Study), managed jointly by WSDOT and ODOT. Specific activities include:
    a. Support development of the next Draft Environmental Impact Statement Phase of the Partnership study.
    b. Support development of a Bi-State Environmental Justice Work Group and ODOT's Delta Park to Lombard project environmental and HOV analysis.
    c. Provide staff support for the establishment of the Bi-State Coordination Committee and their Land Use, Rail and TDM Forums.
    d. Work with ODOT and the I-5 Partners to develop an I-5 TDM/TSM Corridor Plan and to make progress on implementing the recommended TDM Current Action Items.
    e. Work with RTC, Clark County, C-TRAN, and the City of Vancouver on the next steps for pursuing the I-5/I-205/SR-500 FTA New Start High Capacity Transit Alternatives Analysis in Clark County that will connect to the Oregon light rail system.
2. Work with the RTPO's, MPO's, transit agencies, local jurisdictions and tribes on updating the WTP, including an updated HSP.
3. Participate with bi-state partners on policies, issues, and coordination related to the bi-state regional transportation system.
4. Continue planning and coordination with the MPO's, transit agencies, local jurisdictions and tribes located in the region on multimodal and intermodal planning, air quality analysis, transportation system performance, congestion management, intelligent transportation systems (ITS), livable communities, and major investment studies.
5. Coordinate with tribes located in the region on implementing Washington Transportation Plan (WTP), Highway System Plan (HSP), Route Development Plans (RDPs), and other work plan elements.
6. Continue to analyze mobility and safety deficiencies, and mitigation implementation on the State Highway system.
7. Work with the Program Management section in supporting development of the Capital Improvement and Preservation Program (CIPP).
8. Provide public information and support opportunities for public involvement and communication in elements of regional and statewide WSDOT planning, EIS, accountability, and communications activities.
9. Work with local agencies to review development proposals to assess and mitigate potential impacts on the transportation system.

10. Coordinate with Counties and their local jurisdictions on Growth Management Area planning efforts to update comprehensive land use plans, transportation plans and capital facilities plans.
11. Work closely with RTC and Clark County on integration of local comprehensive plans in updating the Metropolitan Transportation Plan.
12. Research Bi-State freight issues and participate in regional data collection, analysis and planning activities with Portland Metro' Regional Freight Committee.
13. Coordinate SW Washington freight mobility issues with WSDOT's Office of Freight Strategy and Policy and with WSDOT's Freight Working Group.
14. Continue to implement elements of the local Commute Trip Reduction program.
15. Coordinate with RTC, C-TRAN, Clark County and cities on development of transportation demand management strategies for inclusion in the Metropolitan Transportation Plan (MTP).
16. Continue to support additional evaluation of the I-5 HOV lane operation.
17. Work with RTC, ODOT and local governments on the SR-35 Columbia River Crossing Study.
18. Investigate SR-14 and additional Route Development Plan (RDP) needs.

WSDOT WORK ELEMENTS:

Planning and Administration
Public Information/Communications/Community Involvement
MPO/RTPO Regional and Local Planning
- MPO/RTPO Coordination and Planning
- Bi-State Coordination
- Tribal Coordination
- Regional or Local Studies

Corridor Planning
- Route Development Planning
- Corridor and Special Studies
- Corridor Management Planning

State Highway System Plan
- Deficiency Analysis
- Benefit/Cost Analysis

Data and Research
- Data Collection/Analysis
- Travel Demand Forecasting

Transportation Planning and Coordination
- Public Transportation and Rail Planning/Coordination
- Multimodal/Intermodal Planning/Coordination
- Transportation Demand Management (TDM)
- High Occupancy Vehicle (HOV)/High Capacity Transportation (HCT) Coordination
- Non-Motorized (Bike & Pedestrian Planning/Coordination
- Freight Mobility Planning/Coordination

Growth Management and Development Review
- Coordinate Access Management/SEPA/NEPA reviews and mitigation
- Local Comprehensive Plans/County Planning Policies and Other Policy Review

Transportation Demand Management
- Congestion Relief
- Commute Trip Reduction

4B. C-TRAN

In addition to coordinating work with RTC, C-TRAN has identified the following planning elements for FY2005:

Regional Participation

C-TRAN provides representatives to several regional and bi-sate (Washington and Oregon) transportation-related committees. These committees provide guidance and coordination for regional transportation initiatives and investments that benefit area residents and businesses. The various committees are sanctioned by federal, state or local jurisdictions. C-TRAN continues to coordinate with the MPO's, DOT's, local jurisdictions and other transit providers on multi-modal planning, air quality analysis, land use and transportation system planning. C-TRAN works to inform and educate our riders and the public, and works with the disabled and environmental justice communities to assure a broad level of public participation in planning and delivering transit services.

Transit System Development

Service Planning: C-TRAN continues to maximize efficiencies within the transit system and modifies service delivery on a semi-annual basis following public review and input. Improvements to fixed route service and paratransit service, and the addition of innovative service will be based on efficiency and effectiveness criteria. As a result, C-TRAN typically modifies service delivery on a semi-annual basis.

C-TRAN will continue to support Growth Management Act (GMA) Comprehensive Plan activities of Clark County and local cities. C-TRAN participates in the process on several levels including coordinating with jurisdictions to advocate for land use and transportation systems that are supportive of the transit system. C-TRAN will size and deploy transit services that are responsive to growth management policies and strategies, within the constraint of available resources. The GMA process will inform C-TRAN about areas of housing and employment growth as the basis for transit service planning.

C-TRAN will be implementing the short- and long-range recommendations of the 20-Year Planning Process. The direction provided by this process will be based on an extensive public involvement effort and potential referendum. C-TRAN investment and operational plans will e developed based on the outcome of the planning process to include a detailed 6-year implementation plan and a visionary 20-year plan.

C-TRAN will be working with WSDOT state and regional offices in developing the revised Washington Transportation Plan, and in particular the public transit modal plan. C-TRAN will also be working with WSDOT on their Congestion Relief Study.

C-TRAN will be evaluating the potential to deploy innovative services in Clark County including a downtown Vancouver shuttle service and a battle Ground circulator service. Other opportunities to combine services will be evaluated similar to the Connector service in East County. Additional applications of reverse commute and JARC service, and more efficient special event services will also be evaluated.

Park and Ride Development: Consistent with the findings of the 1999 Park and Ride Study, development of a Park and Ride facility in the I-5 corridor is progressing. C-TRAN has purchased land and development engineering and permit applications will be completed. Construction is anticipated in FY 2005.

An archaeological analysis of the I-205/Central County Park and Ride site is needed and will precede preliminary engineering and permitting steps.

Transit-Oriented Development (TOD): Transit-oriented developments make transit use more convenient for the passengers through compatible land use development, thus encouraging transit ridership. Examples of TOD developments include higher density residences, daycare centers, and convenience shopping adjacent to transit facilities. C-TRAN is pursuing joint public and private partnerships to promote transit-oriented development with the goal of establishing pedestrian and transit oriented environments. Joint development opportunities are being explored with the Vancouver Housing Authority, Clark County Sheriff, Clark College and Veterans Administration.

Implementation of the relocated transit center at Westfield Shoppingtown Vancouver Mall will include engineering, permitting and siting decisions. Engineering and environmental analysis of the relocated transit center will occur in FY 2004. The transit center relocation will allow for more efficient transfers and route design.

Seventh Street Transit Center will be undergoing a relocation and design analysis related to the downtown Vancouver service redesign analysis and recommendations of the 7th street Transit Center Site Evaluation. Included may be preliminary engineering, environmental assessment and acquisition of right of way.

Portland-Vancouver I-5 Transportation and Trade Partnership: C-TRAN continues to work with regional partners in developing the means to implement I-5 Partnership recommendations. In collaboration with state transportation agencies, the potential for additional I-5 HOV lanes is being investigated that could benefit commuter express bus service. C-TRAN will work with the I-5 Partners to develop an I-5 TDM/TSM Corridor Plan and to move ahead on the recommended TDM Current Action Items. C-TRAN will collaborate on the region's initiative to develop a high capacity transit alternatives analysis. C-TRAN will continue to participate with bi-state partners to coordinate on policies and issues concerning bi-state transportation issues.

Information Applications: An Origin-Destination Study will identify the origin and destination characteristics of transit riders. This information could enable further transit service efficiencies within the regional transit service structure. Data developed through the Vancouver Area Smart Trek Vancouver Area Smart Trek (VAST) applications will greatly add to the ability to analyze ridership and service effectiveness. Community Report Cards and other means to communicate with Clark County residents and businesses will be instrumental in focusing transit services to customer needs.

Transportation Demand Management

Commute Trip Reduction (CTR) Program: C-TRAN continues to be the lead agency for implementing the Washington State Commute Trip Reduction Program intended to reduce single occupant vehicle trips to Clark County's largest employers. Coordination with Clark County and other jurisdictions will continue.

Job Access / Reverse Commute: A federal JARC grant is providing for transportation needs of low-income workers needing to access training and/or employment. This grant will be used, in part, to provide an innovative service in the east Clark County area between identified low-income neighborhoods and the major employers in the Cascade Business Park in Camas. Future applications for use are in Battle Ground as well as Reverse Commute Service to large employment centers in Clark County will be considered.

Intelligent Transportation System (ITS)

VAST (Vancouver Area Smart Trek) is a cooperative program by transportation agencies in Clark County including the cities of Vancouver and Camas, Clark County, the Washington State Department of Transportation - Southwest Region, the Southwest Washington Regional Transportation Council, Port of Vancouver and C-TRAN, to develop and implement a 20-year Intelligent Transportation System (ITS) Plan. Implementation of ITS measures will improve the safety and efficiency of our transportation system. The VAST program

partnership is coordinated with similar efforts underway in the Portland metropolitan area to ensure ITS strategies throughout the region are integrated and complementary.

Transit Operations and Management: C-TRAN is continuing to implement projects recommended through VAST including Phase II scooping and planning. Individual C-TRAN projects are as follows:

- Integrate paratransit service dispatch with fixed-route service dispatch. 2004
- Install Automated Vehicle Location (AVL) equipment on each bus to provide inputs into operations and traveler information systems. 2004/2005
- Install automated passenger counters on all vehicles to provide continual ridership data for planning (on 10% fleet). 2004/2005
- Provide transit traveler information (on-line trip planning). 2004-2006
- Provide transit priority treatment to C-TRAN buses at traffic signals. 2005+
- Integrate transit operations system with regional traffic management systems. 2005+
- Install automated fleet maintenance management system. 2005-2007
- Provide transit traveler information at key bus stops. 2005-2007
- Install automated fare system. 2008+
- Provide transit traveler information to mobile devices including pagers and hand held PC's. 2008+

4C. CLARK COUNTY AND OTHER LOCAL JURISDICTIONS

CLARK COUNTY has identified the following planning studies:

- Development of Transportation Improvement Program (TIP).

- 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. In coordination with the review and update to the comprehensive plan, Clark County will be reviewing level of service standards for county transportation concurrency management corridors.

- Update to the Comprehensive Plan for Clark County as required by the state's Growth Management laws. Adoption of a full update to the Plan, including re-consideration of Urban Growth Areas, is expected to be completed in calendar year 2004. The County will be working with regional partners to fully meet the requirements of HB 1487 (the LOS Bill) as part of the Plan update.

- The County's "affordable" Transportation Capital Facilities Plan and associated Transportation Impact Fee program will be updated concurrently with the Comprehensive Plan Review to match adopted changes in the land use plans of Clark County (and the partner land use jurisdictions). Since one concept emerging in the Comprehensive Plan Review is "focused public investment" (targeting public investment in locations serving regionally significant employment centers), Clark County may seek to incorporate a freight mobility strategy in the transportation element of the Comprehensive Plan and provide a higher emphasis on funding freight mobility transportation improvements.

- 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 concurrently with the Comprehensive Plan review to ensure transportation system and land use consistency. The existing system mapping will be converted to a "live" document using the county's geographic information system (GIS) and will form the

backbone of a developing transportation system database that will integrate information contained in the state-mandated County Road Information system (CRIS) with other transportation-related information systems to improve long-range transportation improvement cost estimates.

- Working through the Vancouver Area Smart Trek (VAST) process to implement promising ITS strategies.

- A Bicycle Advisory Committee assisted Clark County in putting together the 1995-2001 Bikeways Program. Clark County will continue to carry out multi-modal transportation planning activities during FY 2005.

- In connection with the on-going I-5 Transportation and Trade Partnership, Clark County will examine how to address the recommendations of that corridor study in the Comprehensive Plan.

- To protect the classified arterials and the serve local trips on the local street system, Clark County will examine local (non-arterial) circulation planning in several unincorporated urban areas. Areas identified for work that may be accomplished within FY2004 include the State Route 500/NE 124th Avenue area, and the Olin/Eastridge Business Park area.

- Alignment study to determine feasible routes for extension of five currently uncompleted north/south arterials.

- On-going management of the Commute Trip Reduction contract between the State of Washington and Clark County for the provision of employer-assistance (by C-TRAN).

CITY OF VANCOUVER has identified the following planning studies:

- City of Vancouver Transportation System Plan (TSP), ongoing development and implementation. Preparation and refinement of technical reports to be published upon implementation – including a walking and bicycling master plan report.

- Development and adoption of Transportation Improvement Program.

- Adoption of Transportation Capital Facilities Plan to support comprehensive plan review and update.

- Annual development and street standards code revisions.

- Annual Concurrency Program review and development.

- Transportation Impact Fee program – annual inflation update to fees.

- Subarea land use and transportation planning for Evergreen Airpark, Fourth Plain Boulevard, and Section 30.

- NE 18th Street Environmental Assessment and Design.

- Participation with WSDOT in development of the I-205 EIS in support of the I-205 Access Decision Report (approved April; 2003).

- Confluence Project – Highway 14 Land Bridge from Fort Vancouver to Old Apple Tree.

- NE 137th Avenue pre-design study (28th Street to Fourth Plain Boulevard).

- NW 26th Avenue Extension/BNSF Rail Revision to Port of Vancouver (Fourth Plain to Fruit Valley), pre-design study.

- Project development to implement safety projects at public railroad crossings to satisfy the provisions of the interim final rule issued by the Federal Railroad Administration regarding the creation of a railroad Quiet Zones.
- Vancouver Area Smart Trek (VAST) coordination.
- Green Fleet Car Sharing pilot program evaluation.
- South Central Neighborhoods Traffic Management Plan.
- City Transportation Services Business Plan.
- ADA Transition Planning/Implementation.
- Fourth Plain Boulevard – Pedestrian Safety Enhancement and Pre-design.
- Neighborhood Traffic Safety – Traffic Calming Program Project Design and Implementation.
- CDBG Transportation Program - project planning and implementation.
- Annual Traffic Safety Monitoring Report and Evaluation – update.
- Transportation Funding Task Force, follow-up.
- Commute Trip Reduction Program Support – employer evaluations and internal City promotions.
- Fourth Plain Traffic Safety Corridor – project planning and implementation, community outreach implementation.
- Handbook for Livable Streets – reversing trends by applying the "Road Diet". Planning and research support in development of this national peer handbook.

CITY OF CAMAS has identified the following planning studies:

- Growth Management Plan Update and Implementation. This will include review and redraft of the Concurrency Management Ordinance.
- Transportation Impact Fees Update.
- Implementation of the updated Transportation Impact Fee Study adopted in November 2003.

CITY OF WASHOUGAL has identified the following planning studies:

- Growth Management Plan Update together with Capital Improvement Plan.

CITY OF BATTLE GROUND has identified the following planning studies:

- Transportation System Plan Update as part of the Growth Management Plan update. Work will include update to the traffic impact fees program, access management, identification of truck routes and update to the Capital Facilities Plan.
- Work with WSODT on planning for access points onto SR-502 and SR-503 within Battle Ground.
- Establish traffic calming program.

- Implement the pathways element that is part of Battle Ground's Parks Plan Update.

- I-5 North Interchange. Battle Ground will participate in planning for a new interchange at I-5/219th Street and widening of SR-502. The new interchange was funded by the 2003 state "nickel package" and preliminary engineering and right or way acquisition for SR-502 widening is also funded from the same source. Both projects are now programmed in the MTIP.

CITY OF RIDGEFIELD:

- Update to the Growth Management Plan and related Capital Facilities Plan.

- Route Jurisdiction Transfer of SR-501 (I-5 to downtown Ridgefield) from Washington State Department of Transportation to the City of Ridgefield.

TRANSPORTATION ACRONYMS

ABBREVIATION	DESCRIPTION
AA	Alternatives Analysis
AADT	Annual Average Daily Traffic
AASHTO	American Association of State Highway and Transportation Officials
AAWDT	Annual Average Weekday Traffic
ACCT	Agency Council on Coordinated Transportation
ADA	Americans with Disabilities Act
ADT	Average Daily Traffic
AIP	Urban Arterial Trust Account Improvement Program
APC	Automatic Passenger Counter
APTA	American Public Transportation Association
APTS	Advanced Public Transportation System
AQMA	Air Quality Maintenance Area
ATIS	Advanced Traveler Information System
AVL	Automated Vehicle Location
AVO	Average Vehicle Occupancy
AWDT	Average Weekday Traffic
BEA	Bureau of Economic Analysis
BMS	Bridge Management System
BNSF	Burlington Northern Santa Fe
BRAC	Bridge Replacement Advisory Committee
BRCT	Blue Ribbon Commission on Transportation
BRRP	Bridge Replacement and Rehabilitation Program
CAA	Clean Air Act
CAAA	Clean Air Act Amendments
CAC	Citizens' Advisory Committee
CAPP	County Arterial Preservation Program
CBD	Central Business District
CBI	Coordinated Border Infrastructure Program
CCI	Corridor Congestion Index
CCP	City and County Congested Corridor Program
CCRI	Corridor Congestion Ratio Index
CCRP	Corridor Congestion Relief Program
CDBG	Community Development Block Grant
CDMP	Corridor Development and Management Plan
CERB	Community Economic Revitalization Board
CFP	Capital Facilities Plan
CFP	Community Framework Plan
CFP	Community Framework Plan
CHAP	City Hardship Assistance Program
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
CRESA	Clark Regional Emergency Services Agency

TRANSPORTATION ACRONYMS

ABBREVIATION	DESCRIPTION
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
DS	Determination of Significance
EA	Environmental Assessment
EAC	Enhancement Advisory Committee
ECO	Employee Commute Options
EIS	Environmental Impact Statement
EJ	Environmental Justice
EMME/2	EMME/2 is an interactive graphic transportation planning computer software package distributed by INRO Consultants, Montreal, Canada.
EPA	Environmental Protection Agency
ETC	Employer Transportation Coordinator
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
FY	Fiscal Year
GIS	Geographic Information System
GMA	Growth Management Act
GTF	Governors' Task Force
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
LAC	Local Advisory Committee
LAS	Labor Area Summary
LCDC	Oregon Land Conservation and Development Commission
LCP	Least Cost Planning
LMC	Lane Miles of Congestion

TRANSPORTATION ACRONYMS

ABBREVIATION	DESCRIPTION
LOS	Level of Service
LPG	Long Range Planning Group
LRT	Light Rail Transit
MAB	Metropolitan Area Boundary
MIA	Major Investment Analysis
MOU	Memorandum of Understanding
MP	Maintenance Plan (air quality)
MPO	Metropolitan Planning Organization
MTIP	Metropolitan Transportation Improvement Program
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
PAG	Project Advisory Group
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
PMT	Project Management Team
POD	Pedestrian Oriented Development
Pre-AA	Preliminary Alternatives Analysis
PSMP	Pedestrian, Safety & Mobility Program
PTBA	Public Transportation Benefit Area
PTMS	Public Transportation Management System
PTSP	Public Transportation Systems Program
PVMATS	Portland-Vancouver Metropolitan Area Transportation Study
RACMs	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

TRANSPORTATION ACRONYMS

ABBREVIATION	DESCRIPTION
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
SPUI	Single Point Urban Interchange
SR-	State Route
SSAC	Special Services Advisory Committee
STIP	State Transportation Improvement Program
STP	Surface Transportation Program
SWCAA	Southwest Clean Air Agency
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
TDP	Travel Delay Program (WSDOT)
TEA-21	Transportation Equity Act for the 21st Century
TF	Task Force
TIB	Transportation Improvement Board
TIMACS	Transportation Information, Management, and Control System
TIP	Transportation Improvement Program
TIPIT	Transportation Improvement Program Involvement Team
TMA	Transportation Management Area
TMC	Traffic Management Center
TMIP	Transportation Model Improvement Program
TMS	Transportation Management Systems
TMZ	Transportation Management Zone
TMUG	Transportation Model Users' Group
TOD	Transit Oriented Development
TPAC	Transportation Policy Advisory Committee
TPEAC	Transportation Permit Efficiency and Accountability Committee
TPMS	Transportation Performance Measurement System (WSDOT)
TPP	Transportation Partnership Program
TPR	Transportation Planning Rule (Oregon)
Transims	Transportation Simulations
Tri-Met	Tri-county Metropolitan Transportation District
TRO	Traffic Relief Options
TSM	Transportation System Management
TSP	Transportation System Plan
UAB	Urban Area Boundary
UGA	Urban Growth Area
UGB	Urban Growth Boundary
UPWP	Unified Planning Work Program

TRANSPORTATION ACRONYMS

ABBREVIATION	DESCRIPTION
USDOT	United States Department of Transportation
V/C	Volume to Capacity
VAST	Vancouver Area Smart Trek
VHD	Vehicle Hours of Delay
VISSIM	Traffic/Transit Simulation Software (a product of PTV AG of Karlsruhe, Germany)
VMT	Vehicle Miles Traveled
VOC	Volatile Organic Compounds
WAC	Washington Administrative Code
WSDOT	Washington State Department of Transportation
WTP	Washington Transportation Plan

FY 2005 SUMMARY OF EXPENDITURES AND REVENUES: RTC

SOUTHWEST WASHINGTON REGIONAL TRANSPORTATION COUNCIL
FY 2005 UNIFIED PLANNING WORK PROGRAM - SUMMARY OF REVENUES/EXPENDITURES BY FUNDING SOURCE

		Work Element	FY 2005 Federal CPG	State RTPO to Match Federal CPG	State RTPO Balance	Federal STP	Federal CM/AQ	Federal High Priority	MPO Funds	Local Funds	RTC TOTAL
I		**REGIONAL TRANSPORTATION PLANNING PROGRAM**									
	A	Metropolitan Transportation Plan	71,139	12,687	11,850	57,000			11,670		164,346
	B	Metropolitan Transportation Improvement Program	39,522	7,049	6,583				6,483		59,637
	C	Congestion Management System Monitoring					140,000		21,850		161,850
	D	Vancouver Area Smart Trek					85,000		13,266		98,266
	E	I-5 Transportation Partnership				29,150			4,549		33,699
	F	Skamania County RTPO			16,811						16,811
	G	Klickitat County RTPO			18,531						18,531
		Sub-Total	110,660	19,736	53,774	86,150	225,000	0	57,819	0	553,139
II		**DATA MANAGEMENT, TRAVEL FORECASTING, AIR QUALITY AND TECHNICAL SERVICES**									
	A	Reg. Transp. Data, Forecast, Air Quality & Tech. Services	158,086	28,194	26,332	40,000			25,934		278,547
	B	Annual Concurrency Update								20,000	20,000
		Sub-Total	158,086	28,194	26,332	40,000	0	0	25,934	20,000	298,547
III		**TRANSPORTATION PROGRAM COORDINATION AND MANAGEMENT**									
	A	Reg. Transp. Program Coord. & Management	126,469	22,555	21,066	53,000			20,747		243,837
		TOTALS	**395,215**	**70,485**	**101,173**	**179,150**	**225,000**	**0**	**104,500**	**20,000**	**1,095,523**

Jan. 22, 2004

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. 04-3430 Introduced by Councilor Rod Park

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 _____ 2004.

_____
David Bragdon, Council President

Approved as to form:

_____
Daniel B. Cooper, Metro Attorney

APPROVED by the Oregon Department of Transportation State Highway Engineer this _____ day of _____ 2004.

_____
State Highway Engineer

Metro Self-Certification

1. Metropolitan Planning Organization (MPO) Designation

Metro is the MPO designated by the Governor for the urbanized areas of Clackamas, Multnomah and Washington Counties.

Metro is a regional government with six directly elected district councilors and a regionally elected Council President. Local elected officials are directly involved in the transportation planning/ decision process through the Joint Policy Advisory Committee on Transportation (JPACT) (see membership roster). JPACT provides the "forum for cooperative decision-making by principal elected officials of general purpose governments" as required by USDOT and takes action on the Regional Transportation Plan (RTP), the Metropolitan Transportation Improvement Program (MTIP) and the Unified Work Program (UWP). The Metro Policy Advisory Committee (MPAC) deals with non-transportation-related matters with the exception of adoption and amendment to the Regional Transportation Plan (RTP). Specific roles and responsibilities of the committees are described on page 2.

2. Geographic Scope

Transportation planning in the Metro region includes the entire area within the Federal-Aid Urban Boundary.

2001 Review Corrective Action: 4.A.1 Metro should clarify their existing metropolitan planning area boundary and provide a map. The map should clearly show any differences between:

1) the overall Metro boundary,
2) the air quality maintenance area boundary,
3) the urban growth boundary,
4) the federal urbanized area and small-urban boundaries and,
5) the MPO planning area boundary.

The use of PL and Metro STP funds must be consistent with the official metropolitan area planning area, urbanized area and small-urban boundaries.

Response: A map has been prepared which includes: 1) the overall Metro boundary, 2) the air quality maintenance area boundary, 3) the urban growth boundary, 4) the federal urbanized area and small-urban area boundary and 5) the MPO planning area boundary. This map was prepared as part of the 2004 Federal Update to the RTP and has been approved by the Governor.

2001 Review Recommendation: 4.A.2 If the City of Wilsonville is not currently included in the Portland metropolitan planning area boundary, it is recommended that the MAPB be expanded to include the City.

Response: The map has been expanded to include Wilsonville.

3. Agreements

a. A basic memorandum of agreement between Metro and the Regional Transportation Council (Southwest Washington RTC) delineates areas of responsibility and coordination. A revised document was executed February 2003.

b. An agreement between TriMet and Metro implementing the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991. Executed May 2001; to be updated in 2004.

c. An agreement between the Oregon Department of Transportation (ODOT) and Metro implementing the ISTEA of 1991. Executed May 2001; to be updated in 2004.

d. Yearly agreements are executed between Metro and ODOT defining the terms and use of FHWA planning funds.

e. Bi-State Resolution – Metro and RTC jointly adopted a resolution establishing a Bi-State Policy Advisory Committee.

f. An agreement between Metro and the Department of Environmental Quality (DEQ) describing each agency's responsibilities and roles for air quality planning. Executed May 2001; to be updated in 2004.

4. Responsibilities, Cooperation and Coordination

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

JPACT

This committee is comprised of three Metro Councilors; nine local elected officials including two from Clark County, Washington, and appointed officials from ODOT, TriMet, the Port of Portland and 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.

Bi-State Coordination Committee

Based on a recommendation from the I-5 Partnership Governors Task Force the Bi-State Transportation Committee became the Bi-State Coordination Committee in early 2004. This joint committee will advise the region, state and local jurisdictions on transportation and land use issues of bi state significance. 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 Coordination 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 eleven local elected officials, three appointed officials representing special districts, TriMet, a representative of school districts, three citizens, two non-voting Metro Councilors, two Clark County, Washington representatives and a non-voting appointed official from the State of Oregon. 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 RTP.

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
- Management and implementation

In accordance with this requirement, the transportation plan developed to meet Transportation Efficiency Act of the 21st Century (TEA-21) Rule 12 and Charter requirements will require a recommendation from both MPAC and JPACT. This will ensure proper integration of transportation with land use and environmental concerns.

5. Metropolitan Transportation Planning Products

a. Unified Work Program (UWP)

JPACT, the Metro Council and the Southwest Washington RTC adopt the UWP annually. It fully describes work projects planned for the Transportation Department during the fiscal year and is the basis for grant and funding applications. The UWP also includes federally funded major projects being planned by member jurisdictions.

2001 Review Recommendation: 7.A.1 It is recommended that Metro and ODOT continue the work underway to insure that:

1) funds programmed for planning activities in the MTIP/STIP are clearly identified in and coordinated with the UWP,

2) all parties understand that Metro remains responsible for coordinating all federally-funded planning activities included in the UWP, and

3) a clear distinction is made in the UWP between funded activities and proposed activities (e.g., pending TSCP application, TGM applications, etc.).

Response: Efforts continue to provide information in the UWP as indicated in the review recommendation. Metro is coordinating with the jurisdictions to clarify the understanding of what is a "planning project" and to make sure all MTIP/STIP planning projects are included in the UWP. As part of the identification/tracking process, Federal Aid and MTIP key numbers are being added to the UWP spreadsheets. Local jurisdiction planning agreements with ODOT are including a requirement to submit quarterly progress reports to Metro and ODOT.

2001 Review Recommendation: 7.A.2 Federal-funded reports, that are not approved by FHWA and FTA, and prepared as a part of the UWP, should include a statement that indicates that the views expressed and conclusions drawn do not reflect the views of the USDOT.

Response: Metro includes the federal disclaimer in its documents.

b. Regional Transportation Plan (RTP)

The 2000 RTP was adopted in August 2000, culminating a two-phase, five-year effort to reorient the plan to Metro's 2040 Growth Concept. The updated plan contains a new emphasis on implementing key aspects of the 2040 land use plan with strategic transportation infrastructure improvements and programs. The plan is fully organized around these land use goals, with modal systems for motor vehicles, transit, freight, bicycles and pedestrians geared to serve the long-term needs called for in the 2040 plan.

The 2000 RTP also includes a new level of detail, prescribing a number of new performance measures and system design standards for the 24 cities and 3 counties in the Metro region to enact. These include: new requirements for local street connectivity; modal orientation in street design; 2040-based level-of-service policy for sizing roads; targets for combined alternative modes of travel; and, parking ratios for new developments. The plan contains nearly 900 individual projects totaling $7.2 billion in system improvements, and a corresponding series of financing scenarios for funding these projects. It also calls for more than a dozen corridor studies to define specific projects for many of the major corridors where more analysis is needed to determine which improvements best respond to expected demand.

JPACT and the Metro Council approved the RTP 2004 Federal Update on Dec. 11, 2003. The 2004 update was limited in scope, leaving the 2000 RTP requirements unchanged. The update included "housekeeping" amendments to reflect fine-tuning of the various model system maps, as recommended by local cities and counties through transportation plans adopted since the last RTP update in August 2000. The 2004 RTP includes new policy text that establishes two tiers of industrial areas ("regionally significant" and "local") for the purpose of transportation planning and project funding. This update also provided an updated set of financially constrained projects. The total reasonably expected revenue base assumed in the 2004 RTP for the road system is approximately $ 4.3 billion, with $2.16 billion for freeways, highways and roads, $1.67 billion for transit and the balance for planning, bike, pedestrian, transportation demand management, system management and other similar programs. In addition to the financially constrained system, the 2004 Federal Update to the RTP identifies a larger set of projects and programs for the "Illustrative System," which is nearly double the scale and cost of the financially constrained system. The illustrative system represents the region's objective for implementing the Region 2040 Plan.

Finally, a new map has been added to Chapter 1 of the RTP that identifies the Metropolitan Planning Organization (MPO) Planning Boundary. This boundary defines the area that the Regional Transportation Plan applies to for federal planning purposes. The boundary includes the area inside Metro's jurisdictional boundary, the 2003 urban growth boundary and the 2000 census defined urbanized area boundary for the Portland metropolitan region.

2001 Review Recommendation: 12.A.1. In order to avoid a future conformity lapse and the possible interruption of USDOT funds, we remind Metro that the RTP requires an update every three years. Because Metro is a maintenance area, EPA's air quality regulations require the Plan to be updated on a three-year cycle. This is because Plans need to be more sensitive to changing environmental conditions and responsive to goals established by the Clean Air Act, and to ensure that transportation activities do not worsen air quality or interfere with the purpose of the SIP. Therefore the schedule for updating the Plan is tied to the schedule for air quality conformity determinations. An update does not require a complete revisiting of underlying RTP policies, goals and assumptions; extend the planning horizon to minimum of 20 years; and complete the

USDOT air quality conformity process for the financially constrained system before January 26, 2004.

Response: A federal update of the RTP was completed in December 2003 and an air quality conformity determination in January 2004. These documents were submitted to USDOT concurrence of air quality conformity. This update process meets the three-year update requirements.

2001 Review Recommendation: 12.A.2 It is recommended that every effort be made to advance the completion of the refinement plans identified as "outstanding issues" in Metro's 2000 RTP.

Response: Metro completed the Corridor Initiatives project in late 2001, and amended the RTP in 2002 to adopt the recommended priorities for completing major corridor studies in the region. Two of the 19 corridors have already been studied, or are underway using MTIP and state TGM monies, and two additional corridor studies received funding in the04-07 MTIP update. However, it should be noted that all of the refinement corridors are centered on ODOT facilities, and will require greater funding support from ODOT than is currently available to complete this work in a timely manner.

2001 Review Recommendation: 12.A.3 It is strongly recommended that short-term operations/ management plans be developed expeditiously for the corridors identified in the RTP as having unmet needs but not scheduled for full corridor studies in the near-term. The goal should be to preserve and enhance mobility, reduce congestion and prevent the foreclosure of options that may occur if no action is taken until "deficiency thresholds" are reached.

Response: ODOT has undertaken an aggressive ITS system for principal routes that are identified as refinement plan corridors in the RTP, with almost all access points metered and travel information systems installed. ODOT does not plan to employ this level of system management to the few major arterials that are called out as refinement plans, and instead will focus on access management as a strategy to protect interim mobility in these corridors.

2001 Review Recommendation: 12.A.4 Metro is encouraged to seek consensus on new approaches that might decrease the gap between the 2000 RTP's financially constrained and priority systems.

Response: Metro convened a Transportation Investment Task Force in 2002 to identify key improvements in the region, and propose mechanisms for increasing transportation funding to construct these improvements. JPACT and the Metro Council accepted the recommendations of the task force in February 2003, and the Metro Council expressed the intent to continue working with the Task Force to implement the recommendations. The Oregon Legislature has also been working to reduce the transportation funding gap, with a major bond measure approved in the last session, and a follow up measure proposed for this session.

2001 Review Recommendation: 12.A.5 We recommend that Metro's next RTP update expand the discussion of Operating and Maintenance (O&M) costs in simplified terms (possibly charts, graphs, etc.) to help educate the public on the huge cost of operating and maintaining the existing and proposed transportation infrastructure (both transit and roadway).

Response: The 2004 Federal update did not respond to this issue due to time constraints. Metro will expand the discussion of O&M costs in Fall 2004 to better explain the growing financial burden in this area.

2001 Review Recommendation: 12.A.6 Minor RTP amendments are planned in the near future to reflect changes agreed to during the plan "acknowledgement" process with the Oregon Department of Land Conservation and Development. We recommend using this opportunity to make editorial corrections needed in the current document. Examples of corrections needed include:

Clarify effective dates of federal RTP recognition
Clarify required update cycle
Complete missing tables and graphs
Publish referenced appendices

Response: The recommended clarifications proposed by FHWA and FTA were incorporated into the 2004 Federal Update to the RTP.

c. Metropolitan Transportation Improvement Program (MTIP)

The MTIP was updated in spring 2002 and incorporated into ODOT 2002-2005 State Transportation Improvement Program (STIP). The 2002 update includes projects or project phases with prior funding commitments and allocated $50 million of State Transportation Program (STP) and Congestion Mitigation Air Quality Program (CMAQ). The adopted MTIP features a three-year approved program of projects and a fourth "out-year." The first year of projects are considered the priority year projects. Should any of these be delayed for any reason, projects of equivalent dollar value may be advanced from the second and third years of the program without processing formal Transportation Improvement Program (TIP) amendments. This flexibility was adopted in response to ISTEA (now TEA-21) planning requirements. The flexibility reduces the need for multiple amendments throughout the year. The FY 2000-03 MTIP was completed in FY 2000.

2001 Review Corrective Action: 13.A.1. Within 90 days of this report, Metro should produce a current MTIP document that meets the requirements of 23 CFR 450. As subsequent amendments are approved, the MTIP document must be kept current and accessible to the public. Further, Metro should publish, or otherwise make available for public review, an annual listing of projects for which Federal funds have been obligated in the preceding year. The list must be consistent with the categories identified in the transportation improvement program. (23 U.S.C. 134(h)(7)(B); 49 U.S.C.5303(c)(5)(B))

Response: Metro produced a current MTIP document in 2002 for the last allocation of funds, programming the years 2002-05. Metro also completed an annual listing of projects using federal funds for the year 2002, and is scheduled to complete annual lists in upcoming years. The 2004-07 MTIP was adopted in December 2003. The associated air quality conformity determination was adopted in January 2004. These documents meet the requirements of 23 CFR 450. Printed documents are available to the public and a web version will be available upon receiving the Governor's signature. The MTIP includes a listing of project obligation from previous years and a summary of completed projects and one of those delayed. Project obligations will be summarized in a separate document and updated on an annual basis.

2001 Review Comment: 13.A.2. It is recommended that Metro research and document the current delegation of the Governor's MTIP approval. If current delegation cannot be documented, the Governor should either be asked to provide the required MTIP approvals or make new delegations.

Response: The MTIP was approved by Council in December 2003 and the Air Quality Conformity Designation in January 2004. Both documents along with others from throughout the state are on the Governors desk awaiting approval.

2001 Review Comment: 13.A.3 It is recommended that consideration to be given to adjusting the timing of Metro's MTIP update process to allow the full identification of State-selected projects and FTA-funded transit projects while the debate on MPO-selected projects is still underway. Earlier information on the full range of projects could allow for better-informed decisions, particularly in regard to alternative mode transfers.

Response: The current 2004-07 MTIP update was scheduled to help close the timing gap between STIP and MTIP updates, and will enable the next updates of the MTIP and STIP to be completely coordinated. For this round, Metro coordinated comments from the region on the draft STIP, which will be completed roughly four months in advance of the MTIP (scheduled for completion in July).

6. Planning Factors

Metro's planning process addresses the seven TEA-21 planning factors in all projects and policies. The table below describes this relationship. The TEA-21 planning factors are:

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency;
- Increase the safety and security of the transportation system for motorized and non-motorized users;
- Increase the accessibility and mobility options available to people and for freight;
- Protect and enhance the environment, promote energy conservation and improve quality of life;
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- Promote efficient management and operations; and
- Emphasize the preservation of the existing transportation system.

Factor	System Planning (RTP)	Funding Strategy (MTIP)	High Capacity Transit (HCT)
1. Support Economic Vitality	• RTP policies linked to land use strategies that promote economic development. • Industrial areas and intermodal facilities identified in policies as "primary" areas of focus for planned improvements. • Comprehensive, multimodal freight improvements that link intermodal facilities to industry are detailed for 20-year plan period. • Highway LOS policy tailored to protect key freight corridors. • RTP recognizes need for freight linkages to destinations beyond the region by all modes.	• All projects subject to consistency with RTP policies on economic development and promotion of "primary" land use element of 2040 development such as centers, industrial areas and intermodal facilities. • Special category for freight improvements calls out the unique importance for these projects. • All freight projects subject to funding criteria that promotes industrial jobs and businesses in the "traded sector."	• HCT plans designed to support continued development of regional centers and central city by increasing transit accessibility to these locations. • HCT improvements in major commute corridors lessen need for major capacity improvements in these locations, allowing for freight improvements in other corridors.
2. Increase Safety	• The RTP policies call out safety as a primary focus for improvements to the system. • Safety is identified as one of three implementation priorities for all modal systems (along with preservation of the system and implementation of the region's 2040-growth management strategy).	• All projects ranked according to specific safety criteria. • Road modernization and reconstruction projects are scored according to relative accident incidence. • All projects must be consistent with regional street design guidelines that provide safe designs for all modes of travel.	• Station area planning for proposed HCT improvements is primarily driven by pedestrian access and safety considerations.

Factor	System Planning (RTP)	Funding Strategy (MTIP)	High Capacity Transit (HCT)
3. Increase Accessibility	• The RTP policies are organized on the principle of providing accessibility to centers and employment areas with a balanced, multi-modal transportation system. • The policies also identify the need for freight mobility in key freight corridors and to provide freight access to industrial areas and intermodal facilities.	• Measurable increases in accessibility to priority land use elements of the 2040-growth concept is a criterion for all projects. • The MTIP program places a heavy emphasis on non-auto modes in an effort to improve multi-modal accessibility in the region.	• The planned HCT improvements in the region will provide increased accessibility to the most congested corridors and centers. • Planned HCT improvements provide mobility options to persons traditionally underserved by the transportation system.
4. Protect Environment and Quality of Life	• The RTP is constructed as a transportation strategy for implementing the region's 2040-growth concept. The growth concept is a long-term vision for retaining the region's livability through managed growth. • The RTP system has been "sized" to minimize the impact on the built and natural environment. • The region has developed an environmental street design guidebook to facilitate environmentally sound transportation improvements in sensitive areas, and to coordinate transportation project development with regional strategies to protect endangered	• The MTIP conforms to the Clean Air Act. • The MTIP focuses on allocating funds for clean air (CMAQ), livability (Transportation Enhancement) and multi- and alternative – modes (STIP). • Bridge projects in lieu of culverts have been funded through the MTIP to enhance endangered salmon and steelhead passage. • "Green Street" demonstration projects funded to employ new practices for mitigating the effects of storm water runoff.	• Light rail improvements provide emission-free transportation alternatives to the automobile in some of the region's most congested corridors and centers. • HCT transportation alternatives enhance quality of life for residents by providing an alternative to auto travel in congested corridors and centers.

Factor	System Planning (RTP)	Funding Strategy (MTIP)	High Capacity Transit (HCT)
	species. • The RTP conforms to the Clean Air Act.		
	• Many new transit, bicycle, pedestrian and TDM projects have been added to the plan in recent updates to provide a more balanced multi-modal system that maintains livability. • RTP transit, bicycle, pedestrian and TDM projects planned for the next 20 years will complement the compact urban form envisioned in the 2040 growth concept by promoting an energy-efficient transportation system. • Metro coordinates its system level planning with resource agencies to identify and resolve key issues.		
5. System Integration/ Connectivity	• The RTP includes a functional classification system for all modes that establishes an integrated modal hierarchy. • The RTP policies and Functional Plan* include a street design element that integrates transportation modes in relation to land use for all regional facilities. • The RTP policies and Functional Plan include connectivity provisions that will increase local and	• Projects funded through the MTIP must be consistent with regional street design guidelines. • Freight improvements are evaluated according to potential conflicts with other modes.	• Planned HCT improvements are closely integrated with other modes, including pedestrian and bicycle access plans for station areas and park-and-ride and passenger drop-off facilities at major stations.

Factor	System Planning (RTP)	Funding Strategy (MTIP)	High Capacity Transit (HCT)
	major street connectivity. • The RTP freight policies and projects address the intermodal connectivity needs at major freight terminals in the region. • The intermodal management system identifies key intermodal links in the region.		
6. Efficient Management & Operations	• The RTP policy chapter includes specific system management policies aimed at promoting efficient system management and operation. • Proposed RTP projects include many system management improvements along regional corridors. • The RTP financial analysis includes a comprehensive summary of current and anticipated operations and maintenance costs.	• Projects are scored according to relative cost effectiveness (measured as a factor of total project cost compared to measurable project benefits). • TDM projects are solicited in a special category to promote improvements or programs that reduce SOV pressure on congested corridors. • TSM/ITS projects are funded through the MTIP.	• Proposed HCT improvements include redesigned feeder bus systems that take advantage of new HCT capacity and reduce the number of redundant transit lines.
7. System Preservation	• Proposed RTP projects include major roadway preservation projects. • The RTP financial analysis includes a comprehensive summary of current and anticipated operations and maintenance costs.	• Reconstruction projects that provide long-term maintenance are identified as a funding priority.	• The RTP financial plan includes the 20-year costs of HCT maintenance and operation for planned HCT systems.

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

7. Public Involvement

Metro maintains a proactive public involvement process that provides complete information, timely public notice, full public access to key decisions and supports early and continuing involvement of the public in developing its policies, plans and programs. Public Involvement Plans are designed to both support the technical scope and objectives of Metro studies and programs while simultaneously providing for innovative, effective and inclusive opportunities for engagement. Every effort is made to employ broad and diverse methods, tools and activities to reach potentially impacted communities and other neighborhoods and to encourage the participation of low-income and minority citizens and organizations.

All Metro UWP studies and projects that have a public involvement component require a Public Involvement Plan (PIP) that meets or exceeds adopted public involvement procedures. Included in individualized PIPs are strategies and methods to best involve a diverse citizenry. Some of these may include special public opinion survey mechanisms, custom citizen working committees or advisory committee structures, special task forces, web instruments and a broad array of public information materials. For example, given the geographically and philosophically diverse make-up of the South Corridor Study, it was determined that the traditional single citizens advisory committee would not prove effective. Hence, the study incorporated area specific working committees, local advisory committees and assemblies as well as corridor-wide all-assemblies. Hearings, workshops, open houses, charrettes and other activities are also held as needed.

The MTIP relies on early program kick-off notification, inviting input on the development of criteria, project solicitation, project ranking and the recommended program. Workshops, informal and formal opportunities for input as well as a 45-day + comment period are repetitive aspects of the MTIP process. By assessing census information, block analysis is conducted on areas surrounding each project being considered for funding to ensure that environmental justice principles are met and to identify where additional outreach might be beneficial.

Finally, TPAC includes six citizen positions. TPAC makes recommendations to JPACT and the Metro Council.

2001 Review Recommendation: 9.A.1 Metro is encouraged to consider reaffirming its 1995 Public Involvement Process and to document the evaluation that has taken place and is planned for the coming year.

Response: Projects and programs continue to abide by the agency's adopted Transportation Planning Public Involvement Policy. This policy is currently being revised. A 45-day comment period will accompany the review/adoption process. The policy was used as the basis for establishing Metro's agency-wide 2002 adopted Public Involvement Planning Guide.

2001 Review Recommendation: 9.A.2 Although Metro's public involvement process appears to be very vibrant, open and responsive, it is recommended that, whenever possible, more time be provided between the closing of comments and final decisions.

Response: Every effort is made to add more time for deliberation between the closing of a public involvement period and decision-making. For example, "Listening Posts" for the 2004-2007 TIP process, seeking comments on the larger list of potentially funded projects, are now scheduled at the beginning of the 30-day comment period.

8. Title VI – In September 2002 Metro submitted to the FTA the 1999-2002 Title VI Compliance report with accompanying mapped demographic information. To date there has not been a response. In addition, the Federal Highway Administration (FHWA) and FTA certified Metro's Public Involvement, Title VI and Environmental Justice processes as part of the October 2001 Metropolitan Transportation Planning and Programming USDOT Certification Review.

9. Disadvantaged Business Enterprise (DBE)

   A revised DBE program was adopted by the Metro Council in June 1997 (Ordinance No. 97-692A); 49CFR 26 allows recipients to use the DBE goal of another recipient in the same market. Metro's Executive Officer approved an overall DBE annual goal in accordance with ODOT. This goal was established utilizing ODOT's methodology to determine DBE availability of "ready, willing and able" firms for federally funded professional and construction projects. The current goal is 14 percent.

   Metro's DBE program was reviewed and determined to be in compliance by FTA after conducting a Triennial Review in August 1999.

10. Americans with Disabilities Act (ADA)

    The Americans with Disabilities Act Joint Complementary Paratransit Plan was adopted by the TriMet Board in December 1991 and was certified as compatible with the RTP by Metro Council in January 1992. The plan was phased in over five years and TriMet has been in compliance since January 1997. Metro approved the 1997 plan as in conformance with the RTP. FTA audited and approved the plan in summer 1999.

Additional 2001 Review Recommendations

Vision and Goals

2001 Review Recommendation: 1.A.1 It is recommended that Metro pursue the development of performance measures for both highway and transit and use them to evaluate progress towards attaining their regional goals for the mobility of people and goods.

Response: The performance measures program provides a periodic and rigorous evaluation of the region's effort in providing transportation infrastructure and services to enhance local economy and livability.

Environmental Justice

2001 Review Recommendation: 10.A.1 We encourage Metro's plans to use 2000 Census and other supplemental data to identify the distribution of minority and low-income populations and to evaluate the Environmental Justice performance of the RTP and MTIP.

Response: Staff will continue to use Census 2000 information to access aspects of projects or programs that may be of interest or have potential impact or benefit to minority and/or low-income populations. This helps us to better engage appropriate communities in effective communication and transportation decision-making processes. For the 2004-07 MTIP, block analysis was conducted on the areas surrounding each project submitted for funding consideration. A qualitative assessment of the project was provided as part of project evaluation. A similar method will be applied to projects or project areas during future regional transportation updates.

Congestion Management

2001 Review Recommendation: 11.A.1 It is recommended that Metro develop a short index or "roadmap" document that describes how their current Congestion Management System is being implemented and where the specific components can be found. (This would serve as a replacement for the 1996 Interim CMS Document.) Metro should also clarify how the CMS is to be used in the overall project selection and ranking process, and how the CMS is used to develop stand-alone or integrated congestion responses.

Response: Metro will incorporate a new section in the Appendix to the RTP during the upcoming update to provide a "roadmap" to CMS features in the plan. This would serve as a replacement for the 1996 CMS document, and would allow users to easily understand how CMS has been incorporated into our regional planning.

2001 Review Recommendation: 11.A.2 Metro is strongly encouraged to work with local jurisdictions and transit operators to identify short-term strategies for managing existing transportation assets. This is particularly important in corridors identified as needing large-scale improvements, but not scheduled for detailed analysis in the near term.

Response: Metro participates in TRANSPORT, the regional technical steering committee for ITS, where most short-term strategies for managing existing highway are addressed by the operating agencies. In 2004, TPAC will formally consider appointing "Transport" as the ITS Subcommittee. Transport will also have responsibility for bi-state coordination of the ITS architecture. This committee will be on going and include members from both sides of the river. Metro also operates a subcommittee of TPAC that monitors TDM programs in the region, including new performance measures on effectiveness of regional strategies and creation of new transportation management associations. This subcommittee includes citizen representatives and technical staff from jurisdictions around the region, including Metro, ODOT, TriMet, Washington County, Multnomah County, Clackamas County, City of Portland, Oregon Department of Energy, DEQ, Port of Portland and Wilsonville's South Metro Area Rapid Transit (SMART) agency and the Clark County Strategic Planning group (C-TRAN, WASHDOT or SWRTC).

2001 Review Recommendation: 11.A.3 As owners and operators of the regional freeway system, it is recommended that ODOT, in cooperation with Metro, also develop management plans and project refinement plans for their facilities, including operational and system management strategies and a range of capital actions.

Response: ODOT has undertaken an aggressive ITS system for principal routes that are identified as refinement plan corridors in the RTP, with almost all access points metered and travel information systems installed. ODOT does not plan to employ this level of system management to the few major arterials that are called out as refinement plans, and instead will focus on access management as a strategy to protect interim mobility in these corridors.

2001 Review Recommendation: 11.A.4 Metro and ODOT are strongly encouraged to accelerate the corridor studies identified in Metro's RTP as outstanding issues.

Response: Metro completed the Corridor Initiatives project in late 2001, and amended the RTP in 2002 to adopt the recommended priorities for completing major corridor studies in the region. Two of the 19 corridors have already been studied, or are underway using MTIP and state TGM monies, and two additional corridor studies received funding in the 04-07MTIP update. However, it should be noted that all of the refinement corridors are centered on ODOT facilities, and will require greater funding support from ODOT than is currently available to complete this work in a timely manner.

2001 Review Recommendation: 11.A.5 it is recommended that Metro establish a goal of reduced congestion and establish performance measures to determine progress toward achieving the goal.

Response: Metro has adopted a tiered, land use-based strategy for managing congestion, but does not have general policies for reducing congestion. Instead, plan policies focus on removing congestion bottlenecks in the system, and maintaining an acceptable level-of-service during peak and off-peak periods. The plan also uses a CMS-based approach to identify improvements that maintain desired level-of-service. Metro has also adopted policies that will ensure that value pricing and other alternatives to general purpose lanes are considered when adding future capacity to principal routes.

Air Quality Conformity

2001 Review Recommendation: 14.A.1 If Metro chooses to continue the practice of adopting RTP and MTIP actions contingent upon completion of the air quality conformity process, it is highly recommended that the public process more clearly indicate that the documents have no federal status until the USDOT air quality conformity findings have been finalized.

Response: In the fall 2002 Metro amended both the RTP/MTIP to authorize OTIA expansion projects. Project funds and accompanying conformity determination were approved in the same resolution/ ordinance action.

The 2004 Federal Update to the RTP and 2004-07 MTIP were approved contingent on completion of the air quality conformity process. Public documents, Metro resolutions, and the Metro website clearly explained that the documents have no federal status until the USDOT air quality conformity findings are finalized. This approach will be used in the future should future actions prove incapable of being approved in a joint action draft and final materials.

ITS

2001 Review Recommendation: 15.A.1 it is recommended that Metro work with RTC and their partners to clarify bi-state ITS architecture and operations issues. (e.g., Will a single bi-state architecture or two separate but coordinated architectures be developed? Who will be responsible for updating the architecture(s) and ensuring continued bi-state compatibility?)

Response: In 2004, TPAC will formally consider appointing "Transport" as the ITS Subcommittee. Transport will have responsibility for bi-state coordination of the ITS architecture. This committee will be on going and include members from both sides of the river.

Bi-State Coordination

2001 Review Recommendation: 17.C.1 It is recommended that Metro and RTC continue to work together on regional ITS issues. Metro and RTC should clearly identify the roles and responsibilities of each agency with regard to the operation, maintenance and assurance of compatibility of the regional ITS infrastructure. From the motorist's perspective, the two systems should operate as a single unit, as if the state line did not exist.

2001 Review Recommendation: 17.C.2 It is recommended that Metro and RTC identify how their respective congestion management systems interact, particularly in regard to how they identify and measure congestion, and address short term needs.

Response: A regional ITS committee, TransPort, provides oversight and coordination throughout the region on issues related to ITS planning, architecture, hardware and implementation. The goal of the committee is to ensure consistent architecture and seamless implementation of ITS improvements throughout the metropolitan area, including Clark County Washington. TPAC recently recommended that the TransPort Committee function as an official sub-committee to TPAC and provide regular reports to TPAC and JPACT. Metro is working to implement this recommendation. During this reporting period, there have been no major ITS projects that affect the two states.

In December 2003 and January 2004 the Bi-State Committee discussed a congestion relief study that includes southwest Washington and the Metro area. It was initiated in fall, 2003 and is scheduled for completion in summer 2004. The Bi-State reviewed the scope of work and expressed interest in reviewing assumptions and future work products. The goal is to ensure bi-state coordination and improve the understanding of congestion in the two states within the greater metropolitan area.

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JPACT Members and *Alternates*

	COURTESY_TITL	FIRST_NAME	MIDDLE_NAME	LAST_NAME	ORGANIZATION	REPRESENTING	ADDRESS	E	SUITE	CITY	STATE	ZIPCODE
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2	The Honorable	Rex		Burkholder	Metro	Vice-Chair	600 NE Grand Ave.			Portland	OR	97232-2736
3	The Honorable	Rod		Monroe	Metro	Metro	600 NE Grand Ave.			Portland	OR	97232-2736
4	The Honorable	Bill		Kennemer	Clackamas County	Clackamas County	907 Main St.			Oregon City	OR	97045-1882
	The Honorable	*Martha*		*Schrader*	*Clackamas County*	*Clackamas County*	*907 Main St.*			*Oregon City*	*OR*	*97045-1882*
5	*The Honorable*	*Maria*		*Rojo de Steffey*	*Multnomah County*	*Multnomah County*	*501 SE Hawthorne Blvd.*	*Room*		*Portland*	*OR*	*97214-3585*
	The Honorable	*Lonnie*		*Roberts*	*Multnomah County*	*Multnomah County*	*501 SE Hawthorne Blvd.*	*Room*	*600*	*Portland*	*OR*	*97214-3585*
6	The Honorable	Roy		Rogers	Washington County	Washington County	12700 SW 72ND Ave.			Portland	OR	97223-8335
	The Honorable	*Tom*		*Brian*	*Washington County*	*Washington County*	*155 N. 1st Ave.*	*MS*	*22*	*Hillsboro*	*OR*	*97124-3001*
7	*The Honorable*	*Jim*		*Francesconi*	*City of Portland*	*City of Portland*	*1221 SW 4th Ave.*	*Room*	*220*	*Portland*	*OR*	*97204-1906*
	The Honorable	*Vera*		*Katz*	*City of Portland*	*City of Portland*	*1221 SW 4th Ave.*	*Room*	*340*	*Portland*	*OR*	*97204-1907*
8	The Honorable	Karl		Rohde	Oswego	Cities of Clackamas County	PO Box 227			Oswego	OR	97034-0369
	The Honorable	*James*		*Bernard*	*City ofMilwaukie*	*Cities of Clackamas County*	*2036 SE Washington St.*			*Milwaukie*	*OR*	*97222-7606*
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	The Honorable	James	W	Kight	City of Troutdale	Cities of Multnomah County	950 Jackson Park Rd.			Troutdale	OR	97060-2114
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	The Honorable	*Lou*		*Ogden*	*City of Tualatin*	*Cities of Washington County*	*21040 SW 90TH Ave.*			*Tualatin*	*OR*	*97062-9346*
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	Mr.	*Neil*		*McFarlane*	*Tri-Met*	*Tri-Met*	*710 NE Holladay St.*			*Portland*	*OR*	*97232*
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	Mr.	*Andy*		*Ginsburg*	*DEQ*	*Oregon DEQ*	*811 SW 6th Ave.*	*Floor*	*11*	*Portland*	*OR*	*97204*
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	Ms.	*Mary*		*Legry*	*WSDOT*	*Washington State DOT*	*PO Box 1709*			*Vancouver*	*WA*	*98668*
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	Ms.	*Susie*		*Lahsene*	*Port of Portland*	*Port of Portland*	*PO Box 3529*			*Portland*	*OR*	*97208*
16.	The Honorable	Royce	E	Pollard	City of Vancouver	City of Vancouver	PO Box 1995			Vancouver	WA	98668
	Mr.	Dean		Lookingbill	SW Washington RTC	SW Washington RTC	1351 Officers Row			Vancouver	WA	98661
17.	The Honorable	Judie		Stanton	Clark County	Clark County	PO Box 5000			Vancouver	WA	98666-5000
	The Honorable	*Craig*		*Pridemore*	*Clark County*	*Clark County*	*PO Box 5000*			*Vancouver*	*WA*	*98666-5000*

STAFF REPORT

CONSIDERATION OF RESOLUTION NO. 04-3430 FOR THE PURPOSE OF CERTIFYING THAT THE PORTLAND METROPOLITAN AREA IS IN COMPLIANCE WITH FEDERAL TRANSPORTATION PLANNING REQUIREMENTS

Date: February 18, 2004 Presented by: Andrew C. Cotugno

PROPOSED ACTION

This resolution certifies that the Portland metropolitan area is in compliance with federal transportation planning requirements as defined in Title 2.3, Code of Federal Regulations, Part 450 and Title 49, Code of Federal Regulations, Part 613.

EXISTING LAW

Federal transportation agencies (Federal Transit Administration [FTA] and Federal Highway Administration [FHWA]) require a self-certification that our planning process is in compliance with certain federal requirements as a prerequisite to receiving federal funds. The self-certification documents that we have met those requirements and is considered yearly at the time of Unified Work Program approval.

FACTUAL BACKGROUND AND ANALYSIS

Required self certification areas include:

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

Each of these areas is discussed in Exhibit A to Resolution No.

BUDGET IMPACT

Approval of this resolution is a companion to the Unified Work Program. It is a prerequisite to receipt of federal planning funds and is, therefore, critical to the Metro budget. The UWP matches the projects and studies reflected in the proposed Metro budget submitted by the Metro Chief Operating Officer to the Metro Council and is subject to revision in the final adopted Metro budget.

Approval will mean that grants can be submitted and contracts executed so work can commence on July 1, 2004, in accordance established Metro priorities.

Replacement

M E M O R A N D U M

600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232 2736
TEL 503 797 1700 | FAX 503 797 1794

METRO

DATE: March 9, 2004

TO: JPACT Members and Interested Parties

FROM: Ted Leybold, Principal Transportation Planner

SUBJECT: Transportation Priorities 2006-09 Allocation Process and MTIP Policy Update

* * * * * * *

TPAC completed a recommendation on the Transportation Priorities 2006-09 Allocation Process and MTIP Policy Update at their special meeting on March 8th. Attached are documents that describe their recommendation in preparation for the March 11th JPACT meeting.

The TPAC recommendation is described in the Staff Report to Resolution No. 04-3431. It lists the policy issues discussed, options considered to address those policy issues, and the recommended action.

Exhibit A to Resolution No. 04-3431 is an update to the existing policy report as recommended by TPAC. The first section summarizes transportation spending in the region and the existing policies as adopted by Metro Resolution No. 02-3206. The subsequent sections summarize the TPAC recommended policy changes, technical issues to be addressed, and proposed allocation process changes.

EXHIBIT "A" Res. 04-3431

Transportation Priorities 2006-09 Allocation Process and Metropolitan Transportation Improvement Program Update

Policy Report

March 8, 2004

TPAC recommendation to JPACT and Metro Council

METRO

PEOPLE PLACES
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Regional Transportation Funding and the Transportation Priorities Program

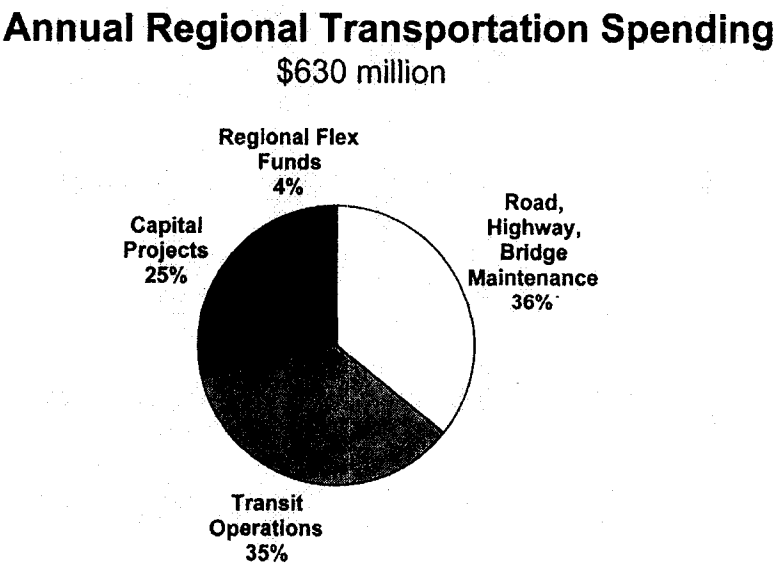
There are several different sources of transportation funding in the region, many of which are dedicated to specific purposes or modes.

Recent data demonstrates that approximately $425 million is spent in this region on operation and maintenance of the existing transportation system. While there are unmet needs within operations and maintenance, the relatively small potential impact that regional flexible funds would have on these needs and because there are other potential means to address these needs, JPACT and the Metro Council have adopted policy against using regional flexible funds for these purposes. Exceptions include the Transportation Demand Management (TDM) programs as they have demonstrated a high cost-effectiveness at reducing the need for capital projects, because they lack other sources of public funding to leverage private funding and because they directly benefit priority 2040 land-use areas. A second exception is expenditures on the expansion of transit service. This exception has been limited to situations where the transit provider can demonstrate the ability to fund the increased transit service in the subsequent MTIP funding cycle.

Capital spending in the region for new capital transportation projects outside of regional flexible funding is approximately $180 million per year. This includes funding for state highways, new transit capital projects, port landside facilities and local spending.

Approximately $26 million of regional flexible funds are spent each year in the Metro region. This funding is summarized in the following Figure 1.

Figure 1



Recent acts by the state legislature have provided one-time revenue sources for transportation improvements in the region. This includes $22 in road capacity projects in OTIA I & II, a portion of the expected $31 million for capacity projects in OTIA III and a portion of OTIA III funds targeted for freight mobility, industrial access and job creation ($100 million state wide). These funds directly supplement the construction of road capacity projects in the region.

Additionally, $34 in highway capacity and $158 million in highway, bridge and road reconstruction funding programmed to this region for expenditure by 2010. These highway funds will be supplemented by highway projects of statewide significance ($100 million statewide), and match to OTC-requested federal earmarks ($200 million statewide) that will be programmed to this region by Oregon Transportation Commission.

This increase in state revenue dedicated to highway and road capacity and preservation and bridge repair and reconstruction represents the first major increase in state resources in more than a decade. Prior to this increase, regional flexible funds were used to fund a number of highway capacity projects, such as the I-5/Highway 217 interchange, capacity improvements on Highway 26, the Tacoma Street over crossing of Highway 99E and the Nyberg Road interchange.

However, these allocations were made with the knowledge that no other resources were available for these improvements, and at the expense of smaller, multi-modal improvement that could have been funded with regional flexible funds, instead. A key policy issue in this MTIP update is to determine degree to which the current increase in state highway revenue argues for less emphasis on such projects with regional flexible funds. Currently, main-stem highway capacity improvements are limited under the existing MTIP policies, but there is no limit on allocation for road expansion, highway interchanges, or Preliminary Engineering for major capacity projects.

2004-07 Transportation Priorities Allocation Process and Policy Direction

The 2004-07 Transportation Priorities process began with the adoption of the following program policy direction.

The primary policy objective for the MTIP program and the allocation of region flexible transportation funds is to:

- Leverage economic development in priority 2040 land-use areas through investment to support
  - centers
  - industrial areas and
  - UGB expansion areas with completed concept plans

Other policy objectives include:

- Emphasize modes that do not have other sources of dedicated revenues
- Complete gaps in modal systems
- Develop a multi-modal transportation system

An application process was adopted to implement this policy direction. It included retaining a technical rating of 2040 land use criteria and creating a monetary incentive to applying agencies to nominate projects that best leverage development of 2040 priority land-use areas. While further advancing the program objectives, this option retained flexibility to fund projects that do not directly benefit a regional priority land-use area but that are deemed to be important and effective transportation projects due to other considerations.

This process was referred to as the Region 2040 Match Advantage and is summarized as follows:

A. Projects that highly benefit:
   i. Centers, main streets, and station communities
   ii. Industrial areas and inter-modal facilities

iii. UGB concept plan areas
are eligible for up to 89.73% match of regional funds.

B. Planning, TOD, TDM and Green Street Demonstration projects are also eligible for up to an 89.73% match of regional funds.

C. Projects determined to not provide a direct, significant benefit to a priority land-use area would be eligible for up to a 70% match of regional funds.

D. No funding for operations or maintenance, except for TDM programs and start-up transit operations that demonstrate capacity for future operation funds to replace regional flexible funds by the next MTIP funding cycle.

E. The technical measures of the 2040 land use criteria have been modified and the method for determining which projects qualify for a regional match of up to 89.73% were developed using lessons learned from current centers and industrial lands research and the Pleasant Valley concept plan and implementation study. Technical measures attempt to rate the direct benefit (or negative effect) of a project to the priority land-use area, not simply assess whether a project is located in or near the priority area.

Additionally, a smaller cost target to limit the number of applications submitted to Metro through the Coordinating Committee process was adopted. The cost target was reduced from 200% of a potential share of funds based on rough geographic equity of fund distribution to 150%. Initially, this was considered as a means that could allow elimination of a step in the allocation process that screens the project list down to a First Cut list. However, the two-step screening process was retained.

Screening and Evaluation Criteria

Screening and evaluation criteria were reviewed and direction adopted for the 2004-07 Transportation Priorities program.

Screening Criteria for all projects

- Highway, road and boulevard projects must be consistent with regional street design guidelines
- Project designs must be consistent with the Functional Classification System of the 2000 RTP
- Project on RTP Financially Constrained list
- Project has received support of governing body at a public meeting as a local priority for regional flexible funding. Adoption of a resolution at a public meeting would qualify as receiving support of the governing body. Documentation of such support would need to be provided prior to release of a technical evaluation of any project.
- Statement that project is deliverable within funding time frame and brief summary of anticipated project development schedule

Evaluation Criteria

1. 2040 Criteria

Review the work of the current centers research and industrial lands studies to clarify how transportation funding can most effectively leverage successful development of these priority

land-use areas. This includes developing methods to distinguish between the readiness of different mixed-use areas and industrial areas to develop and methods to evaluate and measure the positive and negative impacts of a project or program on leveraging development of a priority land use area other than simply the location of the facility. Applications were scored on how the project contributes to the most critical objectives a center plan or industrial area needs to achieve to become a successful area in terms of 2040 development objectives and to describe what actions the local jurisdiction is taking to address its most critical needs.

2. Multi-modal Road Projects

The provision of pedestrian and bicycle improvements within priority 2040 priority land-use areas as a part of a road modernization or reconstruction project qualified a project for additional technical points over a multi-modal road project outside of these priority areas. The creation of new pedestrian and bicycle improvements qualified a road project for additional technical points over a road project that simply moved or replaced pedestrian and/or bicycle facilities.

Similarly, the TIP Subcommittee was asked to review potential methods for awarding additional technical points to road projects that provide a significant freight or transit benefit, particularly benefits supporting priority land-use areas over road projects that do not provide this multi-modal benefit. However, no method of adjusting the technical score for these considerations was developed.

3. Qualitative Criteria

The use of qualitative criteria was limited as a means for technical staff to recommend elevating a project to receive funding over other higher technically ranked projects within their same project categories.

Qualitative criteria

- Minimum logical project phase
- Linked to another high priority project
- Over-match
- Past regional commitment*
- Includes significant multi-modal benefits
- Affordable housing connection
- Assists the recovery of endangered fish species
- Other factors not reflected by technical criteria

Any project could receive a recommendation from Metro staff or TPAC for funding based on these administrative criteria only if it is technically ranked no more than 10 technical points lower than the highest technically ranked project not to receive funding in the same project category (e.g. a project with a technical score of 75 could receive funding based on administrative criteria if the highest technically ranked project in the same project category that did not receive funding had a technical score of 85 or lower).

* Previous funding of Preliminary Engineering (PE) does constitute a past regional commitment to a project and should be listed as a consideration for funding. Projects are typically allocated funding for PE because they are promising projects for future funding. However, Metro does not guarantee a future financial commitment for construction of these projects.

4. Green Streets Design Elements

A new category of funding was established in the 2004-07 process: Green Streets Demonstration projects. Further, elements of green street designs that had an established record of performance were added as a means of obtaining bonus points within the technical scoring of the road and boulevard categories.

5. Measurement of Safety Criteria

In the interest of broadening the technical scoring of projects from accident data only, an "expert analysis" approach using general guidelines of safety considerations, including but not limited to Safety Priority Indexing System (SPIS) data, was developed for all relevant project categories as a means of providing a comprehensive method for considering safety issues. This approach will utilized a panel of project professionals to review each project relative to a list of quantitative and qualitative safety considerations and score each project accordingly.

Solicitation, Allocation and Follow-up Process Issues

There were several changes to the 2004-07 Transportation Priorities process used to solicit and allocate regional flexible funds.

1. Additional Time for Application Process; A third month was added to the project solicitation phase of the process. This allowed more time to for coordination among jurisdictional staff and for completing the applications.

2. Public Kick-off Notice; To address concerns about the ability for community interest groups and jurisdictional staff from outside of transportation agencies to influence project applications, Metro provided public announcements of the kick-off of the application process and provided interested parties with a list of local agency contacts.

3. Regional Objectives; In order to provide better information about regional objectives, successful project examples and assistance on completing project applications, Metro staff provided presentations to jurisdictional staff early in the solicitation period at coordinating committee meetings.

4. STIP Coordination; Metro and ODOT attempted to identify areas for coordination related to STIP projects that could be supplemented with Transportation Priorities funding applications and Transportation Priorities staff attended public comment meetings of the STIP with information about the Transportation Priorities process.

5. MTIP Subcommittee; The MTIP Subcommittee of TPAC was used to review the draft technical scoring by project staff.

6. Public Outreach; Metro will utilize a public involvement program consistent with Metro's policies on public involvement. This included early notification of process kick-off and key decision points and opportunities for comment and a response to those comments. Key components included the ability of the public to review and comment on the projects and their technical rankings and draft First Cut list on Metro's website and a formal public hearing on the recommended allocation package prior to the final decision meetings of JPACT and the Metro Council.

7. Public Information; Increasing public understanding of the MTIP and Transportation Priorities program was increased through the inclusion of Metro information, including signage, on funded project or program materials, participation in public events and new informational materials, and Metro's website highlighting funded projects.

8. Allocation Follow-up Activities; Metro committed to improve project monitoring to ensure project development that is consistent with application materials post-construction data collection (particularly with demonstration projects) and awards or other recognition for quality project implementation.

Policy Direction to Narrow from First Cut List to Final Cut List

After adoption of the First Cut List, a policy discussion of JPACT and the Metro Council resulted in the following direction to technical staff for development of a recommendation to a Final Cut List.

1. Honor Prior Commitments

2. Metro Planning Funded

3. Land Use and Economic Development Direction:
   - Invest in all types of 2040 mixed-use and industrial lands
   - Emphasize non-road/bridge projects to maximize development and multi-modal objectives in mixed-use areas
   - Screen all projects and programs on their relationship to the implementation of mixed-use and/or industrial area plans and development (2040 technical score, qualitative issues/public comments)

Transportation Priorities 2006-09 Update

Metro staff recommends the 2006-09 Transportation Priorities process retain the updates that evolved from the extensive outreach process of the 2004-07 effort. Additional policy, technical and process issues were identified during implementation of and subsequent to the 2004-07 process, however, that should be addressed prior to kick off of the 2006-09 process.

Transportation Priorities 2006-09 Policy Refinement Recommendations

1. Integration of General Program Policies with 2004-07 Final Cut list policy direction

During the 2004-07 Transportation Priorities process, JPACT directed technical staff on how to provide recommendations to narrow from the First Cut list to a Final Cut list. This direction included policies that could be considered as an update to general program policies for the 2006-09 process.

To integrate the policy directive received during the narrowing process to fund projects in all types (Type I and II) of mixed-use and industrial areas and to emphasize non-road/bridge categories, TPAC recommends the following changes to the general program policy directive.

The primary policy objective for the MTIP program and the allocation of region flexible transportation funds is to:

- Leverage economic development in priority 2040 land-use areas through investment to support
  - ~~centers~~, 2040 Tier I and II mixed-use areas (central city, regional centers, town centers, main streets and station communities)
  - 2040 Tier I and II industrial areas (regionally significant industrial areas and industrial areas), and
  - 2040 Tier I and II mixed-use and industrial areas within UGB expansion areas with completed concept plans
  -

Other policy objectives include:

- Emphasize modes that do not have other sources of dedicated revenues
- Complete gaps in modal systems
- Develop a multi-modal transportation system with a strong emphasis on funding bicycle, boulevard, freight, green street demonstration, pedestrian, regional transportation options, transit oriented development and transit projects and programs.
- Meet the average annual requirements of the State Implementation Plan for air quality for the provision of pedestrian and bicycle facilities

Secondly, the local match requirement for bicycle projects located more than 1 mile outside of Tier I and town center 2040 land use areas is recommended to be decreased to the federally required minimum of 10.27%.

Finally, JPACT and the Metro Council should consider limiting road and bridge projects are proposed to no more than 60% of the total cost of candidate projects submitted for application by each of the County coordinating committees and the City and Port of Portland. This is equivalent to the percentage of regional flexible funds derived from the Surface Transportation Program.

2. Direction on funding of Bicycle and Pedestrian transportation control measures for air quality

The Transportation Priorities funding in 2006-07 did not meet the average biennial requirement of providing 1.5 miles of pedestrian and 5 miles of bicycle improvements but had to rely on a defined ODOT maintenance project and over building from previous years to meet this requirement as reported in the MTIP.

The general program policy statement is recommended to be updated as indicated above to state that the Transportation Priorities process will fund a minimum of the average requirement for implementation of the pedestrian (1.5 miles) and bicycle (5 miles) improvements required by the State Implementation Plan for air quality.

3. Functional Plan compliance as Screening Criteria for Transportation Priorities funding

Requiring compliance with the Metro functional plan would provide an incentive for local jurisdictions to complete the planning work necessary to comply with the regional functional plan and ensure that regional transportation funding is more closely linked to local implementation of regional growth management policies.

TPAC recommends that the following language be added to the MTIP policy report and Transportation Priorities application.

Screening and Evaluation Criteria

Screening and evaluation criteria were reviewed and direction adopted for the 2004-07 Transportation Priorities program.

Screening Criteria for all projects

- Highway, road and boulevard projects must be consistent with regional street design guidelines
- Project designs must be consistent with the Functional Classification System of the 2000 RTP
- Project on RTP Financially Constrained list
- Project has received support of governing body at a public meeting as a local priority for regional flexible funding. Adoption of a resolution at a public meeting would qualify as receiving support of the governing body. Documentation of such support would need to be provided prior to release of a technical evaluation of any project.
- Statement that project is deliverable within funding time frame and brief summary of anticipated project development schedule.
- The applicant jurisdiction is in compliance with the Metro functional plan or has received an extension to complete compliance planning activities. If the applicant jurisdiction is not in compliance or has not received an extension, it must provide documentation of good faith effort in making progress toward accomplishment of its compliance work program. The work program documentation must be approved by the governing body of the applicant jurisdiction at a meeting open to the public and submitted to Metro prior to the release of the draft technical evaluation of project applications by Metro staff.

Transportation Priorities 2006-09 Technical Refinement Issues

Metro staff is directed to work with TPAC to address the following technical evaluation issues.

1. Street Connectivity as Technical Measure for Road Capacity projects

Direct the MTIP Subcommittee and TPAC to evaluate whether a bonus point system for road modernization projects can be developed that adequately defines a methodology to reward a project that increases street connectivity. Any proposal for such a point system should be reviewed by TPAC prior to implementation.

Clarify in the application that collector projects defined as a part of the regional transportation system are eligible projects for Transportation Priorities funding and that are encouraged for application if they contribute to increased street connectivity.

2. Develop technical criteria for a new Intelligent Transportation System modal category

TPAC recommends requesting the ITS subcommittee to develop recommendations for 2008-2011 Transportation Priorities process. The recommendation should address the positive and negative aspects of ranking ITS projects with road capacity projects and as a separate ranking category.

The subcommittee could also recommend changes to the road capacity technical ranking criteria if ITS projects remain within that ranking category.

Furthermore, request the ITS subcommittee review and comment on the technical rankings of the 2006-09 Transportation Priority ITS candidate applications.

3. Use of recycled materials

TPAC recommends the incorporation educational statement in Transportation Priorities and MTIP supporting FHWA directive that when selecting materials for transportation projects, recycled materials should be considered first.

Assign the MTIP Subcommittee and TPAC to work with professional experts in this field to study this issue and develop recommendations on how to further address it in the 2008-11 Transportation Priorities process.

4. Refinement of 2040 Qualitative Technical Score – Attachment C

Additional knowledge has been developed about the development of mixed-use areas and their relationship to transportation infrastructure since the development of the 2004-07 Transportation Priorities process. The "Community Focus" qualitative analysis should be updated to reflect refinements in evaluating differences between the readiness of planned mixed-use areas to develop and the relationship between a potential transportation investment and the potential success in the development of a mixed-use area. The attachment should also be clarified on how individual elements of the qualitative summary contribute to the overall technical score.

5. Safety Technical Score Methodology

Applicants will be asked to provide information regarding specific safety factors that will be evaluated by a panel of transportation professionals. The method by which the panel will use this information in developing their project scores will be described in the application.

6. Use of system level data and project level data to evaluate congestion relief

Resolve the issue of when or how to use project level data to supplement system level data when analyzing expected congestion relief provided by a candidate road project application.

7. Technical evaluation of road projects that provide a significant freight or transit benefit

Technical staff was directed in the existing policy report to attempt to develop a technical evaluation to reward road projects that provide a significant freight or transit benefit. However, no methodology was agreed upon prior to the previous allocation process. TPAC will evaluate the benefits and drawbacks of this approach and attempt to reach a recommendation on its implementation.

8. Regionally Significant Industrial Lands

The Regional Transportation Plan has been amended to recognize regionally significant industrial lands as a Tier I 2040 land-use priority over other industrial lands subsequent to the policy update of the 2004-07 Transportation Priorities process. TPAC recommends the technical scoring for

freight and road projects be updated to award more points to projects that serve regionally significant industrial lands as a Tier I priority and other industrial lands as a Tier II priority.

9. Green Trails

TPAC recommends the development of a technical bonus point system for projects that commit to meeting particular design elements of the Green Trail handbook. This bonus point system shall be reviewed by TPAC prior to implementation.

Transportation Priorities 2006-09 Process Refinement Issues

Metro staff is directed to implement the following changes to the application process.

1. Jurisdiction and Agency program/application review at TPAC and JPACT

Arrange for the following programs and coordinating committees to provide presentations at TPAC and JPACT as a summary of their program and/or their package of project/program candidate applications. TOD Program, RTO Program, ITS status update, Clackamas County, Multnomah County, City and Port of Portland, Washington County, TriMet/SMART, Metro Planning, ODOT (STIP Presentation).

2. Joint public outreach process with ODOT STIP process and Transit funding summary

A joint public outreach process with the ODOT State Transportation Improvement Program will be implemented. This outreach will include participation by the regions transit agencies to provide information on their planned development and expenditures of the 2006-09 period.

3. ODOT applications to supplement STIP projects

In an effort to improve the delivery of transportation services in the region and coordination between ODOT and regional/local policy objectives, ODOT and Metro staff have discussed the possibility of early notification of ODOT preservation projects to allow for application for regional flexible funds, supplemental ODOT funds, and local funds to address missing or substandard facilities for pedestrians and/or bicycles as a part of the preservation project.

ODOT staff work with local agency partners to consider joint local, regional or supplemental state funding for missing elements of pedestrian and bicycle facilities along state facilities proposed for pavement preservation work in the 2006-09 STIP. This may result in ODOT application for Transportation Priority funds to provide for these improvements. Requests for local or regional funds should be made in context of coordination with the STIP to fully disclose need for additional funds for state projects and to understand the potential impacts to preservation project schedules and other state transportation programs within the region.

4. Directives to technical staff on development of recommendations to narrow from a First Cut list to a Final Cut list

Directives to technical staff on the development of recommendations to narrow from a First Cut List to a Final Cut List are to be developed by JPACT and Metro Council after the adoption of the First Cut list. This was a process element that was instigated during the previous Transportation

Priorities allocation process. It is now a scheduled process element expected in the December 2004 time frame.

5. Engineering Review of Application Scope, Schedule and Budget

Metro staff will work with ODOT staff to investigate whether consultant services can be provided to review candidate project applications for accuracy of scope, schedule and budget to ensure projects can be delivered as described in the application and ranked fairly against similar projects.

STAFF REPORT

CONSIDERATION OF RESOLUTION NO. 04-3431 FOR THE PURPOSE OF ADOPTING THE POLICY DIRECTION, PROGRAM OBJECTIVES, PROCEDURES AND CRITERIA FOR THE TRANSPORTATION PRIORITIES 2006-09 ALLOCATION PROCESS AND METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP).

March 18, 2004 Presented by: Ted Leybold

PROPOSED ACTION

This resolution would approve a report outlining the policy direction, program objectives, and procedures that will be used during the Transportation Priorities 2006-09 Allocation Process and MTIP update to nominate, evaluate, and select projects to receive federal transportation funds in the fiscal year 2008-09 biennium.

BACKGROUND

The Metro Council and the Executive Officer are preparing a request to local jurisdictions to submit projects to Metro for evaluation and award of regional flexible transportation funding. Regional flexible transportation funds are those portion of federal funds accounted for in the MTIP that are allocated through the JPACT/Metro Council decision-making process. This process is referred to as the Transportation Priorities 2006-09 allocation.

Metro and ODOT update the MTIP/STIP every two years to schedule funding for the following four-year period. The Transportation Priorities 2006-09 allocation encompasses the four-year period of federal fiscal year's 2004 through 2007 (FY 06 - FY 09). This update will therefore adjust, as necessary, funds already allocated to projects in FY 06 and FY 07 in the current approved MTIP. It will also allocate funds to new projects in the last two years of the new MTIP (i.e., FY 08 and FY 09).

The regional flexible funds available in the Transportation Priorities 2006-09 allocation is composed of two types of federal transportation assistance, which come with differing restrictions. The most flexible funds are surface transportation program (STP) funds that may be used for virtually any transportation purpose, identified in the Financially Constrained RTP, short of building local residential streets.

The second category of money is Congestion Mitigation/Air Quality (CMAQ) funds. CMAQ funds cannot be used to build new lanes for automobile travel. Also, projects that use CMAQ funds must demonstrate that some improvement of air quality will result from building or operating the project.

Prior to the previous Transportation Priorities allocation process and MTIP update a major outreach effort led to the adoption of a report outlining the policy direction, program objectives, and procedures to be used during the Transportation Priorities 2004-07 Allocation Process and MTIP update. Since that time, several policy issues have emerged that potentially affect the Transportation Priorities process and MTIP. Following is a summary of those issues and recommended changes to address them. Exhibit A is an amended version of the existing policy report, reflecting recommended changes to provide policy direction, program objectives and procedures for the Transportation Priorities 2006-09 allocation process and MTIP update.

The format of this summary is to identify the policy issues that have emerged since adoption of the existing policy report and to list options for addressing the policy issue, and highlight in bold those

options that are recommended. If the recommendation includes changes to the existing policy report, Exhibit A highlights those proposed changes in underline/strikeout text.

1. Integration of General Program Policies with 2004-07 Final Cut List policy direction

During the 2004-07 Transportation Priorities process, JPACT directed technical staff on how to provide recommendations to narrow from the First Cut list to a Final Cut list. This direction included policies that could be considered as an update to general program policies for the 2006-09 Transportation Priorities process.

A. One policy directive received during the 2004-07 Final Cut list policy direction process was to direct staff to develop a recommendation that funded projects in mixed-use centers, main streets, station communities and industrial areas. TPAC recommends the following option to integrate this policy direction into the general program policies for the Transportation Priorities process.

Option:

a. Change the general policy direction statement regarding priority land used areas from "centers" to "2040 Tier I and II mixed-use areas (central city, regional centers, town centers, main streets and station communities)".

Corridors are not included as the policy direction received from JPACT and the Metro Council during the 2004-07 final cut list process specified the addition of main streets and station communities as the 2040 mixed use areas as the areas where projects should be included in addition to centers. Additionally, while corridors were included as a Tier II priority mixed use area for their potential to accommodate mixed-use development, this potential was optional at the discretion of local land use planning. The implementation of local planning generally did not locate mixed use comprehensive plan designations or zoning in corridors. Finally, the inclusion of corridors as a priority land use for Transportation Priorities funding would significantly dilute the ability to concentrate transportation investments in areas that have the most potential to meet the other program goals.

Industrial lands are already addressed in the current program policy statement and do not need to be changed.

The result of this change would be:

The primary policy objective for the MTIP program and the allocation of region flexible transportation funds is to:

- Leverage economic development in priority 2040 land-use areas through investment to support
  - ~~centers~~, 2040 Tier I and II mixed-use areas (central city, regional centers, town centers, main streets and station communities)
  - 2040 Tier I and II industrial areas (regionally significant industrial areas and industrial areas), and
  - 2040 Tier I and II mixed-use and industrial areas within UGB expansion areas with completed concept plans

Other policy objectives include:

- Emphasize modes that do not have other sources of dedicated revenues
- Complete gaps in modal systems
- Develop a multi-modal transportation system

B. A second policy directive received from JPACT and the Metro Council during the 2004-07 final cut

list process was to direct staff to develop a recommendation of projects and programs that emphasized bicycle, boulevard, freight, green street demonstration, pedestrian, regional transportation options, transit oriented development and transit projects and programs.

Following are options considered by TPAC of how this policy direction could be implemented within the Transportation Priorities policies and process. TPAC unanimously recommended actions b and d below as highlighted in **bold**.

Options:

a. Eliminate road modernization/reconstruction and bridge as mode categories. (Currently, freeway interchange projects and preliminary engineering of projects for addition of new freeway lanes are eligible for funding. Projects to acquire right of way or to construct new freeway capacity are not eligible.)

b. Strengthen policy statement on purpose of regional flexible funds to indicate that JPACT and Metro Council intend to fund a package of projects and programs with a strong emphasis on funding bicycle, boulevard, freight, green street demonstration, pedestrian, regional transportation options, transit oriented development and transit projects and programs.

The result of this change would be as follows:

The primary policy objective for the MTIP program and the allocation of region flexible transportation funds is to:

- Leverage economic development in priority 2040 land-use areas through investment to support
  - 2040 Tier I and II mixed-use areas (central city, regional centers, town centers, main streets and station communities)
  - 2040 Tier I and II industrial areas (regionally significant industrial areas and industrial areas), and
  - 2040 Tier I and II mixed-use and industrial areas within UGB expansion areas with completed concept plans

Other policy objectives include:

- Emphasize modes that do not have other sources of dedicated revenues
- Complete gaps in modal systems
- Develop a multi-modal transportation system with a strong emphasis on funding bicycle, boulevard, freight, green street demonstration, pedestrian, regional transportation options, transit oriented development and transit projects and programs

c. Change local match requirements to increase the percentage required for road and bridge projects outside of Tier I and town center land use areas.

d. Change local match requirements to decrease the percentage required for bicycle projects in areas outside of Tier I and town center land use areas to the federally allowed minimum of 10.27%.

TPAC had extensive debate about and was split on whether to recommend option e below as a means of implementing an emphasis on non-road and bridge projects. The committee recognized that this option would be a means of ensuring that each coordinating committee apply for bicycle, boulevard, freight, green street demonstration, pedestrian, regional transportation options, transit oriented development and transit projects and programs in support of the policy direction and to ensure there would be an adequate pool of CMAQ eligible projects.

There were concerns expressed, however, that such a limit would impede on a local jurisdictions ability to determine their local priorities even if they want to compete with such a project knowing that JPACT/Metro Council intends to fund a package of projects and programs with a strong emphasis on funding bicycle, boulevard, freight, green street demonstration, pedestrian, regional transportation options, transit oriented development and transit projects and programs. Concern was also expressed that road projects are often a means of providing bicycle and pedestrian projects where they do not currently exist and that cutting back on this category impedes the ability to provide these facilities where needed as they would not be constructed as stand alone pedestrian or bicycle projects.

*e. **Limit the total cost of road capacity, road reconstruction and bridge project applications to a percentage of the cost target for each coordinating committee equal to the percentage of regional flexible funds represented by STP funds.***

2. Update the policy report to account for the additional funding resources provided by the recent Oregon Transportation Investment Acts (OTIA I – III).

TPAC recommends the following language be added to the policy report following the description of transportation funding in the region.

Recent acts by the state legislature have provided one-time revenue sources for transportation improvements in the region. This includes $22 in motor vehicle capacity projects in OTIA I & II, a portion of the expected $31 million for capacity projects in OTIA III and a portion of OTIA III funds targeted for freight mobility, industrial access and job creation ($100 million state wide). These funds directly supplement the construction of motor vehicle capacity projects in the region.

Additionally, $34 in highway modernization and $158 million in highway, bridge and road reconstruction funding programmed to this region for expenditure by 2010. These highway funds will be supplemented by highway projects of statewide significance ($100 million statewide), and match to OTC-requested federal earmarks ($200 million statewide) that will be programmed to this region by Oregon Transportation Commission.

This increase in state revenue dedicated to highway and road capacity and preservation and bridge repair and reconstruction represents the first major increase in state resources in more than a decade. Prior to this increase, regional flexible funds were used to fund a number of highway capacity projects, such as the I-5/Highway 217 interchange, capacity improvements on Highway 26, the Tacoma Street over crossing of Highway 99E and the Nyberg Road interchange.

However, these allocations were made with the knowledge that no other resources were available for these improvements, and at the expense of smaller, multi-modal improvement that could have been funded with regional flexible funds, instead. A key policy issue in this MTIP update is to determine degree to which the current increase in state highway revenue argues for less emphasis on such projects with regional flexible funds. Currently, main-stem highway capacity improvements are limited under the existing MTIP policies, but there is no limit on allocation for road expansion, highway interchanges, or Preliminary Engineering for major capacity projects.

3. Direction on funding of Bicycle and Pedestrian transportation control measures for air quality

The Transportation Priorities funding in 2006-07 did not meet the biennial average for providing miles of pedestrian (1.5 miles) and bicycle (5 miles) improvements but had to rely on an ODOT preservation project and over building from previous years to meet this requirement as reported in the 2004-07 MTIP. These requirements are in addition to facilities constructed as a part of road capacity and reconstruction projects. Adding a policy directive to fully implement the biennial average requirement for the provision of pedestrian and bicycle facilities would be consistent with federal guidance that states "the TIP shall give priority to eligible Transportation Contol Measures identified in the approved SIP in accordance with the US EPA conformity regulation (40 CFR part 51) and shall provide for their timely implementation." Federal Register Vol. 58, No. 207; Section 450.324 (d).

TPAC recommends the general program policy statement be updated to state that the Transportation Priorities process will fund a minimum of the average biennial requirement for implementation of the pedestrian and bicycle improvements required by the State Implementation Plan for air quality.

The effect of this recommendation would be:

The primary policy objective for the MTIP program and the allocation of region flexible transportation funds is to:

- Leverage economic development in priority 2040 land-use areas through investment to support
  - 2040 Tier I and II mixed-use areas (other than corridors)
  - industrial areas and
  - 2040 Tier I and II mixed-use (other than corridors) and industrial areas within UGB expansion areas with completed concept plans

Other policy objectives include:

- Emphasize modes that do not have other sources of dedicated revenues
- Complete gaps in modal systems
- Develop a multi-modal transportation system with a strong emphasis on funding non-road and bridge modernization projects.
- Meet the average biennial requirements of the State Implementation Plan for air quality for the provision of pedestrian and bicycle facilities

4. Functional Plan compliance as Screening Criteria for Transportation Priorities funding

At their March 3rd meeting, MTAC reviewed the policy update for the 2006-09 Metropolitan Transportation Improvement Program (MTIP) and Transportation Priorities funding allocation process. Several committee members suggested the policy bodies consider adding compliance with the Metro functional plan as a screening criteria of eligibility to apply for Transportation Priorities funding. This would provide an incentive for local jurisdictions to complete the planning work necessary to comply with the regional functional plan and ensure that regional transportation funding is more closely linked to local implementation of regional growth management policies.

TPAC recommends that the following language be added to the MTIP policy report and Transportation Priorities application.

The applicant jurisdiction is in compliance with the Metro functional plan or has received an extension to complete compliance planning activities. If the applicant jurisdiction is not in

compliance or has not received an extension, it must provide documentation of good faith effort in making progress toward accomplishment of its compliance work program. The work program documentation must be approved by the governing body of the applicant jurisdiction at a meeting open to the public and submitted to Metro prior to the release of the draft technical evaluation of project applications by Metro staff.

5. Relationship of street connectivity to the technical evaluation of Road Modernization ranking category

Currently, congestion relief, cost-effectiveness of providing congestion relief, safety and 2040 land-use impacts are the four evaluation criteria for road modernization projects. Metro has adopted as part of the region's Congestion Management System policies standards for providing street connectivity prior to adding capacity to existing roads. However, the Transportation Priorities technical evaluation does not provide any technical evaluation of whether or how road capacity projects address the street connectivity standards.

Implementation of Title 6 of the Metro Functional Plan, however, provides that local development codes will provide for increased local street connectivity to the regional system over time as development occurs. Ensuring compliance with Title 6 of the Metro functional plan by applicant agencies, as recommended in item 4 above, addresses a large portion of meeting street connectivity requirements through requiring local street connections to the regional street system as development occurs. There are components of the regional system that are not yet built, however, that could also increase the overall connectivity of the street network.

Following are options considered by TPAC of how this policy direction could be implemented within the Transportation Priorities policies and process. Recommended actions are highlighted in **bold**.

Options:

a. No change to the existing road modernization evaluation criteria.

b. Add street connectivity as an evaluation criteria to the road capacity category.

c. Direct the MTIP Subcommittee and TPAC to evaluate whether a bonus point system for road capacity projects can be developed that adequately defines a methodology to reward a project that increases street connectivity.

d. Clarify in the application that collector projects defined as a part of the regional transportation system are eligible projects for Transportation Priorities funding and if contributing to increased street connectivity are encouraged for application.

6. Direction on Intelligent Transportation Systems (ITS)

While this category of projects has received several allocations of regional funding in the past, the Transportation Priorities process did not provide any funding for ITS in 2006-07. This is an eligible CMAQ activity and means of increasing the efficiency of existing road infrastructure. An ITS subcommittee of TPAC is in the process of being created to formally organize implementation of these technologies on a regional scale. Currently, there is no policy direction within the Transportation Priorities program regarding ITS. It has been technically ranked with road capacity projects.

Following are options considered by TPAC of how this policy direction could be implemented within the Transportation Priorities policies and process. Recommended actions are highlighted in **bold**.

Options:

a. **No changes this round – charge ITS subcommittee to develop recommendations for 2008-2011 Transportation Priorities process. The recommendation should address the positive and negative aspects of ranking ITS projects with road capacity projects and as a separate ranking category. The subcommittee could also recommend changes to the road capacity technical ranking criteria if ITS projects remain within that ranking category.**

b. Create a separate technical evaluation category for ITS projects. (Note: the addition of bonus points for street connectivity and the existing bonus points for the inclusion of green street design elements for road capacity projects would penalize ITS projects if left in the road capacity ranking category, unless other adjustments are made.)

c. If other policy limits (such as the limit on the total cost of road capacity projects for which each coordinating committee may apply) are placed on road projects, exempt ITS projects.

d. **Have the ITS subcommittee review and comment on the technical rankings of the 2006-09 Transportation Priority ITS candidate applications.**

7. Regionally Significant Industrial Lands

The Regional Transportation Plan has been amended to recognize regionally significant industrial lands as a Tier I 2040 land-use priority over other industrial lands subsequent to the policy update of the 2004-07 Transportation Priorities process.

TPAC recommends the technical scoring for freight and road projects be updated to award more points to projects that serve regionally significant industrial lands as a Tier I priority and other industrial lands as a Tier II priority to be consistent with the update to the Regional Transportation Plan.

8. ODOT applications to supplement STIP projects

In an effort to improve the delivery of transportation services in the region and coordination between ODOT and regional/local policy objectives, ODOT and Metro staff have discussed the possibility of early notification of ODOT preservation projects to allow for application for regional flexible funds, supplemental ODOT funds, and local funds to address missing or substandard facilities for pedestrians and/or bicycles as a part of the preservation project.

TPAC recommends that ODOT staff work with local agency partners to consider joint local, regional or supplemental state funding for missing elements of pedestrian and bicycle facilities along state facilities proposed for pavement preservation work in the 2006-09 STIP. This may result in ODOT application for Transportation Priority funds to provide for these improvements. Requests for local or regional funds should be made in context of coordination with the STIP to fully disclose need for additional funds for state projects and to understand the potential impacts to preservation project schedules and other state transportation programs within the region.

9. **Green Streets**

- Green Trails

The Metro Parks and Greenspaces Department has recently published a best practices guidebook on the construction of trails and multi-use paths in an environmentally sensitive manner.

Following are options considered by TPAC of how this policy direction could be implemented within the Transportation Priorities policies and process. Recommended actions are highlighted in **bold**.

Options:

a. Require all multi-use paths funded through Transportation Priorities be constructed consistent with the design guidelines of the Green Trail handbook.

b. Require all multi-use paths funded through Transportation Priorities consider the design guidelines of the Green Trail handbook during project development.

c. Award technical bonus points for projects that commit to meeting particular design elements of the Green Trail handbook as identified by TPAC.

- Use of Recycled Materials in Transportation Projects

After the application process for the 2004-07 Transportation Priorities process had begun, program staff received a request from Metro Solid Waste and Recycling staff for inclusion of recycled materials for projects funded by the Transportation Priorities program. This is an effort to address a Federal Highway Administration (FHWA) directive to consider using recycled materials on transportation projects and to increase the market for recycled materials.

Following are options considered by TPAC of how this policy direction could be implemented within the Transportation Priorities policies and process. Recommended actions are highlighted in **bold**.

Options:

a. Incorporate educational statement in Transportation Priorities and MTIP supporting FHWA directive that when selecting materials for transportation projects, recycled materials should be considered first.

b. Award bonus points for commitment to certain level of use of recycled materials in road and multi-use path projects as identified by TPAC.

c. Assign the MTIP Subcommittee and TPAC to work with professional experts in this field to study this issue and develop recommendations on how to further address it in the 2008-11 Transportation Priorities process.

- Wildlife Crossings

The Transportation Planning section was a project client for a Portland State University urban planning masters program effort to develop a supplemental best practices guidebook to constructing wildlife crossings into transportation facilities.

TPAC did not recommend any changes to the 2006-09 Transportation Priorities policies or process to address wildlife crossings described below as it was informed that Metro intended to submit an application to further study this issue with technical staff from across the region and develop a regionally recognized best practices guidebook and potential regional policy amendments.

Options:

a. Award bonus points for commitment to create a wildlife crossing within a road project demonstrated to be in a wildlife crossing location.

b. List as a specific qualitative criteria for consideration and allow deduction of cost of wildlife crossing elements from the cost-effectiveness calculation.

ANALYSIS/INFORMATION

1. **Known Opposition:** Staff of the City of Cornelius has expressed concern that the proposed amendment to add compliance with the Metro functional plan as an eligibility screen for Transportation Priorities funds might be a costly obstacle for smaller communities. It was expressed that smaller communities already have a difficult time competing with the bigger and more singular focused projects of bigger jurisdictions.

   City of Forest Grove staff has expressed concern that proposed changes to emphasize funding bicycle, boulevard, freight, green street demonstration, pedestrian, regional transportation options, transit oriented development and transit projects and programs would have a negative effect on a small jurisdictions ability to complete their local priority projects.

2. **Legal Antecedents:** Federal planning regulations designate JPACT and the Metro Council as the Portland Area Metropolitan Planning Organization responsible for allocating federal highway and transit funds to projects in the metropolitan area. Preparation of an MTIP is the means prescribed for doing this. JPACT and the Metro Council have adopted a policy direction for the Transportation Priorities 2004-07 allocation process and MTIP update through Metro Resolution No. 02-3206. This Resolution updates that policy direction for the Transportation Priorities 2006-09 allocation process and MTIP update by amending the policy report as shown in Exhibit A. Projects approved for inclusion in the MTIP must come from a conforming, financially constrained transportation plan. The 2004 RTP is the current conforming plan.

3. **Anticipated Effects:** Adoption of this resolution will provide policy guidance to the process of allocating regional flexible transportation funds. This new policy guidance will refine how Metro staff solicits projects for funding, how project applications will be technically ranked for policy implementation, the public outreach and decision making process to select projects for funding and the ability to analyze and provide public information concerning the effectiveness of the MTIP program in addressing program policies.

4. **Budget Impacts:** none.

RECOMMENDED ACTION

Metro Council approve Resolution No. 04-3431.

TL: RC

M E M O R A N D U M

600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232 2736
TEL 503 797 1700 | FAX 503 797 1794

METRO

DATE: March 4, 2004

TO: JPACT Members and Interested Parties

FROM: Ted Leybold; Principal Transportation Planner

SUBJECT: Transportation Priorities 2006-09 Allocation Process and MTIP Policy Update

* * * * * * *

Attached are several documents for your review in preparation for the March 11th JPACT meeting. As you can see from the calendar, it is time to begin the Transportation Priorities 2006-09 allocation process and MTIP update. This effort will be coordinated with the 2006-09 STIP update (calendar also attached). In order to be prepared for joint public outreach meetings this fall, it is necessary to update the policy direction of the program and the subsequent application materials to implement the policy direction by the beginning of April.

Resolution No. 04-3431 will adopt the policy direction of allocation process and MTIP update. The staff report to the resolution describes the policy update issues that have emerged since the adoption of the policy report for the previous allocation process. It also describes potential options to address the policy issues and highlights the options that Metro staff proposes to amend into the existing policies.

Exhibit A to the resolution is a draft update to the existing policy report. The first section summarizes transportation spending in the region and the existing policies as adopted by Metro Resolution No. 02-3206. The subsequent sections summarize the Metro staff recommended policy changes, technical issues to be addressed through TPAC, and proposed allocation process changes.

TPAC began discussion on these issues at their February 27th meeting and is scheduled to continue the discussion at a special meeting on March 8th. A recommendation from the TPAC March 8th meeting will be distributed at the JPACT meeting on March 11th.

DRAFT

METRO

2006-09 Transportation Priorities:

Investing in the 2040 Growth Concept

Calendar of Activities

2004

February-March	Policy Review and Direction for 2006-09 Program.
February 24	Council Work Session on policy direction.
February 27	TPAC comment on policy direction.
March 3	MTAC comment on policy direction.
March 9	Possible Council Work Session on policy direction.
March 10	MPAC comment on policy direction.
March 11	JPACT action on policy direction.
March 18	Metro Council action on policy direction.
March	Update of Technical Criteria to reflect Program policy direction. Development of application, set funding targets.
March 19	MTIP Subcommittee review/comment on draft application, technical criteria and measures.
March 26	TPAC review/comment on draft application, technical criteria and measures.
April 5	Solicitation of project/program applications begins.
June 30	Applications due to Metro. Draft ODOT STIP submitted for comment. Draft TriMet TIP submitted for comment.
July	Review of scope, schedule and budget. Score technical rankings.
August	MTIP Subcommittee review of technical rankings, ODOT STIP and TriMet TIP
August 27	TPAC action on First Cut List.
September 9	JPACT action on First Cut List.

Updated 2-25-04

September 16	Metro Council action on First Cut List.
October-Nov.	Public comment period, listening posts on First Cut List, ODOT STIP and TriMet TIP.
December	Publish public comment material. Policy discussion and direction on narrowing Final Cut List and draft ODOT STIP and TriMet TIP.

2005

January	Develop any new information to respond to narrowing policy direction.
January	MTIP Subcommittee review of new information.
January 28	TPAC action on Final Cut List and Final ODOT STIP and TriMet TIP.
February 3	Public hearing on draft Final Cut List at Metro Council and Final ODOT STIP and TriMet TIP.
February 10	JPACT action on Final Cut List and Final ODOT STIP and TriMet TIP pending air quality analysis.
February 16	Metro Council action on Final Cut List and Final ODOT STIP and TriMet TIP pending air quality analysis.
March - May	Programming of funds. Air quality conformity analysis.
June	Public review of draft MTIP with air quality conformity analysis.
July 1	Adopt MTIP, including final ODOT STIP and TriMet TIP, and submit to USDOT for concurrence.
August 1	Receive concurrence from USDOT; submit to ODOT for incorporation into STIP.

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADOPTING THE POLICY DIRECTION, PROGRAM OBJECTIVES, PROCEDURES AND CRITERIA FOR THE TRANSPORTATION PRIORITIES 2006-09 ALLOCATION PROCESS AND METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP).	)))))))	RESOLUTION NO. 04-3431 Introduced by Councilor Rod Park

WHEREAS, the Metro Council and the Joint Policy Advisory Committee on Transportation (JPACT) are identified in federal regulations as the Portland Area Metropolitan Planning Organization responsible for the allocation of federal highway and transit funding; and

WHEREAS, federal regulations identify preparation of a metropolitan transportation improvement program (MTIP) as the means for programming of such funds; and

WHEREAS, the Transportation Priorities program is the process by which two categories of federal funds, Surface Transportation Program (STP) and Congestion Management/Air Quality (CMAQ) are allocated within the region by JPACT and the Metro Council; and

WHEREAS, new Transportation Priorities and MTIP policy direction, program development and evaluation criteria were adopted following a major outreach process prior to the previous Transportation Priorities allocation process; and

WHEREAS, several policy issues have emerged since the adoption of the previous Transportation Priorities and MTIP policy guidance; and

WHEREAS, JPACT proposes the Transportation Priorities 2006-09 and MTIP policy direction, program development and evaluation criteria will be updated as defined in Exhibit A; and

WHEREAS, further opportunity for agency and public input to the project evaluation and selection process will be provided during the fall of 2004, prior to the narrowing to a final list of projects and programs to be allocated funds; now, therefore,

BE IT RESOLVED,

1. The Transportation Priorities 2006-09 and MTIP policy direction, program development and evaluation criteria stated in Exhibit A are approved.

ADOPTED by the Metro Council this _____ day of _____, 2004.

_____
David Bragdon, Council President

APPROVED AS TO FORM:

_____
Daniel B. Cooper, General Counsel

Transportation Priorities 2006-09 Allocation Process and Metropolitan Transportation Improvement Program Update Policy Report

Metro Staff Recommendation to TPAC
February 24, 2004

Regional Transportation Funding and the Transportation Priorities Program

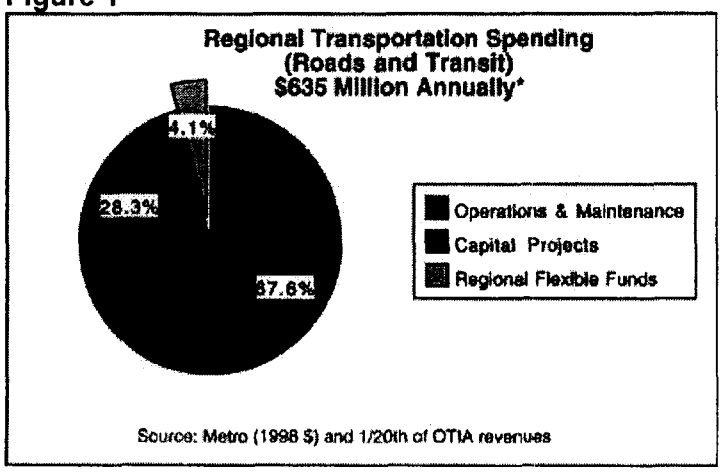
There are several different sources of transportation funding in the region, many of which are dedicated to specific purposes or modes.

Recent data demonstrates that approximately $425 million is spent in this region on operation and maintenance of the existing transportation system. While there are unmet needs within operations and maintenance, the relatively small potential impact that regional flexible funds would have on these needs and because there are other potential means to address these needs, JPACT and the Metro Council have adopted policy against using regional flexible funds for these purposes. Exceptions include the Transportation Demand Management (TDM) programs as they have demonstrated a high cost-effectiveness at reducing the need for capital projects, because they lack other sources of public funding to leverage private funding and because they directly benefit priority 2040 land-use areas. A second exception is expenditures on the expansion of transit service. This exception has been limited to situations where the transit provider can demonstrate the ability to fund the increased transit service in the subsequent MTIP funding cycle.

Capital spending in the region for new capital transportation projects outside of regional flexible funding is approximately $180 million per year. This includes funding for state highways, new transit capital projects, port landside facilities and local spending.

Approximately $26 million of regional flexible funds are spent each year in the Metro region. This funding is summarized in the following Figure 1.

Figure 1



This summary of revenue spending does not include the one-time revenues from the OTIA bond programs recently passed by the state legislature. This includes $34 in highway modernization, $22 in road capacity projects and $158 million in highway, bridge and road reconstruction and maintenance funding expected in this region by 2010 (OTIA III freight modernization; portion of $100 million state wide still to be defined).

This increase in state revenue dedicated to road maintenance, road expansion and bridge repair and reconstruction represents the first major increase in state resources in more than a decade. Prior to this increase, regional flexible funds were used to fund a number of highway capacity projects, such as the I-5/Highway 217 interchange, capacity improvements on Highway 26, the Tacoma Street over crossing of Highway 99E and the Nyberg Road interchange.

However, these allocations were made with the knowledge that no other resources were available for these improvements, and at the expense of smaller, multi-modal improvement that could have been funded with regional flexible funds, instead. A key policy issue in this MTIP update is to determine degree to which the current increase in state highway revenue argues for less emphasis on such projects with regional flexible funds. Currently, main-stem highway capacity improvements are limited under the existing MTIP policies, but there is no limit on allocation for road expansion, highway interchanges, or Preliminary Engineering for major capacity projects.

2004-07 Transportation Priorities Allocation Process and Policy Direction

The 2004-07 Transportation Priorities process began with the adoption of the following program policy direction.

The primary policy objective for the MTIP program and the allocation of region flexible transportation funds is to:

- Leverage economic development in priority 2040 land-use areas through investment to support
  - centers,
  - industrial areas and
  - UGB expansion areas with completed concept plans

Other policy objectives include:

- Emphasize modes that do not have other sources of dedicated revenues
- Complete gaps in modal systems
- Develop a multi-modal transportation system

An application process was adopted to implement this policy direction. It included retaining a technical rating of 2040 land use criteria and creating a monetary incentive to applying agencies to nominate projects that best leverage development of 2040 priority land-use areas. While further advancing the program objectives, this option retained flexibility to fund projects that do not directly benefit a regional priority land-use area but that are deemed to be important and effective transportation projects due to other considerations.

This process was referred to as the Region 2040 Match Advantage and is summarized as follows:

A. Projects that highly benefit:
   i. Centers, main streets, and station communities
   ii. Industrial areas and inter-modal facilities
   iii. UGB concept plan areas
   are eligible for up to 89.73% match of regional funds.

B. Planning, TOD, TDM and Green Street Demonstration projects are also eligible for up to an 89.73% match of regional funds.

C. Projects determined to not provide a direct, significant benefit to a priority land-use area would be eligible for up to a 70% match of regional funds.

D. No funding for operations or maintenance, except for TDM programs and start-up transit operations that demonstrate capacity for future operation funds to replace regional flexible funds by the next MTIP funding cycle.

E. The technical measures of the 2040 land use criteria have been modified and the method for determining which projects qualify for a regional match of up to 89.73% were developed using lessons learned from current centers and industrial lands research and the Pleasant Valley concept plan and implementation study. Technical measures attempt to rate the direct benefit (or negative effect) of a project to the priority land-use area, not simply assess whether a project is located in or near the priority area.

Additionally, a smaller cost target to limit the number of applications submitted to Metro through the Coordinating Committee process was adopted. The cost target was reduced from 200% of a potential share of funds based on rough geographic equity of fund distribution to 150%. Initially, this was considered as a means that could allow elimination of a step in the allocation process that screens the project list down to a First Cut list. However, the two-step screening process was retained.

Screening and Evaluation Criteria

Screening and evaluation criteria were reviewed and direction adopted for the 2004-07 Transportation Priorities program.

Screening Criteria for all projects

- Highway, road and boulevard projects must be consistent with regional street design guidelines
- Project designs must be consistent with the Functional Classification System of the 2000 RTP
- Project on RTP Financially Constrained list
- Project has received support of governing body at a public meeting as a local priority for regional flexible funding. Adoption of a resolution at a public meeting would qualify as receiving support of the governing body. Documentation of such support would need to be provided prior to release of a technical evaluation of any project.
- Statement that project is deliverable within funding time frame and brief summary of anticipated project development schedule

Evaluation Criteria

1. 2040 Criteria

Review the work of the current centers research and industrial lands studies to clarify how transportation funding can most effectively leverage successful development of these priority land-use areas. This includes developing methods to distinguish between the readiness of different mixed-use areas and industrial areas to develop and methods to evaluate and measure the positive and negative impacts of a project or program on leveraging development of a priority land use area other than simply the location of the facility. Applications were scored on how the project contributes to the most critical objectives a center plan or industrial area needs to achieve to become a successful area in terms of 2040 development objectives and to describe what actions the local jurisdiction is taking to address its most critical needs.

2. Multi-modal Road Projects

The provision of pedestrian and bicycle improvements within priority 2040 priority land-use areas as a part of a road modernization or reconstruction project qualified a project for additional technical points over a multi-modal road project outside of these priority areas. The creation of new pedestrian and bicycle improvements qualified a road project for additional technical points over a road project that simply moved or replaced pedestrian and/or bicycle facilities.

Similarly, the TIP Subcommittee was asked to review potential methods for awarding additional technical points to road projects that provide a significant freight or transit benefit, particularly benefits supporting priority land-use areas over road projects that do not provide this multi-modal benefit. However, no method of adjusting the technical score for these considerations was developed.

3. Qualitative Criteria

The use of qualitative criteria was limited as a means for technical staff to recommend elevating a project to receive funding over other higher technically ranked projects within their same project categories.

Qualitative criteria

- Minimum logical project phase
- Linked to another high priority project
- Over-match
- Past regional commitment*
- Includes significant multi-modal benefits
- Affordable housing connection
- Assists the recovery of endangered fish species
- Other factors not reflected by technical criteria

Any project could receive a recommendation from Metro staff or TPAC for funding based on these administrative criteria only if it is technically ranked no more than 10 technical points lower than the highest technically ranked project not to receive funding in the same project category (e.g. a project with a technical score of 75 could receive funding based on administrative criteria if the highest technically ranked project in the same project category that did not receive funding had a technical score of 85 or lower).

* Previous funding of Preliminary Engineering (PE) does constitute a past regional commitment to a project and should be listed as a consideration for funding. Projects are typically allocated funding for PE because they are promising projects for future funding. However, Metro does not guarantee a future financial commitment for construction of these projects.

4. Green Streets Design Elements

A new category of funding was established in the 2004-07 process; Green Streets Demonstration projects. Further, elements of green street designs that had an established record of performance, were added as a means of obtaining bonus points within the technical scoring of the road and boulevard categories.

5. Measurement of Safety Criteria

In the interest of broadening the technical scoring of projects from accident data only, an "expert analysis" approach using general guidelines of safety considerations, including but not limited to Safety Priority Indexing System (SPIS) data, was developed for all relevant project categories as a means of providing a comprehensive method for considering safety issues. This approach will utilized a panel of project professionals to review each project relative to a list of quantitative and qualitative safety considerations and score each project accordingly.

Solicitation, Allocation and Follow-up Process Issues

There were several changes to the 2004-07 Transportation Priorities process used to solicit and allocate regional flexible funds.

1. Additional Time for Application Process; A third month was added to the project solicitation phase of the process. This allowed more time to for coordination among jurisdictional staff and for completing the applications.

2. Public Kick-off Notice; To address concerns about the ability for community interest groups and jurisdictional staff from outside of transportation agencies to influence project applications, Metro provided public announcements of the kick-off of the application process and provided interested parties with a list of local agency contacts.

3. Regional Objectives; In order to provide better information about regional objectives, successful project examples and assistance on completing project applications, Metro staff provided presentations to jurisdictional staff early in the solicitation period at coordinating committee meetings.

4. STIP Coordination; Metro and ODOT attempted to identify areas for coordination related to STIP projects that could be supplemented with Transportation Priorities funding applications and Transportation Priorities staff attended public comment meetings of the STIP with information about the Transportation Priorities process.

5. MTIP Subcommittee; The MTIP Subcommittee of TPAC was used to review the draft technical scoring by project staff.

6. Public Outreach; Metro will utilize a public involvement program consistent with Metro's policies on public involvement. This included early notification of process kick-off and key decision points and opportunities for comment and a response to those comments. Key components included the ability of the public to review and comment on the projects and their technical rankings and draft First Cut list on Metro's website and a formal public hearing on the recommended allocation package prior to the final decision meetings of JPACT and the Metro Council.

7. Public Information; Increasing public understanding of the MTIP and Transportation Priorities program was increased through the inclusion of Metro information, including signage, on funded project or program materials, participation in public events and new informational materials, and Metro's website highlighting funded projects.

8. Allocation Follow-up Activities; Metro committed to improve project monitoring to ensure project development that is consistent with application materials post-construction data collection (particularly with demonstration projects) and awards or other recognition for quality project implementation.

Policy Direction to Narrow from First Cut List to Final Cut List

After adoption of the First Cut List, a policy discussion of JPACT and the Metro Council resulted in the following direction to technical staff for development of a recommendation to a Final Cut List.

1. Honor Prior Commitments

2. Metro Planning Funded

3. Land Use and Economic Development Direction:
   - Invest in all types of 2040 mixed-use and industrial lands
   - Emphasize non-road/bridge projects to maximize development and multi-modal objectives in mixed-use areas
   - Screen all projects and programs on their relationship to the implementation of mixed-use and/or industrial area plans and development (2040 technical score, qualitative issues/public comments)

Transportation Priorities 2006-09 Update

Metro staff recommends the 2006-09 Transportation Priorities process retain the updates that evolved from the extensive outreach process of the 2004-07 effort. Additional policy, technical and process issues were identified during implementation of and subsequent to the 2004-07 process, however, that should be addressed prior to kick off of the 2006-09 process.

Policy Refinement Issues

- Integration of 2004-07 narrowing directives and General Program Policies (Investing in Tier I and Tier II mixed-use and industrial areas and emphasis on non road/bridge projects)
- Program policy direction changes in response to Oregon Transportation Investment Acts (OTIA I-III).
- Direction on funding of Bicycle and Pedestrian transportation control measures for air quality
- Policy direction on Intelligent Transportation Systems (ITS)
- Incorporate directives on Regionally Significant Industrial lands
- ODOT applications to supplement urban highway preservation projects
- Green Streets
  - Green Trails; directives to Multi-Use path category
  - Encourage use of recycled materials in transportation projects
  - Wildlife Crossings

Technical Refinement Issues

- Technical Implementation of Policy refinement directives
- 2040 Qualitative technical score – Community Focus Attachment C refinement
- Safety technical score methodology
- Use of system level data and project level data to evaluate congestion relief

Process Refinement Issues

- Determine whether all project applications must be a part of the 2004 RTP financially constrained system.
- Jurisdiction and Agency program/application review at TPAC and JPACT
  TOD, RTO, ITS, Clackamas Co., Multnomah Co., City and Port of Portland, Washington Co., TriMet/SMART, Metro Planning, ODOT (STIP).
- Joint Public Outreach with ODOT STIP and including Transit Federal funding summary
- Directives to Narrow from First Cut List to Final Cut List to be developed by JPACT and Metro Council in December 2004.
- Engineering review of application scope, schedule and budget.

Transportation Priorities 2006-09 Policy Refinement Recommendations

1. Integration of 2004-07 Narrowing and General Program Policies

During the 2004-07 Transportation Priorities process, JPACT directed technical staff on how to provide recommendations to narrow from the First Cut list to a Final Cut list. This direction included policies that could be considered as an update to general program policies for the 2006-09 process.

To integrate the policy directive received during the narrowing process to fund projects in all types (Type I and II) of mixed-use and industrial areas and to emphasize non-road/bridge categories, Metro staff recommends the following changes to the general program policy directive.

The primary policy objective for the MTIP program and the allocation of region flexible transportation funds is to:

- Leverage economic development in priority 2040 land-use areas through investment to support
  - ~~centers~~, designated Tier I and II 2040 mixed-use areas other than corridors
  - industrial areas and
  - Tier I and II 2040 mixed-use and industrial areas within UGB expansion areas with completed concept plans

Other policy objectives include:

- Emphasize modes that do not have other sources of dedicated revenues
- Complete gaps in modal systems
- Develop a multi-modal transportation system
- Meet the average annual requirements of the State Implementation Plan for air quality for the provision of pedestrian and bicycle facilities

Secondly, road and bridge related projects is proposed to be limited to no more than 60% of the total cost of candidate projects submitted for application by each of the County coordinating committees and the City and Port of Portland. This is equivalent to the percentage of regional flexible funds derived from the Surface Transportation Program.

Finally, the local match requirement for road, bridge and bicycle projects located more than 1 mile outside of Tier I and town center 2040 land use areas is recommended to be changed. Local match for road and bridge related projects located outside these areas are proposed to increase to 50% of project costs. Bicycle projects located outside these areas are proposed to be decreased to the federally required 10.27%.

2. Refine the Transportation Priorities program focus in response to the additional funding resources provided by the recent Oregon Transportation Investment Acts (OTIA I – III).

Recent acts by the state legislature have increased the available revenue for transportation improvements in the region. This includes $34 in highway modernization, $22 in road capacity projects and $158 million in highway, bridge and road reconstruction and maintenance funding expected in this region by 2010 (need to add OTIA III freight modernization; portion of $100 million state wide when defined).

This increase in state revenue dedicated to road maintenance, road expansion and bridge repair and reconstruction represents the first major increase in state resources in more than a decade. Prior to this increase, regional flexible funds were used to fund a number of highway capacity projects, such as the I-5/Highway 217 interchange, capacity improvements on Highway 26, the Tacoma Street over crossing of Highway 99E and the Nyberg Road interchange.

However, these allocations were made with the knowledge that few other resources were available for these improvements, and at the expense of smaller, multi-modal improvement that could have been funded with regional flexible funds, instead. A key policy issue in this MTIP

update is to determine degree to which the current increase in state highway revenue argues for less emphasis on such projects with regional flexible funds. Currently, main-stem highway capacity improvements are limited under the existing MTIP policies, but there is no limit on allocation for road expansion, highway interchanges, or Preliminary Engineering for major highway capacity projects.

To address this change in revenue availability, Metro staff recommends the same changes outlined in Issue #1 above.

3. Direction on funding of Bicycle and Pedestrian transportation control measures for air quality

The Transportation Priorities funding in 2006-07 did not meet the yearly average for providing miles of pedestrian and bicycle improvements but had to rely on a defined ODOT maintenance project and over building from previous years to meet this requirement as reported in the MTIP.

The general program policy statement will be updated as indicated above to state that the Transportation Priorities process will fund a minimum of the average requirement for implementation of the pedestrian (1.5 miles) and bicycle (5 miles) improvements required by the State Implementation Plan for air quality.

4. Introduction of street connectivity as an evaluation criteria for the Road Modernization mode category

Currently, congestion relief, cost-effectiveness of providing congestion relief, safety and 2040 land-use impacts are the four evaluation criteria for road modernization projects. Metro has adopted as part of the region's Congestion Management System policies standards for providing street connectivity prior to adding capacity to existing roads. However, the Transportation Priorities technical evaluation does not provide any technical evaluation of whether or how road capacity projects address the street connectivity standards.

Metro staff recommends the addition of street connectivity as an evaluation criteria for the road modernization category to increase the technical ranking score of projects that increase street connectivity.

5. Direction on Intelligent Transportation Systems (ITS)

While this category of projects has received several allocations of regional funding in the past, the Transportation Priorities process did not provide any funding for ITS in 2006-07. This is an eligible CMAQ activity and means of increasing the efficiency of existing road infrastructure. An ITS subcommittee of TPAC is in the process of being created to formally organize implementation of these technologies on a regional scale. Currently, there is no policy direction within the Transportation Priorities program regarding ITS. It has been technically ranked with road capacity projects.

Metro staff recommends creating a separate technical ranking category for ITS projects. This highlights ITS projects as a distinct and important component of the Congestion Management System strategy and component of the regional transportation strategy. It is also necessitated by the addition of street connectivity as an evaluation criteria in the road modernization category

(where ITS projects were historically evaluated) as ITS projects by their nature could not be evaluated on their impact to street connectivity criteria.

Furthermore, ITS projects will not be subject to the cost limitation placed on road and bridge related projects applications from the coordinating committees.

Metro staff is directed to work with the ITS subcommittee of TPAC to develop technical evaluation criteria for this new category.

6. Regionally Significant Industrial Lands

The Regional Transportation Plan has been amended to recognize regionally significant industrial lands as a Tier I 2040 land-use priority over other industrial lands subsequent to the policy update of the 2004-07 Transportation Priorities process. The technical scoring for freight and road projects will be updated to award more points to projects that serve regionally significant industrial lands as a Tier I priority and other industrial lands as a Tier II priority in, similar to the difference between regional and town centers.

7. ODOT applications to supplement STIP projects

In an effort to improve the delivery of transportation services in the region and coordination between ODOT and regional/local policy objectives, Metro staff recommends early coordination with ODOT staff to consider joint funding for missing elements of pedestrian and bicycle facilities in state preservation and maintenance projects by identifying potential state modernization or other revenues local revenues and by applying for Transportation Priority funds. Requests should be made in context of coordination with the STIP and MTIP to fully disclose need for additional regional funds for state projects and the potential impacts to the state modernization program within the region.

8. Green Streets

- Green Trails

The Metro Parks and Greenspaces Department has recently published a best practices guidebook on the construction of trails and multi-use paths in an environmentally sensitive manner. Metro staff recommends that funding awards to multi-use path projects be conditioned to consider the design guidelines of the Green Trail handbook during project development.

- Use of Recycled Materials in Transportation Projects

To respond to the Federal Highway Administration (FHWA) directive on the use of recycled materials in federal highway projects and to create stronger markets for recycled materials, Metro staff recommends that materials related to the Transportation Priorities allocation process include a summary of the FHWA directive. Additionally, Metro staff shall work with TPAC to attempt to develop a method for the award of technical bonus points for the commitment of a project applicant to use certain types or levels of recycled materials in road or multi-use path projects.

- Wildlife Crossings

The Transportation Planning section was a project client for a Portland State University urban planning masters program effort to develop a supplemental best practices guidebook to incorporating wildlife crossings into transportation facilities. Metro staff recommends that Metro should submit a Transportation Priorities 2006-09 application to further study this issue, formally update the Creating Livable Streets guidebooks, and develop policy amendments to the Transportation Priorities program and/or the Regional Transportation Plan.

Transportation Priorities 2006-09 Technical Refinement Issues

Metro staff is directed to work with TPAC to address the following technical evaluation issues.

1. Street Connectivity as Technical Measure for Road Capacity projects

Implementation of new policy directive summarized above.

2. Develop technical criteria for a new Intelligent Transportation System modal category

Utilize the ITS Subcommittee to propose technical evaluation measures to implement new policy directive summarized above.

3. Attempt to develop technical bonus points for use of recycled materials

Attempt to develop a method for the award of technical bonus points for the commitment of a project applicant to use certain types or levels of recycled materials in road or multi-use path projects. Implementation of new policy directive summarized above.

4. Refinement of 2040 Qualitative Technical Score – Attachment C

Additional knowledge has been developed about the development of mixed-use areas and their relationship to transportation infrastructure since the development of the 2004-07 Transportation Priorities process. The "Community Focus" qualitative analysis will be updated to reflect refinements in evaluating differences between the readiness of planned mixed-use areas to develop and the relationship between a potential transportation investment and the potential success in the development of a mixed-use area. The attachment will also be clarified on how individual elements of the qualitative summary contribute to the overall technical score.

5. Safety Technical Score Methodology

Applicants will be asked to provide information regarding specific safety factors that will be evaluated by a panel of transportation professionals. The method by which the panel will use this information in developing their project scores will be described in the application.

6. Use of system level data and project level data to evaluate congestion relief

Resolve the issue of when or how to use project level data to supplement system level data when analyzing expected congestion relief provided by a candidate road project application.

Transportation Priorities 2006-09 Process Refinement Issues

Metro staff is directed to implement the following changes to the application process.

1. Jurisdiction and Agency program/application review at TPAC and JPACT

Arrange for the following programs and coordinating committees to provide presentations at TPAC and JPACT as a summary of their program and/or their package of project/program candidate applications. TOD Program, RTO Program, ITS status update, Clackamas County, Multnomah County., City and Port of Portland, Washington County, TriMet/SMART, Metro Planning, ODOT (STIP Presentation).

2. Joint public outreach process with ODOT STIP process and Transit funding summary

A joint public outreach process with the ODOT State Transportation Improvement Program will be implemented. This outreach will include participation by the regions transit agencies to provide information on their planned development and expenditures of the 2006-09 period.

3. Directives to technical staff on development of recommendations to narrow from a First Cut list to a Final Cut list

Directives to technical staff on the development of recommendations to narrow from a First Cut List to a Final Cut List are to be developed by JPACT and Metro Council after the adoption of the First Cut list. This was a process element that was instigated during the previous Transportation Priorities allocation process. It is now a scheduled process element expected in the December 2004 time frame.

4. Engineering Review of Application Scope, Schedule and Budget

Metro staff will work with ODOT staff to investigate whether consultant services can be provided to review candidate project applications for accuracy of scope, schedule and budget to ensure projects can be delivered as described in the application and ranked fairly against similar projects.

STAFF REPORT

CONSIDERATION OF RESOLUTION NO. 04-3431 FOR THE PURPOSE OF ADOPTING THE POLICY DIRECTION, PROGRAM OBJECTIVES, PROCEDURES AND CRITERIA FOR THE TRANSPORTATION PRIORITIES 2006-09 ALLOCATION PROCESS AND METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP).

March 18, 2004 Presented by: Ted Leybold

PROPOSED ACTION

This resolution would approve a report outlining the policy direction, program objectives, and procedures that will be used during the Transportation Priorities 2006-09 Allocation Process and MTIP update to nominate, evaluate, and select projects to receive federal transportation funds in the fiscal year 2008-09 biennium.

BACKGROUND

The Metro Council and the Executive Officer are preparing a request to local jurisdictions to submit projects to Metro for evaluation and award of regional flexible transportation funding. Regional flexible transportation funds are those portion of federal funds accounted for in the MTIP that are allocated through the JPACT/Metro Council decision-making process. This process is referred to as the Transportation Priorities 2006-09 allocation.

Metro and ODOT update the MTIP/STIP every two years to schedule funding for the following four-year period. The Transportation Priorities 2006-09 allocation encompasses the four-year period of federal fiscal year's 2004 through 2007 (FY 06 - FY 09). This update will therefore adjust, as necessary, funds already allocated to projects in FY 06 and FY 07 in the current approved MTIP. It will also allocate funds to new projects in the last two years of the new MTIP (i.e., FY 08 and FY 09).

The regional flexible funds available in the Transportation Priorities 2006-09 allocation is composed of two types of federal transportation assistance, which come with differing restrictions. The most flexible funds are surface transportation program (STP) funds that may be used for virtually any transportation purpose, identified in the Financially Constrained RTP, short of building local residential streets.

The second category of money is Congestion Mitigation/Air Quality (CMAQ) funds. CMAQ funds cannot be used to build new lanes for automobile travel. Also, projects that use CMAQ funds must demonstrate that some improvement of air quality will result from building or operating the project.

Prior to the previous Transportation Priorities allocation process and MTIP update a major outreach effort led to the adoption of a report outlining the policy direction, program objectives, and procedures to be used during the Transportation Priorities 2004-07 Allocation Process and MTIP update. Since that time, several policy issues have emerged that potentially affect the Transportation Priorities process and MTIP. Following is a summary of those issues and recommended changes to address them. Exhibit A is an amended version of the existing policy report, reflecting recommended changes to provide policy direction, program objectives and procedures for the Transportation Priorities 2006-09 allocation process and MTIP update.

The format of this summary is to identify the policy issues that have emerged since adoption of the existing policy report, list options for addressing the policy and to highlight in bold those options that are

recommended. If the recommendation includes changes to the existing policy report, Exhibit A highlights those proposed changes in underline/strikeout text.

1. Integration of 2004-07 Narrowing and General Program Policies

During the 2004-07 Transportation Priorities process, JPACT directed technical staff on how to provide recommendations to narrow from the First Cut list to a Final Cut list. This direction included policies that could be considered as an update to general program policies for the 2006-09 process.

One policy directive received during the narrowing process was to develop a recommendation that funded projects in all types (Type I and II) mixed-use and industrial areas.

Options:

a. Change the general policy direction statement regarding priority land used areas from "centers" to "Tier I and II 2040 mixed-use areas other than corridors".

A second policy directive was develop a recommendation that emphasized non-road//bridge projects.

Options:

a. Eliminate road modernization/reconstruction and bridge as mode categories. (Currently, freeway interchange projects and preliminary engineering of projects for addition of new freeway lanes are eligible for funding. Projects to acquire right of way or to construct new freeway capacity are not eligible.)

b. Limit the total cost of road related or bridge projects as a percentage of the total cost target from each coordinating committee to the percentage of STP funds of the total regional flexible funds available to allocate.

c. Strengthen policy statement on purpose of regional flexible funds.

d. Change local match requirements to increase the percentage required for road and bridge projects and decrease the percentage required for bicycle projects outside of Tier I and town center land use areas.

2. Refine the Transportation Priorities program focus in response to the additional funding resources provided by the recent Oregon Transportation Investment Acts (OTIA I – III).

Recent acts by the state legislature have increased the available revenue for transportation improvements in the region. This includes $34 in highway modernization, $22 in road capacity projects and $158 million in highway, bridge and road reconstruction and maintenance funding expected in this region by 2010 (need to add OTIA III freight modernization; portion of $100 million state wide when defined by Oregon Transportation Commission).

This increase in state revenue dedicated to road maintenance, road expansion and bridge repair and reconstruction represents the first major increase in state resources in more than a decade. Prior to this increase, regional flexible funds were used to fund a number of highway capacity projects, such as the I-5/Highway 217 interchange, capacity improvements on Highway 26, the Tacoma Street over crossing of Highway 99E and the Nyberg Road interchange.

However, these allocations were made with the knowledge that few other resources were available for these improvements, and at the expense of smaller, multi-modal improvement that could have been funded with regional flexible funds, instead. A key policy issue in this MTIP update is to determine

degree to which the current increase in state highway revenue argues for less emphasis on such projects with regional flexible funds. Currently, main-stem highway capacity improvements are limited under the existing MTIP policies, but there is no limit on allocation for road expansion, highway interchanges, or Preliminary Engineering for major highway capacity projects.

Options:

a. Eliminate road modernization/reconstruction and bridge as mode categories. (Currently, freeway interchange projects and preliminary engineering of projects for addition of new freeway lanes are eligible for funding. Projects to acquire right of way or to construct new freeway capacity are not eligible.)

b. Limit the total cost of road related or bridge projects as a percentage of the total cost target from each coordinating committee to the percentage of STP funds of the total regional flexible funds available to allocate.

c. Strengthen policy statement on purpose of regional flexible funds.

d. Change local match requirements to increase the percentage required for road and bridge projects and decrease the percentage required for bicycle projects outside of Tier I and town center land use areas.

3. Direction on funding of Bicycle and Pedestrian transportation control measures for air quality

The Transportation Priorities funding in 2006-07 did not meet the yearly average for providing miles of pedestrian (.75 miles) and bicycle (2.5 miles) improvements but had to rely on a defined ODOT maintenance project and over building from previous years to meet this requirement as reported in the MTIP.

The general program policy statement will be updated to state that the Transportation Priorities process will fund a minimum of the average annual requirement for implementation of the pedestrian and bicycle improvements required by the State Implementation Plan for air quality.

4. Introduction of street connectivity as an evaluation criteria for the Road Modernization mode category

Currently, congestion relief, cost-effectiveness of providing congestion relief, safety and 2040 land-use impacts are the four evaluation criteria for road modernization projects. Metro has adopted as part of the region's Congestion Management System policies standards for providing street connectivity prior to adding capacity to existing roads. However, the Transportation Priorities technical evaluation does not provide any technical evaluation of whether or how road capacity projects address the street connectivity standards.

Options:

a. No change to the existing road modernization evaluation criteria.

b. Add street connectivity as an evaluation criteria to the road modernization category.

5. Direction on Intelligent Transportation Systems (ITS)

While this category of projects has received several allocations of regional funding in the past, the Transportation Priorities process did not provide any funding for ITS in 2006-07. This is an eligible CMAQ activity and means of increasing the efficiency of existing road infrastructure. An ITS subcommittee of TPAC is in the process of being created to formally organize implementation of these technologies on a regional scale. Currently, there is no policy direction within the Transportation Priorities program regarding ITS. It has been technically ranked with road capacity projects.

Options:

a. No changes this round – charge ITS subcommittee to develop recommendations for 2008-2011.
b. Create a separate technical evaluation category for ITS projects. (Note: addition of street connectivity as an evaluation measure for road modernization projects would penalize ITS projects if left in the road modernization category.)
c. If other policy limits are placed on road projects, exempt ITS projects.
d. Work with ITS subcommittee to develop technical evaluation criteria.

6. Regionally Significant Industrial Lands

The Regional Transportation Plan has been amended to recognize regionally significant industrial lands as a Tier I 2040 land-use priority over other industrial lands subsequent to the policy update of the 2004-07 Transportation Priorities process.

The technical scoring for freight and road projects will be updated to award more points to projects that serve regionally significant industrial lands as a Tier I priority and other industrial lands as a Tier II priority in, similar to the difference between regional and town centers.

7. ODOT applications to supplement STIP projects

In an effort to improve the delivery of transportation services in the region and coordination between ODOT and regional/local policy objectives, ODOT and Metro staff have discussed the possibility of early notification of ODOT preservation and maintenance projects to allow for application for regional flexible funds, supplemental ODOT funds and local funds to address missing or substandard facilities for pedestrians and/or bicycles as a part of the project.

Options:

a. Encourage ODOT staff to identify modernization revenues to fund missing pedestrian and bicycle elements in state preservation and maintenance projects.
a. Encourage ODOT staff to apply for Transportation Priority revenues to fund missing pedestrian and bicycle elements in state preservation and maintenance projects.
c. Encourage ODOT staff to consider joint funding for missing elements of pedestrian and bicycle facilities in state preservation and maintenance projects by identifying potential state modernization or other revenues and by applying for Transportation Priority funds. Requests should be made in context of coordination with the STIP to fully disclose need for additional regional funds for state projects and the potential impacts to the state modernization program within the region.

8. **Green Streets**

- Green Trails

The Metro Parks and Greenspaces Department has recently published a best practices guidebook on the construction of trails and multi-use paths in an environmentally sensitive manner.

Options:

a. Require all multi-use paths funded through Transportation Priorities be constructed consistent with the design guidelines of the Green Trail handbook.
b. Require all multi-use paths funded through Transportation Priorities consider the design guidelines of the Green Trail handbook during project development.
c. Award technical bonus points for projects that commit to meeting particular design elements of the Green Trail handbook as identified by TPAC.

- Use of Recycled Materials in Transportation Projects

After the application process for the 2004-07 Transportation Priorities process had begun, program staff received a request from Metro Solid Waste and Recycling staff for inclusion of recycled materials for projects funded by the Transportation Priorities program. This is an effort to address a Federal Highway Administration (FHWA) directive to consider using recycled materials on transportation projects and to increase the market for recycled materials.

Options:

a. Incorporate educational statement in Transportation Priorities and MTIP supporting FHWA directive that when selecting materials for transportation projects, recycled materials should be considered first
b. Award bonus points for commitment to certain level of use of recycled materials in road and multi-use path projects as identified by TPAC.

- Wildlife Crossings

The Transportation Planning section was a project client for a Portland State University urban planning masters program effort to develop a supplemental best practices guidebook to constructing wildlife crossings into transportation facilities.

Options:

a. Have Metro submit a Transportation Priorities 2006-09 application to further study this issue, update the Creating Livable Streets guidebooks, and develop policy amendments.
b. Award bonus points for commitment to create a wildlife crossing within a road project demonstrated to be in a wildlife crossing location.
c. List as a specific qualitative criteria for consideration and allow deduction of cost of wildlife crossing elements from the cost-effectiveness calculation.

ANALYSIS/INFORMATION

1. **Known Opposition:** Metro staff is unaware of any opposition at this time.

2. **Legal Antecedents:** Federal planning regulations designate JPACT and the Metro Council as the Portland Area Metropolitan Planning Organization responsible for allocating federal highway and transit funds to projects in the metropolitan area. Preparation of an MTIP is the means prescribed for doing this. JPACT and the Metro Council have adopted a policy direction for the Transportation Priorities 2004-07 allocation process and MTIP update through Metro Resolution No. 02-3206. This Resolution updates that policy direction for the Transportation Priorities 2006-09 allocation process and MTIP update by amending the policy report as shown in Exhibit A. Projects approved for inclusion in the MTIP must come from a conforming, financially constrained transportation plan. The 2004 RTP is the current conforming plan.

3. **Anticipated Effects:** Adoption of this resolution will provide policy guidance to the process of allocating regional flexible transportation funds. This new policy guidance will refine how Metro staff solicits projects for funding, how project applications will be technically ranked for policy implementation, the public outreach and decision making process to select projects for funding and the ability to analyze and provide public information concerning the effectiveness of the MTIP program in addressing program policies.

4. **Budget Impacts:** none.

RECOMMENDED ACTION

Metro Council to approve Resolution No. 04-3431.

TL: RC

Freight Rail and the Oregon Economy

A Background Paper

CAMBRIDGE SYSTEMATICS

Presentation

- Freight Tonnage Forecast
- State of the Rail Industry
- Oregon Rail Commodities
- Rail-Corridor Capacity Issues
- Public Role in Freight Rail

CAMBRIDGE SYSTEMATICS

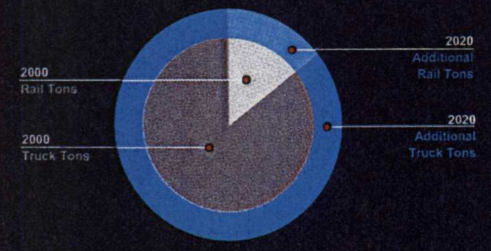
Projected Growth in Oregon Freight Tonnage

U.S. DOT Freight Analysis Framework estimates, 1998

CAMBRIDGE SYSTEMATICS

Freight Capacity

Do Oregon's Truck and Rail Freight Systems Have the Capacity to Handle the Growing Volumes of Freight?

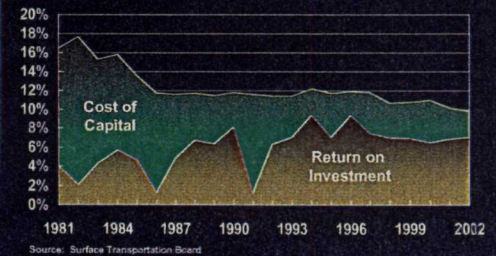


Do the public benefits of a freight-rail system warrant public initiatives to expand freight-rail capacity?

CAMBRIDGE SYSTEMATICS

Railroad Industry Return on Investment

Class I Railroads' ROI is Below the Cost of Capital



Source: Surface Transportation Board

CAMBRIDGE SYSTEMATICS

State of the Rail Industry Today

- The rail industry today is stable, productive, and competitive with enough business and profit to operate, but not to replenish its infrastructure quickly or grow rapidly
- Cost of rail infrastructure is huge and relatively fixed
  - Competition has driven rail rates down
  - Shippers and the economy have benefited, but
  - Railroads are not meeting their cost of capital nor attracting long-term investment
- Freight-rail productivity is challenged by congestion and choke points
- Market economics will continue to streamline and downsize the rail system

CAMBRIDGE SYSTEMATICS

Top 10 Rail Commodities Terminating in Oregon
Inbound Commodities That Impact Production Costs

STCC	Name	Terminating Tons (Received Inbound to Oregon)	Percent
28	Chemicals or Allied Products	4,365,323	22%
1	Farm Products	3,797,833	20%
46	Misc. Mixed shipments	2,313,239	12%
20	Food or Kindred Products	1,610,952	8%
40	Waste or Scrap Materials	1,226,259	6%
24	Lumber or Wood Products	1,075,928	6%
32	Clay, Concrete, Glass or Stone	960,729	5%
11	Coal	928,720	5%
29	Petroleum or Coal Products	666,365	3%
26	Pulp, Paper or Allied Products	654,177	3%
	All Other Commodities	5,390,308	10%
	Total	19,464,261	100%

Oregon DOT Commodity Flow Database, 1997

CAMBRIDGE

Top 10 Rail Commodities Originating in Oregon
Outbound Commodities That Earn Oregon Income

STCC	Name	Originating Tons (Shipped Outbound from Oregon)	Percent
24	Lumber or Wood Products	5,534,421	41%
26	Pulp, Paper or Allied Products	2,390,718	18%
46	Misc. Mixed Shipments	1,757,924	13%
20	Food or Kindred Products	642,963	5%
33	Primary Metal Products	562,729	4%
1	Farm Products	491,888	4%
10	Metallic Ores	387,316	3%
28	Chemicals or Allied Products	366,764	3%
37	Transportation Equipment	332,323	2%
14	Nonmetallic Minerals	304,125	2%
	All Other Commodities	3,030,480	5%
	Total	13,459,413	100%

Oregon DOT Commodity Flow Database, 1997

CAMBRIDGE

Estimated Rail Expenditures by Industry
Major Oregon Buyers of Rail Freight Services

Statewide			Portland Metropolitan Region		
	Industry	Estimated Rail Expenditures on Originating Freight (millions)		Industry	Estimated Rail Expenditures on Originating Freight (millions)
1	Lumber, wood, paper products	$488	1	Lumber, wood, paper products	$139
2	Transportation equipment	$107	2	Transportation equipment	$105
3	Wholesale trade	$48	3	Wholesale trade	$49
4	Food products	$37	4	Primary metals	$30
5	Primary metals	$31	5	Food products	$15
6	Construction	$19	6	Chemicals	$13
7	Farm products	$16			
8	Mining	$14			
9	Chemicals	$13			
	Total	$772		Total	$357

U.S. DOT, STB Carload Waybill data for Oregon, 2002

CAMBRIDGE

Employment by Industry
Major Oregon Buyers of Rail Freight Services

Statewide			Portland-Vancouver Metropolitan Region		
	Industry	Employment		Industry	Employment
1	Construction	128,500	1	Wholesale trade	59,500
2	Wholesale trade	83,340	2	Lumber, wood, and paper products	12,220
3	Farm products	67,020	3	Transportation Equipment	11,200
4	Lumber, wood, and paper products	43,700	4	Food products	8,800
5	Food products	23,010	5	Primary metals	7,700
6	Transportation Equipment	15,450	6	Chemicals	2,380
7	Primary metals	9,690			
8	Mining	3,230			
9	Chemicals	4,240			
	Total	388,520		Total	97,880

U.S. Bureau of Economic Analysis data, 2001

CAMBRIDGE

Oregon Freight Rail Network and Railroads

Oregon DOT

CAMBRIDGE

Major Oregon Rail Corridors

CAMBRIDGE

Rail Corridors with Significant Capacity Issues

Oregon Rail Flows on the National Network

Rail-Corridor Capacity Issues

- Portland-Seattle Corridor
  - Constrained line capacity as freight and intercity passenger-rail services expand
- Portland "Triangle"
  - Train volumes exceeding existing line, siding, switch, and signal capacity; resulting congestion and delay affecting through traffic and access to marine terminals
- Willamette Valley Corridor
  - Inadequate short-line railroad infrastructure
  - Constrained line capacity as intercity passenger-rail services expand

Rail Corridor Capacity Issues (continued)

- Klamath/West Coast "I-5" Rail Corridor
  - Not cleared for domestic double-stack in Oregon; transit time and reliability not competitive with trucking
- Columbia Gorge Corridor
  - Preferred water-level route for heavy and transcontinental trains, but congestion increasing with higher volumes

Industry Rail-Freight Vulnerabilities

- Lumber, Wood, Paper Products Industry
  - Needs low-cost shipments to Southern California market
- Transportation Equipment Industry
  - Depends on cost-effective inbound movement of heavy castings and components and outbound movements of finished vehicles
- Wholesale Trade Industry
  - May need domestic doublestack service, esp. northbound along the West Coast rail corridor, to offset increasing cost of trucking as I-5 congestion builds

Industry Rail Vulnerabilities (continued)

- Food Products Industry
  - Faces intermittent shortages of specialized railcars and containers; will need "I-5" intermodal service to reach Southern California markets
- Primary Metals Industry
  - Very sensitive to cost-effective inbound movement of materials, especially scrap metal for recasting
- Construction Industry
  - Needs cost-effective movement of clay, concrete, glass, and stone into the Portland metropolitan region for residential, commercial, and industrial development

Industry Rail Vulnerabilities (continued)

- Farm Products (Agriculture) Industry
  - Needs reliable access to marine terminals for grain exports
- Mining
  - Depends on low-cost rail service to "export" quarried stone and specialized clays to domestic markets
- Chemical Industry
  - Needs low-cost transportation to marine terminals for potash and soda ash exports

Public Role in Freight Rail
Market-Driven Evolution or Policy-Driven Expansion of the Rail-Freight System?

- Market-Driven Evolution
  - A rail industry that continues to be stable, productive, and competitive with enough business and profit to operate, but not to replenish its infrastructure quickly or grow rapidly
  - Minimizes state involvement, but may not support state economic development goals
- Public-Policy-Driven Expansion
  - A rail industry that provides cost-effective transport needed to serve national and global markets, helps relieve truck pressure on highways, and supports Oregon's economic development
  - Increases state involvement, but must be carefully focused

Public Role in Freight Rail
Public-Private Freight-Rail Partnership

- Policy-driven expansion of freight-rail service will require a new partnership among the railroads, the state, and the Port
  - The public sector can facilitate or invest in rail improvements, but it cannot provide effective and cost-competitive services that will attract and retain services; the railroads must do this
  - Conversely, the railroads can provide freight-rail services, but they may not be able to assemble the capital support, public policies, and tax incentives to make improvements that benefit the public; the public sector must do this

Public Role in Freight Rail
Actions and Initiatives for Freight-Rail in Oregon

- Define policies
  - Enunciate clear public policies to address freight-rail needs and link public initiatives in freight-rail to Oregon and Pacific Northwest economic development goals
- Clarify public roles and responsibilities
  - Convene a Pacific Northwest Freight Advisory Committee
    - Include railroads and rail shippers
  - Focus metropolitan, state, and Pacific Northwest freight-advisory committees on freight-rail issues and opportunities
  - Designate a state freight coordinator

Freight Rail and the Oregon Economy
A Background Paper

Oregon
Theodore R. Kulongoski, Governor

Oregon Department of Transportation
Office of the Director
355 Capitol St NE
Room 135
Salem OR 97301
Telephone (503) 986-3289
FAX (503) 986-3432

DATE: February 26, 2004

File Code:

TO: Local Officials Advisory Committee

FROM: Bruce A. Warner
Director

SUBJECT: 2003 Oregon Transportation Investment Act (HB 2041)
Modernization Project Selection

I indicated last August that the modernization program would come later as part of the development of the 2006-2009 STIP. In the short term, our focus would be on implementation of the OTIA III bridge program.

It is time to turn our attention to the modernization program now that ODOT has entered into negotiations with a program management firm and the OTC will gavel down on selection of local bridges.

2006-2009 Modernization Program Elements

We need to clarify the segments of the OTIA III modernization program. The OTIA III modernization program for 2006-2009 has three parts:

- $100 million – Modernization bond proceeds for freight mobility, industrial access and job creation.
- $200 million – Modernization bond proceeds for projects. For purposes of building the draft STIP, this portion of the bond proceeds are further allocated based on direction from the OTC:
  - $100 million will go to projects based on the regional equity split.
  - $100 million will be devoted to projects of statewide significance.
- $200 million – Federal advanced construction reserved for OTC-requested federal earmarks.

The traditional state modernization program will continue as well, albeit at a lower level after bonds are issued. For 2006-2009, it amounts to $134.9 million ($46 million – 2006; $54.3 million – 2007; and, $17.3 million each for 2008 and 2009). Recall that about half of the state modernization funds ($25 million per year) will be used in 2008 and thereafter to meet the debt service requirements for the OTIA III modernization bonds.

2006-2009 Development Responsibilities

Equitable Distribution

The portion of the modernization program that is subject to regional equity will be developed following the STIP stakeholder guidelines that were adopted by the OTC. The regional targets for the modernization program will be updated to reflect the $100 million of modernization bond proceeds available for 2008 and 2009. The table below focuses on 2008 and 2009; more detailed information is in the first attachment.

	2008 & 2009 Combined		
	Current*	OTIA III**	Total
Region 1	$13.25	$38.30	$51.55
Region 2	$10.09	$29.16	$39.25
Region 3	$5.15	$14.87	$20.02
Region 4	$3.48	$10.07	$13.55
Region 5	$2.63	$7.60	$10.23
Total	$34.60	$100.00	$134.60

* Project selection subject to STIP Stakeholder criteria
** Project selection subject to STIP Stakeholder criteria plus "Ready for Construction" and OTC's criteria for match and leverage

The regional targets for the developmental STIP and accelerated project readiness are not changed.

ODOT regions and Area Commissions on Transportation will develop project recommendations by May 2004 as shown in the 2006-2009 STIP Development Timeline.

Freight Mobility, Industrial Access, and Job Creation

There are three different sources of project recommendations for the $100 million set aside for these purposes in HB 2041:

- The Freight Advisory Committee will present its project recommendations to the OTC in April 2004. Area Commissions on Transportation will provide their comments on the committee's recommendations by March 1.
- The Governors Economic Revitalization Team (GERT) is prioritizing industrial sites that can be made "shovel ready" for development. The GERT and ODOT staff will identify the transportation improvements needed to support these sites. The GERT's will have the needed transportation investments identified by March 15, 2004
- The Oregon Community and Economic Development Department is prioritizing job creation opportunities. ODOT staff will work with OCEDD to identify the transportation improvements needed to support these sites by April 15, 2004.

Projects of Statewide Significance

The OTC adopted a list of projects of statewide significance in May 2002. These projects are listed below:

- I-5 Columbia River Crossing (Portland / Vancouver)
- Sunrise Corridor (I-205 to U.S. 26)
- I-5 to Highway 99W (Tualatin – Sherwood Bypass)
- I-205 (Columbia River to I-5)
- I-405 Loop
- Newberg-Dundee Transportation Improvement Project
- Highway 20 (Pioneer Mtn. to Eddyville)
- Highway 62 units 2 & 3 (Medford)

ODOT staff has been working to advance these projects to construction.

Federal Advanced Construction

The OTC approved a list of federal earmark requests. These projects (see below) will have first call on the A/C money. However, A/C money may also be used to move projects of statewide significance along.

- Highway 217 (Tualatin Valley Highway to U.S. 26)
- I-5: Fern Valley Interchange

- U.S. 97 (Modoc Point to Algoma)
- U.S. 97 Redmond Bypass
- I-5 (Delta Park to Lombard)
- I-5 Beltline Interchange
- I-5 Winchester Interchange/Bridge
- US 20 (Pioneer Mtn. to Eddyville)
- Emergency Bridge Repair / Replacement

ODOT staff has also been working to advance these projects to construction.

2006-2009 Modernization Program Recommendation

Each of these processes (equitable distribution, freight mobility, etc.) will result in a priority list of projects by May 2004. ODOT will meld these lists into a staff recommendation to the OTC during June 2004. The staff recommendation will be a step in preparing the Draft 2006–2009 STIP for public review and comment.

Please note the requirements that are unique to OTIA III. These include:

- Local match and leverage
- Ready for construction (Advanced Construction and modernization bond proceeds except for freight mobility, industrial access and job creation opportunities)

The steps that I have outlined above require a few adjustments to the 2006-2009 STIP Development Outline (see attached timeline).

Statewide Transportation Improvement Program
State Modernization Program Target Levels

	[redacted]	OTIA III Bond Proceeds	Combined
	[redacted]	2008-2009 OTIA III	2006-2009
Modernization	[redacted]	$100.0	$234.9
IOF	[redacted]	-	$14.0
Modernization Debt Service (LSN)	[redacted]	-	$12.8
Development STIP/Accl Proj Read	[redacted]	-	$2.5
Statewide Significant/Protective ROW	[redacted]	-	$2.5
Modernization Total	[redacted]	**$100.0**	**$266.7**

MODERNIZATION

Region	[redacted]	Equity Split for 2008 -2009	[redacted]
1	[redacted]	38.30%	[redacted]
2	[redacted]	29.16%	[redacted]
3	[redacted]	14.87%	[redacted]
4	[redacted]	10.07%	[redacted]
5	[redacted]	7.60%	[redacted]
Total	[redacted]	**100%**	[redacted]

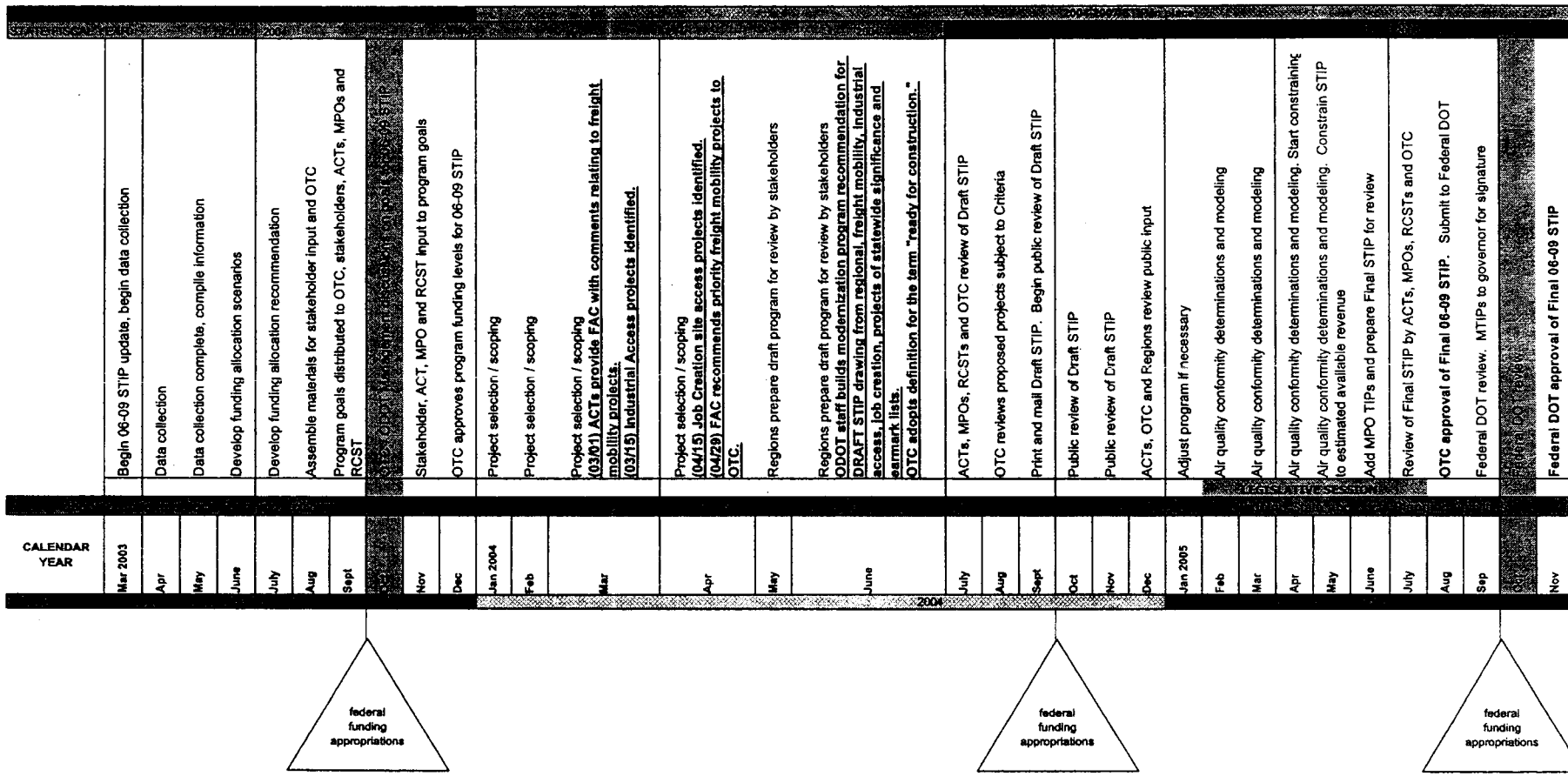
DEVELOPMENT STIP/ACCELERATED PROJECT READINESS

Region	Equity Split for 2008 -2009	[redacted]
1	38.30%	[redacted]
2	29.16%	[redacted]
3	14.87%	[redacted]
4	10.07%	[redacted]
5	7.60%	[redacted]
Total	**100%**	[redacted]

OTIA III
PROGRAMS, CRITERIA, RESPONSIBILITY

State Bridge	$1.3 Billion	• Bridge Strategy • 2006-2009 STIP Criteria	• OTC w/ consultation from Bridge Oversight Committee and ACTs
Local Bridge	$300 Million	• HBRR Criteria—OTC approved • Timeline and standards	• HBRR Committee • Doug Tindall (Interim Lead)
Local Operations and Maintenance	$371 Million	• Locally determined for local operations	• Local Responsibility
Modernization: 1. Advance Construction	$200 Million	• Federal Earmarks • Ready for Construction	• OTC w/consultation from ACTs & MPOs
2. Other Modernization	$200 Million Split between statewide and regional projects is only a starting point.	• 2006-2009 STIP Criteria • Ready for Construction • Local match criteria • $100M - regional projects • $100M - large statewide projects	• OTC w/consultation from ACTs & MPOs
3. a. Freight b. Industrial Lands c. Job Creation	$100 Million No target to subdivide	• Criteria differs a. Freight Advisory Committee b. GERT/OECDD and Governor c. Governor	• OTC w/consultation from FAC, GERT, OECDD and Governor
4. State Modernization Program (STIP)	$50 +/- million before 2008. $25 +/- million 2008 and after (amount depends on debt service requirements)	• 2006-2009 STIP Criteria	• OTC w/consultation from ACTs & MPOs

2006-2009 STIP DEVELOPMENT TIMELINE



STIP = Statewide Transportation Improvement Program ACT = Area Commission on Transportation FAC = Freight Advisory Committee RCST = Regional Community Solutions Team MPO = Metropolitan Planning Organization
OTC = Oregon Transportation Commission ODOT= Oregon Department of Transportation DOT = Department of Transportation

Rev. 11/25/2003

U.S. DEPARTMENT OF TRANSPORTATION

Federal Highway Administration
Oregon Division
530 Center Street, Suite 100
Salem, Oregon 97301
503-399-5749

Federal Transit Administration
Region X
915 Second Avenue, Room 3142
Seattle, Washington 98174-1002
206-220-7954

March 5, 2004
IN REPLY REFER TO
HPL.3-OR
90.220

Mr. David Bragdon
President
Metro Council
600 N.E. Grand Avenue
Portland, Oregon 97232-2736

RE: Conformity Determination for the Fiscal Year 2004 Regional Transportation Plan (RTP) and Fiscal Year 2004-2007 Metropolitan Transportation Improvement Program (MTIP)

Dear Mr. Bragdon:

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have completed our review of the Portland Metro local conformity determination for the Fiscal Year (FY) 2004 RTP and FY 2004-2007 MTIP. A joint FHWA/FTA air quality conformity determination for the RTP and the TIP is required by *Section 93.104* of the Environmental Protection Agency's (EPA) August 15, 1997, *Transportation Conformity Rule Amendments: Flexibility and Streamlining: Final Rule, 40 CFR Parts 51 and 93 (Transportation Conformity Rule)* and the FHWA/FTA Metropolitan Planning *Rule, 23 CFR 450.* Our USDOT conformity determination is based upon Metro's conformity determination analysis and documentation submitted to our offices, by your March 4, 2004, letter and attachments, as well as supplemental documentation.

The Metro Council and Joint Policy Advisory Committee on Transportation adopted the local conformity determination on the FY 2004 RTP and FY 2004-2007 MTIP on March 4, 2004. The local conformity analysis and supplemental documentation provided by Metro indicates that all air quality conformity requirements have been met. Based on our review, we find that the FY 2004 RTP and the FY 2004-2007 MTIP conform to the applicable state implementation plan in accordance with: *40 CFR Parts 51 and 93*; the January 2, 2002, *Revised Guidance for Implementing the March 1999 Circuit Court Decision Affecting Transportation Conformity*; and, the EPA's May 14, 1999, *Conformity Guidance on Implementation of the March 2, 1999, Conformity Court Decision.* This USDOT conformity determination has been developed in accordance with *Oregon Administrative Rule (OAR) Chapter 340 Division 252, Transportation Conformity*, which defines the procedures and frequency for demonstrating conformity within the State of Oregon. This federal conformity determination was made after consultation with EPA Region X, pursuant to the *Transportation Conformity Rule.*

This letter constitutes the joint FHWA/FTA air quality conformity determination for Metro's FY 2004 RTP and FY 2004-2007 MTIP. If you have any questions regarding this federal conformity finding, please contact Michelle Eraut, FHWA, at (503) 587-4716 or Jennifer Bowman, FTA, at (206) 220-7953.

Sincerely,

David O. Cox
Division Administrator
Federal Highway Administration

R. F. Krochalis
Regional Administrator
Federal Transit Administration

cc:

FTA	(Rebecca Reyes-Alicea, Jennifer Bowman)
EPA	(Wayne Elson)
ODOT	(Jill Vosper, STIP Manager)
	(Vince Carrow, Environment)
	(Matthew Garrett, Region 1)
DEQ	(Dave Nordberg)
METRO	(Andy Cotugno)

ME/ma

600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232 2736
TEL 503 797 1700 | FAX 503 797 1797

March 4, 2004

METRO

Mr. David O. Cox
Division Administrator
Federal Highway Administration
Oregon Division
530 Center Street, Suite 100
Salem, Oregon 97301

Mr. R.F. Krochalis
Regional Administrator
Federal Transit Administration
Region 10
915 Second Avenue, Room 3142
Seattle, Washington 98174-1002

RE: Air Quality Conformity Determination, Metro region 2004 RTP and 2004-2007 MTIP

Dear Mr. Cox and Mr. Krochalis:

As noted in your letter of February 5, 2004, you concluded that you could not approve the January 15, 2004 *Air Quality Conformity Determination* for the Metro *2004 Regional Transportation Plan* and *2004-2007 Metropolitan Transportation Improvement Plan.*

Accordingly, we revised the document to respond to your comments about emission credits, transportation control measures and action references. This revised *Determination,* dated February 12, 2004, was distributed to you and other agencies as well as made available on our web site on February 13, 2004. According to our webmaster, this air quality site was visited 30 times a week during this two week comment period and an average of seven downloads of the documents occurred each week.

In addition, in response to your February 5th letter, we advertised a new 14-day public comment period beginning February 13, 2004 and concluding on February 27, 2004 at 3:00 p.m. A notice to this effect was published in *The Oregonian* on February 13, 2004.

A public hearing before the Metro Council was held on February 26, 2004. No public comments were received. However, Metro did receive a letter from Dave Nordberg, Oregon Department of Environmental Quality (DEQ), which included two comments. Metro staff responded to this letter also on February 26, 2004, stating that Metro would: 1) add to page 39 the DEQ request to include an explanation about the conversion from average weekday to average day; 2) correct the ECO rule credit to reflect that the estimated emission reductions must be converted from average workweek to average day; and 3) update the Seasonal Adjustment to reflect our most current data.

On February 27, 2004, the Transportation Policy Alternatives Committee (TPAC) met, discussed the *Determination,* DEQ comments and Metro staff responses.

TPAC unanimously approved the Determination with the Metro staff revisions. This vote included the yes vote of the DEQ representative.

On March 1, 2004, the Joint Policy Advisory Committee on Transportation (JPACT) met to consider the *Determination*. After discussion of the *Determination*, the proposed revisions recommended by TPAC, the vote of JPACT was unanimous for adoption of the Determination and recommending the approval of Resolution 04-3427. This vote also included the affirmative vote of the DEQ representative.

Today, the Metro Council met and considered the *Determination* as revised and recommended by JPACT. I am pleased to report that the Metro Council approved Resolution 04-3427, attached, which adopts the February 12, 2004 *Air Quality Conformity Determination*, as revised February 27, 2004.

Accordingly, we respectfully request USDOT concurrence with this *Determination*.

Should you have any questions or concerns about the revised *Determination* or the public review and comment process, you may contact me or you may call Andy Cotugno at (503) 797-1763.

Thank you.

Sincerely,

Michael Jordan
Chief Operating Officer

Enclosures: *Air Quality Conformity Determination* February 12, 2004, Revised February 27, 2004

Metro Resolution 04-3427

cc: David Bragdon, Metro President
Rod Park, Metro Councilor and JPACT Chair
Fred Patron, Federal Highways Administration
Michelle Eraut, Federal Highways Administration
Jennifer Bowman, Federal Transit Administration
Rebecca Reyes-Alicea, Federal Transit Administration
Wayne Elson, Environmental Protection Agency
Stephanie Hallock, DEQ
Dave Nordberg, DEQ
Bruce Warner, ODOT
John Rosenberger, ODOT
Matthew Garrett, ODOT
Robin McArthur, ODOT
Fred Hansen, TriMet
Andy Cotugno, Metro Planning Department

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF RESPONDING TO USDOT CONCERNS, REVISING THE CONFORMITY DETERMINATION REPORT AND RE-ADOPTING THE PORTLAND AREA AIR QUALITY CONFORMITY DETERMINATION FOR THE 2004 REGIONAL TRANSPORTATION PLAN AND 2004-07 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM	)))))))))	RESOLUTION NO. 04-3427 Introduced by Councilor Rod Monroe

WHEREAS, on January 15, 2004 the Metro Council adopted Resolution No. 03-3382A, For the Purpose of Adopting the Portland Area Air Quality Conformity Determination for the 2004 Regional Transportation Plan (RTP) and 2004-2007 Metropolitan Transportation Improvement Program (MTIP); and

WHEREAS, the United States Department of Transportation (USDOT), as represented by the Federal Highway Administration and the Federal Transit Administration, notified Metro by a letter dated February 5, 2004 that the USDOT had concerns with the opportunity for public comment, requested that emission credit information and transportation control measure progress information clarifications and amplifications be included within the body of the Conformity Determination and could not certify the document as submitted; and

WHEREAS, a revised Conformity Determination attached as Exhibit "A", has been completed addressing USDOT concerns and comments; and

WHEREAS, a fourteen day public comment period has been provided for public comment on the revised document as requested by the USDOT; now therefore

BE IT RESOLVED,

1. The Metro Council approves the Air Quality Conformity Determination dated February 12, 2004 for the 2004 RTP and 2004-2007 MTIP, attached as Exhibit A to this Resolution, as a determination that the 2004 RTP and the 2004-2007 MTIP, adopted by the Council by Resolution No. 03-3380A, For the Purpose of Designation of the 2004 Regional Transportation Plan as the Federal Metropolitan Transportation Plan to Meet Federal Planning Requirements, on December 11, 2003, are in conformity with all state and federal air quality requirements.

2. The Metro Council directs the Chief Operation Officer to request concurrence with this air quality conformity determination from the USDOT, in consultation with the Environmental Protection Agency (EPA), in order to confirm that the financially constrained system of the 2004 RTP and the 2004-2007 MTIP conforms to the State Implementation Plan for attainment and maintenance of National Ambient Air Quality Standards in the Portland area Carbon Monoxide and Ozone Maintenance Plans.

ADOPTED by the Metro Council this 4th day of March, 2004.

David Bragdon, Council President

Approved as to Form:

Daniel B. Cooper, Metro Attorney

COMMITTEE TITLE **Renee Castilla**

DATE **March 11, 2004**

NAME	AFFILIATION
Rod Park	Metro
Matthew Garrett	ODOT
Neil McFarlane	TriMet
ROB DRAKE	CITIES OF WASHINGTON CO.
Rod Monroe	Metro Council
Annette Liebe	DEQ
Bill Kennemer	Clackamas Co
Dean Lookingbill	alt. for City of Vancouver
Don Wagner	WSDOT
Larry Haverkamp	Cities of Mult. County
Judie Stanton	Clark County
Karl Rohde	C3
Rex Burkholder	Metro
Susie Lahsene	Port of Portland
Kathy Bu[illegible]	Washington County
Laurel Wentworth	Portland
Ron Papsdorf	City of Gresham
Lynn Peterson	City of Lake Oswego

COMMITTEE TITLE **Renee Castilla**

DATE **March 11, 2004**

NAME	AFFILIATION
John Kirk	Clackamas Co.
Karen Schilling	Multnomah Co
Kim Ellis	Metro
Jod Seyhold	Metro
David Zagel	TriMet
Olivia Clark	TriMet
Robin McArthur	ODOT
Rich Brucker	Metro
Ann Wehbe	City of Hillsboro
Mary Legry	WSDOT
EDWARD L. BARNES	WSDOT Commuter
ALICE ROYER	CITY OF MILWAUKIE
JIM BERNARD	JPACT Alternate CityofMilw
Dale Himes	WSDOT
Grey Miller	AGC
Patty Unfred Montgomery	Metro
William I. BARNES	PRIVATE CITIZEN
Scott Bricker	Citizen | BTA | TPAC

COMMITTEE TITLE **Renee Castilla**

DATE **March 11, 2004**

NAME	AFFILIATION
Robin Katz	Port of Portland
Danielle Cowan	City of Wilsonville
ROBERT BERTINI	PORTLAND STATE UNIVERSITY