6-9-2005

Meeting Notes 2005-06-09 [Part B]

Joint Policy Advisory Committee on Transportation

SOUTHWEST WASHINGTON
REGIONAL TRANSPORTATION COUNCIL
(RTC)

UNIFIED PLANNING WORK PROGRAM FOR FISCAL YEAR 2006

(July 1, 2005 to June 30, 2006)

Adopted: April 5, 2005

Southwest Washington Regional Transportation Council
1300 Franklin Street
Vancouver, WA 98660
Telephone: (360) 397-6067
Fax: (360) 397-6132

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

SOUTHWEST WASHINGTON
REGIONAL TRANSPORTATION COUNCIL
(RTC)

UNIFIED PLANNING WORK PROGRAM FOR FISCAL YEAR 2006

(July 1, 2005 to June 30, 2006)

Adopted: April 5, 2005

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.

Southwest Washington Regional Transportation Council
1300 Franklin Street
Vancouver, WA 98660
Telephone: (360) 397-6067
Fax: (360) 397-6132

FY 2006 UPWP for Clark County: Index

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

FISCAL YEAR 2006 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 2006 UPWP runs from July 1, 2005 through June 30, 2006.

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 2006, 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 UPWP is reflective of planning emphasis areas prescribed for FY 2006 by the Washington State Department of Transportation (WSDOT) and the U.S. Department of Transportation.

For FY 2006 the federal emphasis areas include:

- Safety and Security in the Transportation Planning Process
- Linkage of the Planning and National Environmental Policy Act (NEPA) Environmental Processes
- Consideration of Management and Operations within Planning Processes
- State Department of Transportation Consultation with Non-metropolitan Local Officials
- Enhancing the Technical Capacity of Planning Processes, and
- Coordination of Human Service Transportation.

The FY 2006 state emphasis areas include:

- Washington Transportation Plan Update
- Continued Implementation of Transportation and Growth Management Planning
- MPO Travel Demand Forecasting, and
- Intelligent Transportation System Architecture.

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

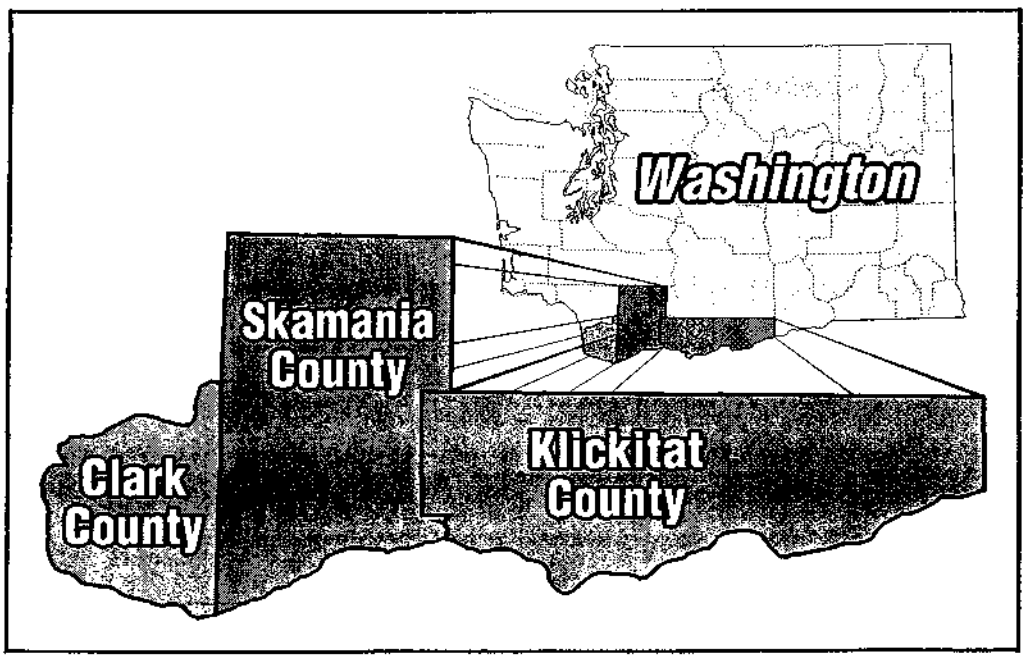
The FY 2006 UPWP provides for the continuation of baseline program activities such as the Metropolitan and Regional Transportation Plans, the Metropolitan Transportation Improvement Program, data collection and analysis, travel model forecasting, air quality conformity analysis, program and project coordination. The Portland-Vancouver I-5 Partnership arrived at a set of recommendations in June 2002. The Columbia River Crossing Study continues work on the Partnership recommendations with efforts to guide the Study through the formal EIS process. Other key transportation planning projects to be addressed in 2005 include: 1) consideration of the role of transit as a major element of the regional transportation system, 2) initiation of the I-205 Corridor Environmental Assessment, and 3) completion of the Washington State Transportation Plan update. RTC will continue the program management, coordination, outreach and education for the Intelligent Transportation System (ITS) project deployment as part of the VAST program. The Comprehensive Growth Management Plan for Clark County was updated in 2004 and will be followed by an update to the Metropolitan Transportation Plan (MTP) in late 2005 based on the land use assumptions of the Comprehensive 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 growth in Clark County. Between 1990 and 2004, Clark County's population grew by 61 percent from 238,053 to 383,300.
- Investing in transportation infrastructure to support the growth in family wage jobs in the region.
- Supporting the state through final design and implementation of projects funded by the 2003 Washington State Legislature's passage of a $4.2 billion, 10-year package of transportation improvements. Clark County is set to receive just over $200 million of the total for much-needed state projects.
- Seeking revenue sources to fund additional "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. Following the failure of the November 2004 vote to increase sales tax revenues, C-TRAN is faced with making significant service cuts later in 2005.
- 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 required planning and environmental review phases to ensure that they are "ready to construct" if transportation funds become available.
- Completing an Environmental Assessment for a segment of the I-205 Corridor and an EIS for the Columbia River Crossing Project.

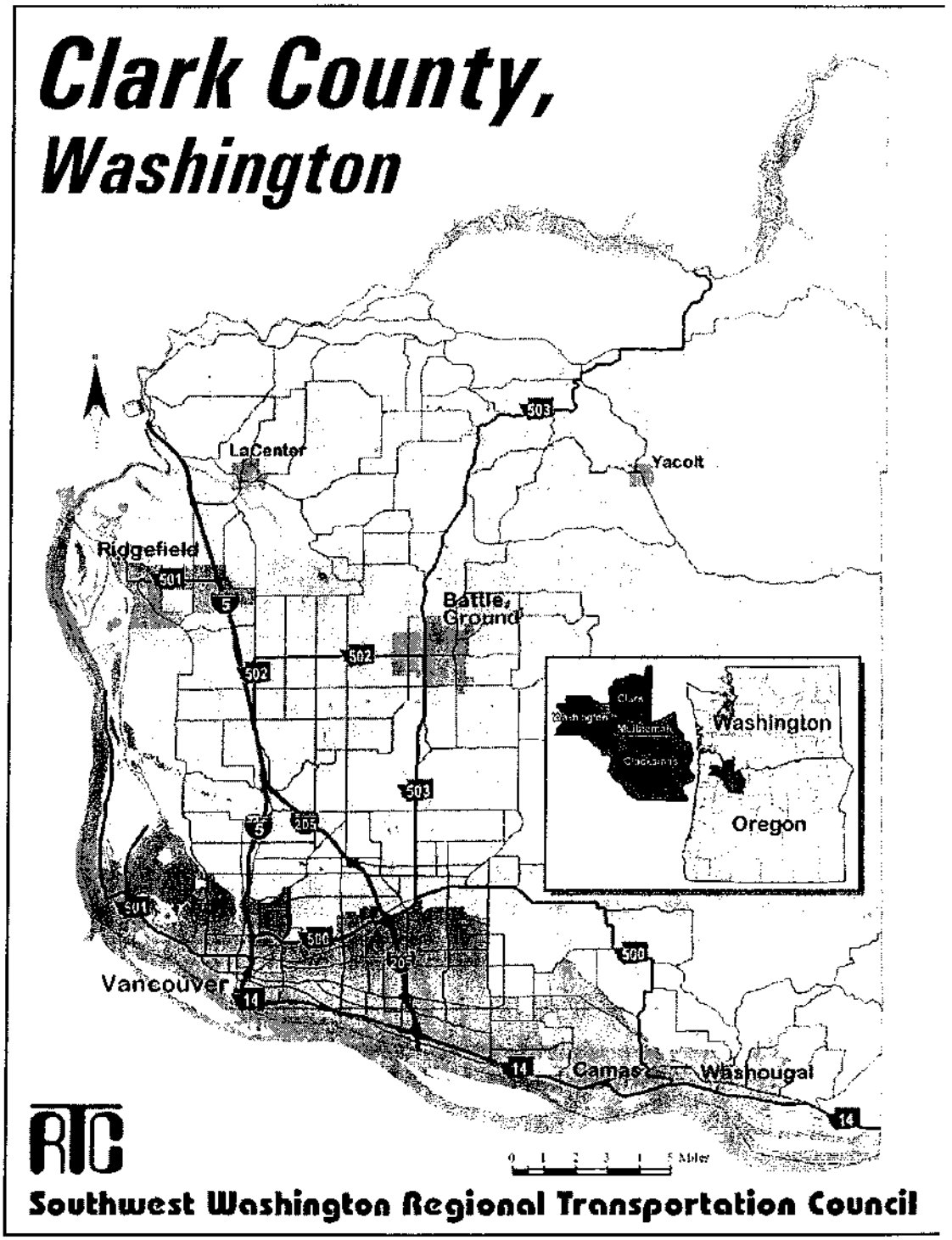
- Making the most efficient use of the existing transportation system through implementation of Transportation Demand Management (TDM) and Transportation System Management (TSM) measures and strategies.
- Continuing deployment of Intelligent Transportation System (ITS) projects, measures and strategies through implementation of the cooperatively developed Vancouver Area Smart Trek (VAST) program.
- Addressing bi-state transportation needs in partnership with Metro (Portland), WSDOT, ODOT, C-TRAN and Tri-Met through the Bi-State Coordination Committee.
- Pursuing the next steps associated with the Portland-Vancouver I-5 Transportation and Trade Partnership recommendations and ensuing Columbia River Crossing project.
- 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



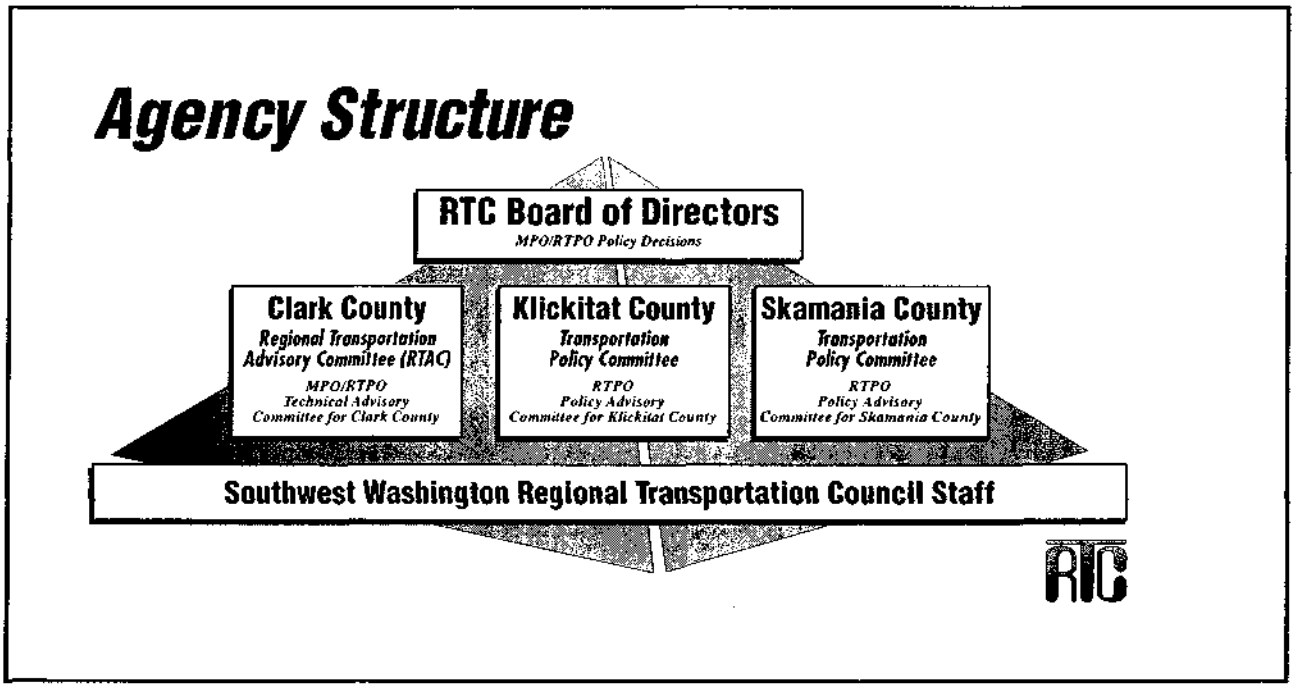
SOUTHWEST WASHINGTON REGIONAL TRANSPORTATION COUNCIL (RTC)

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 also 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 ix.

A. Clark County

The primary transportation planning participants in Clark County include the following: the Southwest Washington Regional Transportation Council (RTC), C-TRAN, Washington State Department of Transportation (WSDOT), Clark County, the cities of Vancouver, Camas, Washougal, Ridgefield, Battle Ground and La Center and the town of Yacolt, the ports of Vancouver, Camas-Washougal, and Ridgefield, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). In addition, the state Department of Ecology (DOE) is involved in the transportation program as it relates to 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 C-TRAN completed a 20-Year Planning Process for the purpose of selecting a preferred service alternative from a range of five alternatives. In February 2004, the C-TRAN Board of Directors unanimously approved *Service Alternative 2: Countywide Improvements* that relies on a 0.3 percent increase in C-TRAN's sales and use tax. However, in November 2004 voters did not support the sales tax revenue increase.

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 in their respective jurisdictions. Coordination of transportation planning activities includes local and state officials in both Oregon and Washington states. Bi-State Coordination is described on page ix.

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 Memorandum 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 2005

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)
City of Vancouver	Pat McDonnell (City Manager)
Cities East	City Council Member Brian Beecher (Washougal)
Cities North	City Council Member Bill Ganley (Battle Ground) [Vice-Chair]
Clark County	Commissioner Marc Boldt
Clark County	Commissioner Steve Stuart
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) [Chair]
WSDOT	Donald Wagner (Southwest Regional Administrator)
Metro	Metro Councilor Rex Burkholder
Skamania County	Commissioner Paul Pearce
Klickitat County	Mayor Brian Prigel (City of Bingen)
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	Jim Dunn
17th District Representative	Deb Wallace
18th District Senator	Joe Zarelli
18th District Representative	Richard Curtis
18th District Representative	Ed Orcutt
49th District Senator	Craig Pridemore
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	Scott Sawyer
City of Camas	Jim Carothers
City of Battle Ground	Sam Adams
City of Ridgefield	Justin Clary
C-TRAN	Ed Pickering
Port of Vancouver	Rebecca Eisiminger
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 Paul Pearce
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	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, the MPO for the Clark County, Washington portion of the Portland-Vancouver metropolitan region and Metro, MPO for the Oregon portion of the Portland-Vancouver region, recognize that bi-state travel is a significant part of the Portland-Vancouver regional transportation system. To coordinate planning for bi-state transportation, RTC participates on Metro's Transportation Policy Advisory Committee (TPAC) and Joint Policy Advisory Committee on Transportation (JPACT) committees. Metro participates on RTC's Regional Transportation Advisory Committee (RTAC) and RTC Board of Directors. Currently, several locations on the I-5 and I-205 north corridors are at or near capacity during peak hours resulting in frequent traffic delays. The need to resolve increasing traffic congestion levels and to identify long-term solutions continues to be a priority issue. Also of bi-state significance is continued coordination on air quality issues.

The Bi-State Transportation Committee was established in 1999 to ensure that bi-state transportation issues are addressed. This Committee was reconstituted in 2004 to expand its scope to include both transportation and land use according to the Bi-State Coordination Charter. The Committee is now known as the Bi-State Coordination Committee. The Committee's discussions and recommendations continue to be advisory to the RTC, the Joint Policy Advisory Committee on Transportation (JPACT), and Metro on issues of bi-state transportation significance. On issues of bi-state land use and economic significance, the Committee advises the appropriate local and regional governments.

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, at a minimum, 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 now anticipated in late 2005 and will use the recently updated land uses outlined in local comprehensive plans as its basis. Priority region transportation system needs will also be reviewed and updated.

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 that the Plan 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 Washington's state law, the Revised Code of Washington (RCW), and guidance provided in Washington Administrative Code (WAC) and have the MTP include the following components:
    a. A statement of the goals and objectives of the Plan. (See WAC 468.86.160)
    b. A statement of land use assumptions upon which the Plan is based.
    c. A statement of the regional transportation strategy employed within the region.
    d. A statement of the principles and guidelines used for evaluating and development of local comprehensive plans.
    e. A statement defining the least cost planning methodology employed within the region.
    f. Designation of the regional transportation system.

g. A discussion of the needs, deficiencies, data requirements, and coordinated regional transportation and land use assumptions used in developing the Plan.

h. A description of the performance monitoring system used to evaluate the plan, including Level of Service (LOS) parameters consistent with federal management systems, where applicable, on all state highways at a minimum.

i. An assessment of regional development patterns and investments to ensure preservation and efficient operation of the regional transportation system.

j. A financial section describing resources for Plan development and implementation

k. A discussion of the future transportation network and approach.

l. A discussion of high capacity transit and public transportation relationships, where appropriate.

3. 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 published in June 2004 and an update is anticipated in 2005.

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, an alternatives analysis to determine the feasibility of High Capacity Transit (HCT) 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 measures to help 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. Address the bicycling and pedestrian modes in the MTP.

11. 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.

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

13. 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, as needed.

14. Coordinate with environmental resource agencies.

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

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

17. Report on transportation system performance.

18. Implementation of MTP through corridor planning.

19. Address planning for the future transit system. This will include results from C-TRAN's 20-year plan as well as the impacts of the November 2004 no-vote on sales tax increase to help fund transit service.

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 with all other RTC work elements. In particular, the MTP provides planning support for the Metropolitan Transportation Improvement Program and relates to the congestion management system.

FY 2006 Products

1. An update to the MTP will be developed in FY 2005/06 and adopted in FY 2006. 2023 land uses from the updated Comprehensive Growth Management Plan for Clark County (2004) will be used as the basis for the Plan update. 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. 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.
   - Updated demographic allocations to Transportation Analysis Zones (TAZs) to reflect updated land use plans.
   - Updated MTP base year to 2003.
   - Updated 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 2004 update of Urban Area Boundaries. The revised map incorporated into the MTP will reflect a comprehensive update to the federal functional classification system including both programmatic changes to reflect the updated urban area boundary (as approved by FHWA in December 2003) and systemic changes to reflect use of the highway system throughout Clark County. An update to the total road mileage within the region will also be reported as part of this process.
- 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.
- Update to the list of priority transportation projects and strategies.
- 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 included in regional air quality conformity analysis.
- Certification of updated transportation elements of local comprehensive growth management plans.

2. The MTP update will reflect Washington's Transportation Plan (WTP), the latest state Highway System Plan (HSP) and will address federal transportation policy interests, including safety and security of the transportation system, reverse commute, welfare to work, environmental justice, integration of environmental review into the planning process and consideration of management and operations in the planning process. Transportation projects identified in the MTP development process are coordinated with WSDOT to include in the WTP update.

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 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 appendix. The EPA Mobile 6 emissions model will be used for conformity analysis of the MTP update. After June 15, 2005, it is understood that this region will be required to complete regional air quality conformity analysis for Carbon Monoxide (CO) and not Ozone pollutants.

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. The latest results from Congestion Management Monitoring (CMM) work will be reflected in the MTP update. Results include highway and transit modes.

6. In November 2004, the 2005 federal transportation appropriation bill was passed by Congress that included $1.5 million to begin analysis of the I-5/I-205/SR-500 transit loop. This analysis was funded through the Federal Transit Administration's (FTA) New Start program. Further discussion by the Board and a FTA grant application would need to be completed before these funds could be used. The status of HCT planning will be reported in the MTP update.

7. The MTP update will reflect work with local jurisdictions and agencies to ensure that bicycling and pedestrian modes are addressed in the MTP.

8. The MTP will incorporate plans for the interstate corridors. Transportation needs in the I-5 corridor are being addressed through the I-5 Columbia River Crossing Project (CRCP) and through the work of the Bi-State Coordination Committee. An Environmental Assessment (EA) of the I-205 corridor from SR-14 to SR-500 in Clark County will be underway in FY 2005/06.

FY 2006 Expenses:	$	**FY 2006 Revenues:**	$
RTC	185,553	• Federal FHWA	61,168
		• Federal FTA	17,165
		• Federal STP	47,000
		• State RTPO	8,326
		• State RTPO (WTP)	38,000
		• MPO Funds	13,894
Total	185,553		185,553
	Note:	Federal $ are matched by state and local MPO $. Minimum required match:	21,173

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 provided by projects.
5. Coordinate with local jurisdictions as they develop their Transportation Improvement and Transit Development Programs. Participate in Clark County's Transportation Improvement Program Involvement Team (TIPIT) Committee, the City of Vancouver's TIP process and C-TRAN's Transit Development Plan (TDP) and 20-Year Plan process. The Clark County Committee is citizen-based and seeks public input on developing and funding of transportation projects.
6. Coordinate with transit and human service agencies to address human service transportation.
7. 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.
8. Analysis of MTIP air quality impacts and documentation of MTIP Clean Air Act conformity.
9. Amendments to the MTIP, where necessary.
10. Monitoring of MTIP implementation and obligation of project funding.
11. 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 2006 Products

1. The 2006-2008 Metropolitan Transportation Improvement Program will be adopted. The type of environmental review and analysis (Environmental Impact Statement or Environmental Assessment or Categorical Exclusion) anticipated for projects incorporated into the MTIP will be noted. The MTIP will be fiscally constrained by year to reflect the programming of federal funds and project selection criteria.
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. Public involvement in MTIP development.

FY 2006 Expenses:	$	**FY 2006 Revenues:**	$
RTC	55,863	• Federal FHWA	33,982
		• Federal FTA	9,536
		• State RTPO	4,626
		• MPO Funds	7,719
Total	55,863		55,863
	Note:	Federal $ are matched by state and local MPO $. Minimum required match:	7,688

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 database 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. Develop a database to 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 efforts 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 transportation 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.

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 2006 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 will be made available on RTC's web site (http://www.wa.gov/rtc). Traffic count data is separated into 24 hour and peak one-hour (a.m. and p.m. peak) categories. Two-hour peak period traffic counts are also 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 to its relative level of congestion, to identify the need for further evaluation, and to determine the effectiveness of alternative strategies.

3. Review and collect data other than traffic counts for CMS corridors, including auto occupancy, roadway lane density, vehicle classification, transit ridership, transit capacity, travel time and speed. Data should support the CMS, concurrency and/or other regional transportation planning programs.

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. In FY 2006, the Report will be reviewed and updated, as necessary, and will again include a comparison with system performance reported in 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 offset 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. Twenty-one transportation corridors were identified and monitored through the CMS at the outset with corridors added in 1999.

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

7. Develop capacity or operational solutions to address transportation deficiencies identified as part of the congestion management monitoring process and incorporate these solutions into the regional plan (MTP).

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

9. Provide information to Federal Highway Administration to help in FHWA's assessment of the CMS program.

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

FY 2006 Expenses:		**FY 2006 Revenues:**	
	$		$
RTC	80,607	CM/AQ	100,000
Consultant	35,000	Local	15,607
Total	115,607		115,607

Assumes use of 2005/06 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), arterial management (central signal system software, advanced controllers, signal timing/coordination), and traveler information.

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 includes project review and endorsement prior to funding, and monitoring and tracking of projects during implementation. The Steering Committee also acts as liaison with other key ITS stakeholders and assists in regional ITS policy formulation.

5. Continue activities and develop agreements under the Communications Memorandum of Understanding for the coordination of construction, management and maintenance of communications infrastructure for VAST member agencies.

6. Manage the Communications Management and Infrastructure Committee to establish procedures, protocols, and standards for the VAST communications network.

7. 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.

8. 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.

9. Coordinate with state transportation and local agency stakeholders to deploy VAST Phase 1 traveler information improvements to the WSDOT web site to be implemented in 2005. These include providing bi-state congestion and camera information as well as arterial camera images and local construction information.

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

11. 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.

12. 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.

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

14. 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 2006 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 2006 Expenses:		**FY 2006 Revenues:**	
	$		$
RTC: VAST Program Coordination/Management	86,705	CM/AQ	75,000
		MPO Local Match (13.5%)	11,705
Total	**86,705**		**86,705**

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

1E. I-5 COLUMBIA RIVER CROSSING PROJECT (CRCP)

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. Work on implementing the I-5 recommendations now continues with the I-5 Columbia River Crossing Project (CRCP). The CRCP will develop additional freeway and transit capacity where I-5 crosses the Columbia to meet the needs in the corridor.

Work Element Objectives

1. Implementation of recommendations of the Portland-Vancouver I-5 Transportation and Trade Partnership beginning with advancement to project scoping, and Environmental Impact Statement process and development of a financing plan.
2. Work in partnership with ODOT, WSDOT, Metro, the cities of Vancouver and Portland, counties of Clark, Washington and Multnomah, Oregon, TriMet, C-TRAN and the port of Vancouver and Portland to advance implementation of Strategic Plan recommendations. RTC's specific role in FY 2006 is to work cooperatively with regional partners on all elements of the Draft Environmental Impact Statement (DEIS) and to specifically assist with the development of travel demand networks, traffic analysis associated with tolling options, and development of Columbia River crossing alternatives.
3. Support development of ODOT's Delta Park to Lombard project.
4. Participate in public involvement activities relating to the CRCP.

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 were 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 high capacity transit loop in Clark County that would connect to Portland region's system and recommended railroad and railroad bridge improvement.

This RTC work element relates to the "I-5 Columbia River Crossing Project (CRCP)" work element described in the "Other Projects of Regional Significance" section of Metro's FY 2005-06 Unified Work Program (UWP). The ODOT work element outlines funding for the Project in the amount of $6.5 million in federal National Corridor Planning and Development Program funds with $400,000 in local matching funds.

FY 2006 Funding: RTC

FY 2006 Expenses:	$	**FY 2006 Revenues:**	$
RTC	0	Federal STP (RTC TMA funds)	0
		Local Match	0
Total	0		0

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 UPWP

Funding source has not yet been identified for RTC's participation in this study activity.

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 2006, the recommendations of the transit study will continue 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. Coordinate with WSDOT staff and review plans of local jurisdictions for consistency with RTP and WTP.
6. Continuation of transportation system performance monitoring program.
7. 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.
8. Work with Skamania County to ensure that TEA-21 High Priority Funding is used effectively and, where possible, is used to leverage additional funds for transportation projects in the region. The TEA-21 High Priority Funding will be used for safety improvements along SR-14 in the Cape Horn area.
9. 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 began commuter service between Skamania County and Clark County (Fisher Landing Transit Center).
10. Coordinate with Skamania County to implement the next steps of the SR-35 Columbia River Crossing Study. This would include obtaining funding to move forward with preliminary design and a Final Environmental Impact Statement (FEIS).
11. Consider the improvement of transportation for people with special needs as directed by the state's Agency Council on Coordinated Transportation (ACCT).
12. Assistance to Skamania County in conducting regional transportation planning studies.

Relationship To Other Work Elements

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

FY 2006 Products

1. Continued development of a coordinated, technically sound regional transportation planning process in Skamania County.
2. Continued development of a technical transportation planning assistance program.
3. Update to the Skamania County Regional Transportation Plan.
4. Development of the 2006-2008 Regional Transportation Improvement Program.
5. Report to WSDOT Planning Office on consistency between RTP, WTP and local plans.

FY 2006 Expenses:		**FY 2006 Revenues:**	
	$		$
RTC	17,431	RTPO	17,431
Total	17,431		17,431

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 is 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 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.

Relationship To Other Work Elements

The RTPO work program activities for Klickitat County are tailored to the specific needs and issues of the Klickitat County region and, where applicable, coordinated across the RTPO.

FY 2006 Products

1. Continued development of a coordinated, technically sound regional transportation planning process in Klickitat County.
2. Continued development of a technical transportation planning assistance program.
3. Update to the Klickitat County Regional Transportation Plan.
4. Development of the 2006-2008 Regional Transportation Improvement Program.
5. Report to WSDOT Planning Office on consistency between RTP, WTP and local plans.

FY 2006 Expenses:	$	FY 2006 Revenues:	$
RTC	19,646	RTPO	19,646
Total	19,646		19,646

1H. STATE ROUTE 35 COLUMBIA RIVER CROSSING: FEIS

The SR-35 Columbia River Crossing Final Environmental Impact Statement (FEIS) work element results from a local grass roots effort by a wide range of individuals who are interested in the near-term and longer-term future of the White Salmon/Bingen, Washington and Hood River, Oregon region. A Draft Environmental Impact Statement (DEIS) was completed in January 2004 that assessed the environmental impacts of three action alternatives as well as a "no action" alternative. The SR-35 Columbia River Crossing FEIS will evaluate potential impacts of the preferred alternative as well as the other alternatives that were evaluated in the DEIS.

The existing Columbia River Bridge is referred to locally as the Hood River Bridge and was built in 1924. The bridge spans the Columbia River connecting the cities of Bingen and White Salmon in Washington to Hood River in Oregon. This bridge is the second oldest Columbia River crossing and one of only three crossings in the Columbia River Gorge National Scenic Area. It provides a vital economic link between Washington and Oregon communities and commerce. The existing structure is 4,418 feet long with two 9.5-foot wide travel lanes and no pedestrian or bicycle facilities. It has open grid steel decking, which is known to adversely affect vehicle tracking.

The Final Environmental Impact Statement and preliminary design is expected to begin in late 2005 and last approximately one year. The SR-35 Columbia River Crossing FEIS will be funded with $800,000 in federal funding and $200,000 in local matching funds. The FEIS will be managed by RTC in partnership with WSDOT and ODOT and will be carried out in close coordination with the Klickitat and Skamania County Transportation Policy Committees. The study supports the regional goals contained in the Klickitat County Regional Transportation Plan.

Work Element Objectives

1. Conduct an environmental evaluation of alternatives to meet NEPA requirements and produce a Final Environmental Impact Statement (FEIS).
2. Conduct a public and agency participation program including communication and outreach to tribes that builds a decision-making structure and local consensus for a long-term solution.

Relationship To Other Work Elements

The SR-35 Columbia River Crossing FEIS is most closely related to work under the Klickitat County RTPO work element and is also of significance to the Skamania County RTPO work element.

FY 2006 Products

1. Begin the Final Environmental Impact Statement (FEIS) and preliminary design.
2. Completion of technical memoranda.
3. Completion of Biological Assessment.
4. Completion of Final Type, Size, and location study.
5. Right-of-Way Plans.
6. Project Newsletters.

FY 2006 Expenses:		**FY 2006 Revenues:**	
	$		$
RTC	50,000	Federal High Priority	400,000
Consultant	450,000	ODOT & WSDOT Match	75,000
		Other local Match	25,000
Total	500,000		500,000

Funding is not yet secured for this element.
$800,000 in federal High Priority funds is currently included in the U.S. House version of the federal Transportation Reauthorization Bill.
The table above assumes 50% would be used in FY 2006 and 50% in 2007.
Local matching funds are required but sources have not yet been determined.

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. 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. In an effort to improve and/or maintain air quality, the federal government enacted the Clean Air Act Amendments in 1990 with this region classified as a 'moderate' nonattainment area for carbon monoxide air pollutants and a 'marginal' nonattainment area for ozone. In response, the Southwest Clean Air Agency (SWCAA) developed, as supplements to the State Implementation Plan, two air quality 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. In April 2004, the Vancouver/Portland region was designated as 'in attainment with the eight-hour Ozone standard' and is also in compliance with the new one-hour standard. The region currently remains a "maintenance" area for carbon monoxide. Regional emissions analyses of the Plan and Program are no longer required after June 15, 2005 when the new one-hour Ozone standard takes effect. However, conformity analysis for carbon monoxide will still need to be conducted. RTC assists the region's air quality planning program in providing demographic forecasts, develops a Vehicle Miles Traveled (VMT) grid, and monitors changes in VMT. RTC also analyzes air quality implications through the EPA Mobile Emissions model and analyses project-level air quality impacts for local jurisdictions and agencies.

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. Access and compile accident data for use in development of plans and project priorities.
5. Population forecasts for the region. RTC also reviews the Clark County-produced allocation of region-wide growth totals for population, households and employment to Clark County's transportation analysis zones (TAZs) before use by RTC in the travel forecast modeling process.
6. Analyze growth trends and relate these to future year population and employment forecasts.

7. Coordinate with Metro on procedures for forecasting the region's population and employment data for future years as well as on Metroscope development, a process that integrates land use development and transportation system change in an integrated model. RTC staff will also research the use of *UrbanSim* to enable integrated transportation and land use modeling.

8. 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.

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

10. 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.

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

12. 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.

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

14. 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.

15. 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.

16. Participate in the Oregon Modeling Steering Committee (OMSC) meetings, organized as part of the Oregon Travel Model Improvement Program (OTMIP) to learn about model development in Oregon and the Portland region and to prepare for conducting the Continuous Survey for Modeling in Oregon (COSMO)), which is a type of longitudinal panel survey to track and analyze travel behavior.

17. Coordinate with ODOT and Metro on efforts to organize a travel behavior survey to support development of the regional travel forecast model.

18. 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 demand, design capacity, performance measures, air quality, growth management, and life-style, as well as the more traditional transportation issues.

19. Coordinate with WSDOT to finalize the Congestion Relief Analysis study report.

20. 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.

21. Continue research into regional travel forecasting model enhancement.

22. 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 implemented at a regional scale. RTC will work with Metro on this USDOT program by providing model inputs for the Clark County region.

23. Continue to expand RTC's travel modeling scope through development of operational modeling applications and true dynamic assignment techniques that are increasingly important in evaluating new planning alternatives, such as HOV operations and impacts, ITS impact evaluation, congestion pricing analysis, and concurrency analysis.

24. Further develop procedures to carry out post-processing of results from traffic assignments.

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

26. 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.

27. 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.

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

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

Air Quality Planning

30. Monitor federal guidance on the Clean Air Act and state Clean Air Act legislation and implementation of the requirements. In FY 2006 this will include addressing issues concerning the transition to the Environmental Protection Agency's (EPA's) eight-hour ozone standard. The Portland-Vancouver area is reclassified from maintenance to attainment status for ozone. However, monitored data still indicates potential ozone problems.

31. 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.

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

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

34. 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.

35. 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.

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

37. Tracking of mobile emission strategies required in Maintenance Plans. Strategies equate to emissions benefits. If a strategy cannot be implemented then alternatives have to be sought and substituted.

38. Participate with SWCAA and other air agencies in discussions regarding RTC's role and responsibilities in the upcoming update of the carbon monoxide maintenance plan for the air quality maintenance area. As part of this process, provide assistance to SWCAA as needed to produce mobile emissions inventory estimates in support of the Carbon Monoxide Limited Maintenance Plan to be developed by SWCAA in 2005. In addition, determine and carry out any responsibilities that may be required under the region's status as an Ozone attainment area.

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

40. 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.

41. 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.

42. Carry out project level conformity analysis for local jurisdictions to provide for regional consistency.

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

Transportation Technical Services

44. 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 2006 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. The MTP's long-range planning horizon is currently at 2023 but is likely to be updated to 2030 for the next MTP update. Metro's 2030 population and employment forecast and Clark County comprehensive plan update to 2023 with extension of horizon year to 2030 for MTP purposes, will be used to develop 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.

4. Compilation and analysis of data relating to minority and low income populations to support transportation plans for the region and for specific corridors and for specific Title VI requirements.

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

6. 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 2005 including an updated report on total road mileage in the region. This follows from the re-definition of the Urban Area Boundary (UAB) in 2003 and the completion of the update to local comprehensive plans in 2004.

7. 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.

8. Update of the traffic count database.

9. Technical assistance to local jurisdictions.

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

11. The final report for the Congestion Relief Analysis study requested by the Washington state legislature in 2003 is likely to be completed in FY 2005. RTC will work with WSDOT to provide any follow-up reporting requested in FY 2006.

12. Purchase of updated computer equipment using RTPO revenues.

13. Continued implementation of interlocal agreement relating to use of RTC's regional travel forecast model and implementation of sub-area modeling .

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

15. Update of travel demand codes in WinMTX. Metro's new model structure needs to be coded in RTC's WinMTX travel demand forecast model.

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

17. Documentation of regional travel forecasting model procedures.

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

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

20. Analysis of TDM and ITS impacts, HOV operations, and congestion pricing impacts.

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

22. Use regional travel forecasting model data for MTP and MTIP development, as well as for Clark County Comprehensive Plan analysis, state WTP/HSP updates and support for corridor planning studies and environmental analysis such as the I-205 Corridor Environmental Assessment and I-5 Columbia River Crossing Project.

Air Quality Planning

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

24. 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.

25. 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.

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

Transportation Technical Services

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

28. 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.

29. 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 understanding of travel demand modeling issues and new advances to promote efficiencies in use of the model in our region.

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

31. Technical support for the comprehensive growth management planning process in the Clark County region. Local comprehensive plans were updated in 2004.

FY 2006 Expenses:	$	**FY 2006 Revenues:**	$
RTC	307,452	• Federal FHWA	135,929
Computer Equipment (use of RTPO revenues)	6,000	• Federal FTA	38,145
		• Federal STP	60,000
		• State RTPO	18,503
		• State RTPO (WTP)	30,000
		• MPO Funds	30,875
Total	313,452	Total	313,452
	Note:	Federal $ are matched by state and local MPO $. Minimum required match:	40,115

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 Programs.
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 2006 Products

1. Technical analysis relating to local Concurrency Management Programs.

FY 2006 Expenses:	$	FY 2006 Revenues:	$
RTC	5,000	City of Vancouver	5,000
Total	5,000		5,000

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. In 2004 the Bi-State Coordination Committee replaced the Bi-state Transportation Committee that had formed through a joint resolution of RTC and Metro in 1999. The Bi-State Coordination Committee has a broader scope to address both transportation and land use issues of bi-state significance. In addition, this Coordination and Management work 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 and coordination as well as 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 from this region are now ex-officio non-voting 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. Coordinate with WSDOT on update of Washington's Transportation Plan (WTP) to be completed by fall 2005.
8. Coordinate with WSDOT and the state Department of Health on the Active Community Environments (ACE) program. RTC will work with local partners to organize and participate in meetings of the Active Living Task Force. RTC will also work with local partners to complete community assessments regarding Active Community Environments, review policies and suggest projects to improve the non-motorized mode in the Clark County region.
9. Coordinate regional transportation plans with local transportation plans and projects.
10. Coordinate with the Growth Management Act (GMA) planning process. The Clark County Comprehensive Growth Management Plan update was adopted in 2004. The updated Plan is now facing

a number of challenges through the Western Washington Growth Management Hearings Board process. The challenges that 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 at the next MTP update.

11. Communicate and outreach to tribes in the region regarding transportation issues.

12. Facilitate early environmental decisions in the planning process through work with jurisdictional and agency partners.

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

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

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

16. Participate in transportation seminars and training.

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

18. 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.

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

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

21. Develop bi-state transportation strategies and participate in bi-state transportation studies. In FY 2006 this will include continuation of coordinated efforts to implement recommendations from the I-5 Partnership's Governors' Task Force and participation in the I-5 Columbia River Crossing Study as a next step toward implementing improvements in the I-5 north corridor between Portland and Vancouver.

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

Bi-State Coordination Committee

The Bi-State Coordination Committee, formed through a Charter, is charged with coordinating transportation issues of bi-state significance as well as coordinating bi-state land use-transportation issues. The committee is advisory to JPACT/Metro, RTC, and Clark County.

23. 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

24. Increase public awareness of and provide information on regional and transportation issues.

25. 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.

26. Implement the adopted Public Involvement Program (updated by RTC Board Resolution 10-01-17; October 2, 2001). The PIP will be reviewed regularly and will be amended when necessary. When changes are made to the PIP, RTC will follow the procedures outlined in federal Metropolitan Planning guidelines.

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

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

29. 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.

30. 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.

31. Communicate with local media.

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

33. 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.

34. 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.

35. 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

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

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

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

39. 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.

40. 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).

41. 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 most recent decennial Census data.

42. 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.

43. 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). Coordinate with Southwest Clean Air Agency (SWCAA) on development of the CO maintenance plan update and seek to implement transportation strategies to promote mobile source emissions reductions that will help to maintain clean air standards.

44. 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 2006 Products

Program Coordination and Management

1. Meeting minutes and meeting presentation materials for transportation meetings organized by RTC.
2. Year 2006 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 2006.
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 as well as through regular update to RTC's website.

8. Participate in and publicize the work of InterACT through RTC's web site. InterACT, a part of Identity Clark County, is leading a community-wide effort to create real solutions to Clark County's transportation issues.

Federal Compliance

9. Complete any required MPO certification documentation and include the certification statement in the MTIP.

10. An adopted FY 2007 UPWP, annual report on the FY2005 UPWP and, if needed, amendments to the FY 2006 UPWP.

11. Produce maps and data analysis to assist C-TRAN's transportation planning process, Title VI and environmental justice compliance. Title VI and Executive Order 12898 (Environmental Justice) compliance documentation, as required by federal agencies. RTC completes a Title VI report annually.

FY 2006 Expenses:	$	**FY 2006 Revenues:**	$
RTC	248,374	• Federal FHWA	108,743
		• Federal FTA	30,516
		• Federal STP	43,000
		• State RTPO	14,803
		• State RTPO (WTP)	21,612
		• MPO Funds	24,700
		• Federal – National Center for Disease Control (DOH)	5,000
Total	248,374		248,374
	Note:	Federal $ are matched by state and local MPO $.	
		Minimum required match:	31,312

4. TRANSPORTATION PLANNING ACTIVITIES OF STATE AND LOCAL AGENCIES

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

4A. WASHINGTON STATE DEPARTMENT OF TRANSPORTATION, SOUTHWEST REGION

Washington State Department of Transportation, Southwest Region, publishes the *Washington State Department of Transportation, Southwest Region, FY 2006 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. Support the I-5 Columbia River Crossing (also known as the Portland-Vancouver I-5 Transportation and Trade Partnership). Specific activities include:
    a. Support the Draft Environmental Impact Statement Phase.
    b. Support the Bi-State Environmental Justice Working Group and ODOT's Delta Park to Lombard Environmental Assessment.
    c. Provide staff support for the Bi-State Coordination Committee and their Land Use, Rail and TDM Forums.
    d. Work with local and regional partners to develop and implement plans and activities related to TDM/TSM.
    e. Support RTC and local jurisdictions on the next steps for the I-5/I-205/SR-500 FTA High Capacity Transit Alternatives Analysis.
2. Coordinate with the RTPO's, MPO's, transit agencies, local jurisdictions and tribes on updating the WTP, including an updated HSP. Specific activities include:
    a. Develop a list of Bottleneck/Chokepoint locations and establish criteria for prioritization.
    b. Develop a list of narrow bridge locations and establish criteria for prioritization.
    c. Develop a list of Climbing Lane/Passing Lane improvement opportunities and establish criteria for prioritization.
    d. Develop a list of opportunities for Future Vision/Corridor Improvements.
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 local jurisdictions and tribes on implementing Washington Transportation Plan (WTP), Highway System Plan (HSP), Route Development Plans (RDPs), and other work plan elements.
6. Analyze and prioritize mobility and safety deficiencies 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 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 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 freight issues and participate in regional data collection, analysis and planning activities.
13. Implement elements of the local Commute Trip Reduction program.
14. Coordinate with RTC, C-TRAN, Clark County and cities on development of transportation demand management strategies for inclusion in the Metropolitan Transportation Plan (MTP).
15. Support evaluation of the I-5 HOV lane operation.
16. Work with RTC, ODOT and local governments on the SR-35 Columbia River Crossing Study.
17. Support the development of a long-term plan for SR-14 through Camas-Washougal.
18. Support special studies on congestion relief issues or other topics, as needed.

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

C-TRAN has identified the following planning elements for FY 2006 (July 2005 through June 2006):

Regional Participation

C-TRAN will coordinate its transit planning with other transportation planning activities in the region through the Southwest Washington Regional Transportation Council (RTC). C-TRAN will continue to work with the MPO's, DOT's, plus city, county and regional agencies, and other transit providers on multi-modal planning, air quality analysis, land use and transportation system planning. C-TRAN will also be participating in various regional and bi-state (Washington and Oregon) transportation-related committees and task forces.

Regional Transportation Planning Studies: C-TRAN will be involved in the following planning and engineering studies:

1. Portland-Vancouver I-5 Transportation and Trade Partnership: C-TRAN continues to work with regional partners in realizing the I-5 Partnership recommendations of increasing multimodal throughout and capacity enhancements such as:
    - High Occupancy Vehicle (HOV) lane use and expansion.
    - Columbia River Crossing and I-5/Delta Park projects to reduce bottlenecks.
    - Transportation system management to reduce congestion and improve transit performance.
2. High Capacity Transit Alternatives Analysis: C-TRAN will continue to provide technical assistance and feedback to the Regional Transportation Council on a high capacity transit alternatives analysis.
3. Metropolitan Transportation Plan and Transportation Improvement Program: C-TRAN will participate and contribute to development of revised and updated regional plans and programs.

Transit System Development

Service Planning: C-TRAN's 20-year planning process, completed in 2003, developed several transit service alternatives that ranged from no new revenue to plans that required a local sales tax increase. This effort was the result of C-TRAN losing over 40 percent of its revenue when the state of Washington eliminated its matching revenue to all state transit systems.

In November 2004, a ballot measure was presented to Clark County voters to increase C-TRAN's sales tax rate from its existing 0.3 percent to 0.6 percent to fund the service plan adopted by the C-TRAN Board of Directors (an additional 3 cents per ten dollar taxable sale). This plan would have continued current service levels, with modest service increases over the next 5-7 years. The ballot measure did not receive a majority vote in November 2004. In response, the C-TRAN Board late last year approved a Service Reduction Plan that calls for a 46 percent service reduction scheduled for implementation on September 25, 2005.

The C-TRAN Board also established a Public Transportation Improvement Conference (PTIC) for the purpose of defining a new C-TRAN service and taxing boundary, which reduces its current county-wide boundary to the City of Vancouver and its Urban Growth Boundary, and the city limits only of Battle Ground, Camas, Washougal, Ridgefield, La Center, and Yacolt. The PTIC will hold a public hearing in March at which time it will fix the final boundary for the PTBA. C-TRAN exceeded 7 million passenger trips in 2004. In May 2005, C-TRAN will implement a substantial fare increase, which will be C-TRAN's third fare increase in five years. A substantial fare increase and the anticipated reduction in service levels in September 2005 will likely result in a decrease in ridership. C-TRAN will continue to meet its ADA responsibilities within the reduced service area. C-VAN paratransit service will be reduced in compliance with ADA.

The *2005-2010 Transit Development Plan* will be published, following public review and input, identifying capital and operational changes planned over the six-year period.

Public Information and Feedback: Through various means, C-TRAN will inform and educate riders, businesses and the public. C-TRAN will continue to work with the disabled and environmental justice communities to assure a broad level of public participation in the planning and delivery of regional and local transit services.

An annual Community Report Card and other means to communicate with Clark County residents and businesses will be instrumental in tailoring transit service to customer needs. On an annual basis, C-TRAN conducts market research, prepares a community report of the results, and uses the information to guide service and planning decisions.

Park and Ride and Transit Center Development: Consistent with findings of the 1996 Park and Ride Study, C-TRAN is developing the 99th Street Park and Ride facility in the I-5 corridor. Property purchase and preliminary engineering are completed. Park and Ride construction is pending approval of County permits and a Corps of Engineers 404 wetland mitigation permit.

Site selection studies were completed on the 7th Street and Vancouver Mall Transit Centers. Either or both sites could proceed to development in 2005-2006.

Transit Oriented Development (TOD): C-TRAN pursues TOD and joint public and private partnership opportunities wherever feasible. Vancouver Mall Transit Center and 99th Street Transit Center are both located in proximity to business, retail, and housing where pedestrian and transit-oriented development can be encouraged. Fishers Landing Transit Center has a community room that is used on a regular basis. Transit oriented development will be considered in the siting and development of new or relocated transit facilities.

Transportation Demand Management

Commute Trip Reduction: C-TRAN has, as a result of reduced revenues, focused on its core business of fixed route and demand response services. As a result, the CTR program has been returned to the local program sponsor.

Job Access / Reverse Commute: Through a federal JARC grant the Camas Connector (general purpose dial-a-ride) provides essential connections for low-income workers needing access to training and employment. The service is also accessible to disabled citizens and the general public. Connector service is scheduled to be eliminated with September service reductions.

Intelligent Transportation System (ITS)

VAST (Vancouver Area Smart Trek) is a cooperative program among transportation agencies in Clark County. The VAST program partnership is coordinated with similar efforts underway in the Portland area to ensure ITS strategies throughout the region are integrated and complementary.

Implementation of ITS measures will improve the safety and efficiency of the transit system. Installation and deployment of three ITS components in Phase I for the 2005-06 period include: the Computer Aided Dispatch system, Automatic Vehicle Locating capabilities, and Automatic Passenger Counting system. Phase I improvements will allow C-TRAN to more effectively operate and schedule service for both fixed route and demand response service as well as more efficiently gather data required by the FTA.

Implementation of Phase II is expected to being in late 2005 and includes the Automatic Fleet Maintenance system, next bus signage at transit centers, and ADA-compliant On-Board Announcements. Phase II improvements will allow for enhanced maintenance, provide dynamic schedule information to customers, and ensure ADA requirements are met.

Scoping for Phase III, which is expected to include traveler information kiosks at transit centers, traffic signal prioritization and additional traveler information signage, is not expected until 2006. This major investment is made possible by significant federal grants and earmarks C-TRAN has received. This has greatly minimized C-TRAN local costs associated with advancing this important project.

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.
- Transportation analysis needed to respond to appeals to the recently-adopted Comprehensive Plan.
- Continuing work on the 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 2006.
- To protect the classified arterials and to serve local trips on the local street system, Clark County will examine local (non-arterial) circulation planning in several unincorporated urban areas.
- Alignment study to determine feasible routes for extension of five currently uncompleted north/south arterials.
- Corridor feasibility study for NE 99th Street corridor.
- On-going management of the Commute Trip Reduction contract with the State of Washington for the provision of employer-assistance.

CITY OF VANCOUVER has identified the following planning studies and other activities:

Citywide Planning / Studies

- 2006-2011 Transportation Improvement Program.
- Transportation Impact Fee Program – Year 2005 Program Update (in cooperation with Clark County).
- Year 2005 Transportation Impact Fee Program – annual inflation update to fees.

- 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.
- 2005 Concurrency Program – Annual Report.
- High Capacity Transit Loop – Alternatives Analysis (support to RTC initiative).
- Transportation Codes (development and concurrency) updates.
- ADA Program – Policy Updates and Implementation.
- Citywide Annual Traffic Safety Monitoring Report and Evaluation – update.
- Handbook for Livable Streets – reversing trends by applying the "Road Diet". Planning and research support in development of this national peer handbook.
- City Council Task Force – Transportation Finance Options (support to City Council).
- City Transportation Services Business Plan.
- Commute Trip Reduction Program – provide direct services to affected employers in support of the Commute Trip Reduction (CTR) program. Contract directly with WSDOT in the provision of those services.

Sub-Area Studies

- I-205 Environmental Assessment – project co-sponsored with WSDOT.
- Comprehensive Downtown Traffic Impact Study, Vancouver City Center Vision EIS and Planned Action Ordinance.
- Fourth Plain Corridor Subarea Land Use Plan.
- NE 18th Street Environmental Assessment and Design.
- NE 137th Avenue (NE 28th Street to NE 59th Street) Corridor Pre-design.
- SE 1st Street (SE 164th Avenue to SE 192nd Avenue) Corridor Pre-design.
- NW 26th Avenue Extension/BNSF Rail Revision to Port of Vancouver, pre-design study, EIS.
- Railroad Quiet Zone – preparation of quiet zone strategies for public at-grade railroad crossings in response to Federal Railroad Administration quiet zone rule.
- South Central Neighborhoods Traffic Management Plan.

Capital Improvement Program – Projects and Planning Support

- Green Fleet Car Sharing pilot program evaluation.
- Year 2005 NTS REET Program – project planning and implementation.
- Year 2005 CDBG Transportation Program – project planning and implementation.
- Vancouver Area Smart Trek (VAST) coordination.

- Fourth Plain Traffic Safety Corridor – project planning and implementation, community outreach implementation.

CITY OF CAMAS has identified the following planning studies:

- Growth Management Plan implementation will include redraft of the Concurrency Management Ordinance.
- Transportation Impact Study Guidelines, Update.

CITY OF WASHOUGAL has identified the following planning studies:

- Development and adoption of Transportation Improvement Program (TIP)
- Traffic Circulation Study
- SR-14 Corridor Study - In conjunction with the City of Camas, Port of Camas/Washougal, and the Washington State Department of Transportation.
- Adoption of a Transportation Capital Facilities Plan to support comprehensive plan review and update.
- Transportation Impact Fee Program - Annual update to fees
- Evergreen/E Street Corridor Improvement Study (3rd Avenue to Gibbons Creek)

CITY OF BATTLE GROUND has identified the following planning studies:

- Implement an updated Transportation System Plan developed as part of the comprehensive growth management planning process in FY2005. Elements of the Plan include the traffic impact fees program, access management, identification of truck routes and Capital Facilities Plan.
- Work with WSDOT 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 programmed in the MTIP.

CITY OF RIDGEFIELD:

- Value engineering study associated with replacement of the Interstate 5 and State Route 501 (Pioneer Street) interchange.
- Submit a request to Clark County for an Arterial Atlas amendment to provide consistency between the City's Capital Facilities and Transportation Plans and the County's Atlas.
- Explore with developers the construction of a roundabout at the intersection of 45th Avenue and State Route 501 (Pioneer Street).

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
ACE	Active Community Environments
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
CE	Categorical Exclusion
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)

TRANSPORTATION ACRONYMS

ABBREVIATION	DESCRIPTION
CRCP	I-5 Columbia River Crossing Project
CREDC	Columbia River Economic Development Council
CRESA	Clark Regional Emergency Services Agency
CTPP	Census Transportation Planning Package
CTR	Commute Trip Reduction
C-TRAN	Clark County Public Transportation Benefit Area Authority
CVISN	Commercial Vehicle Information Systems and Networks
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

TRANSPORTATION ACRONYMS

ABBREVIATION	DESCRIPTION
LAS	Labor Area Summary
LCDC	Oregon Land Conservation and Development Commission
LCP	Least Cost Planning
LMC	Lane Miles of Congestion
LOS	Level of Service
LPG	Long Range Planning Group
LRT	Light Rail Transit
MAB	Metropolitan Area Boundary
MIA	Major Investment Analysis
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

TRANSPORTATION ACRONYMS

ABBREVIATION	DESCRIPTION
RTFM	Regional Travel Forecasting Model
RTP	Regional Transportation Plan
RTPO	Regional Transportation Planning Organization
RUGGO	Regional Urban Growth Goals and Objectives
SCP	Small City Program
SEIS	Supplemental Environmental Impact Statement
SEPA	State Environmental Policy Act
SIC	Standard Industrial Classification
SIP	State Implementation Plan
SMS	Safety Management System
SOV	Single Occupant Vehicle
SPG	Strategic Planning Group
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

TRANSPORTATION ACRONYMS

ABBREVIATION	DESCRIPTION
UAB	Urban Area Boundary
UGA	Urban Growth Area
UGB	Urban Growth Boundary
UPWP	Unified Planning Work Program
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 2006 SUMMARY OF EXPENDITURES AND REVENUES: RTC

SOUTHWEST WASHINGTON REGIONAL TRANSPORTATION COUNCIL
FY 2006 UNIFIED PLANNING WORK PROGRAM - SUMMARY OF REVENUES/EXPENDITURES BY FUNDING SOURCE

		Work Element	1. FY 2006 Federal FHWA PL	2. FY 2006 Federal FTA	State RTPO	3. State RTPO for	Federal STP	Federal CM/AQ	Federal High Priority	4. Dept. of Health	State (WSDOT/ ODOT)	MPO Funds	Local Funds	RTC TOTAL
I		REGIONAL TRANSPORTATION PLANNING PROGRAM												
	A	Metropolitan Transportation Plan	61,168	17,165	8,326	38,000	47,000					13,894		185,554
	B	Metropolitan Transportation Improvement Program	33,982	9,536	4,626							7,719		55,863
	C	Congestion Management System Monitoring 5						100,000				15,607		115,607
	D	Vancouver Area Smart Trek						75,000				11,705		86,705
	E	I-5 Columbia River Crossing 6.					0					0		0
	F	Skamania County RTPO			17,431									17,431
	G	Klickitat County RTPO			19,646									19,646
	H	SR-35 Columbia River Crossing FEIS 7.							400,000		75,000		25,000	500,000
		Sub-Total	95,150	26,702	50,029	38,000	47,000	175,000	400,000	0	75,000	48,925	25,000	980,806
II		DATA MANAGEMENT, TRAVEL FORECASTING, AIR QUALITY AND TECHNICAL SERVICES												
	A	Reg. Transp. Data, Forecast, AQ & Tech. Services	135,929	38,145	18,503	30,000	60,000					30,875		313,453
	B	Annual Concurrency Update											5,000	5,000
		Sub-Total	135,929	38,145	18,503	30,000	60,000	0	0	0	0	30,875	5,000	318,453
III		TRANSPORTATION PROGRAM COORDINATION AND MANAGEMENT												
	A	Reg. Transp. Program Coord. & Management	108,743	30,516	14,803	21,612	43,000			5,000		24,700		248,374
		TOTALS	**339,823**	**95,363**	**83,335**	**89,612**	**150,000**	**175,000**	**400,000**	**5,000**	**75,000**	**104,500**	**30,000**	**1,547,633**

Jan. 19, 2005

NOTES:

1 Includes FY06 FHWA PL funds. Local match for FHWA PL funds is provided from State RTPO and MPO funds

2 Local Match for federal FTA funds is provided from State RTPO and MPO funds

3. Includes $89,612 per year WTP funds

4 Funding originates with the National Center for Disease Control, is granted to the state Department of Health and will come to RTC from WSDOT

5 Assumes use of $100,000 per year programmed in MTIP to support the CMM program. The '03/'04 program had a CMAQ balance of $75,637.96 on 7/1/04

6 The balance of funding on 7/1/04 was $44,549. Funding for this work element is not yet identified.

7. Funding is not yet secured for this element. $800,000 in federal High Priority funds is currently included in the U.S House version of the federal Transportation Reauthorization Bill. This assumes 50% would be used in FY 2006 and 50% in 2007. Local matching funds would be required but sources have not yet been determined.

Summary

BACKGROUND

This report, *the Metro Corridors Case Study Report*, documents the research in Phase II of the Metro Corridors Project. The findings from this report and the Phase I Report are the basis for a final report to Metro, the *Metro Corridors Summary Report.*

The Metro Corridors Project is a study of Corridors within the context of the 2040 Growth Concept. Its purpose is to determine how the region can support the successful implementation of the Corridor design type to achieve the 2040 Growth Concept.

The Metro Corridors Project is divided into two phases:

- Phase I of the Metro Corridors Project, completed in December 2004, investigated land use and transportation issues in corridors in general and in a subset of specific Corridors in the Portland region. It resulted in the selection of a Corridor case study for Phase II of the project.
- Phase II of the project (this report) is a case study of the Beaverton-Hillsdale Highway and Canyon Road Corridors. Its purpose was to identify opportunities for and constraints to achieving the development in Corridors that the Metro 2040 Growth Concept, Regional Framework Plan, and related documents encourage or require. Phase II described how the case-study Corridors and the Beaverton Regional Center complement and compete with each other. It recommended a plan for land use and development and transportation and streetscape improvements that conform to regional guidelines for development in Corridors. Finally, it recommended changes to local, regional, and state policies that would be helpful for achieving the plan.

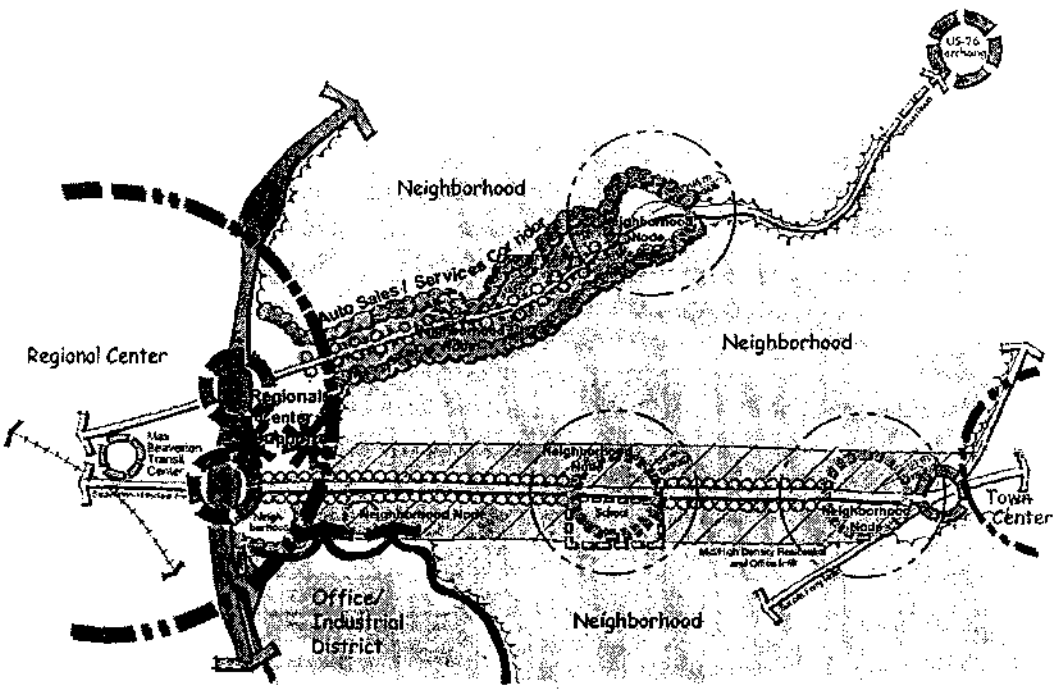
The report itself contains the details of the purpose, evaluation methods, data, assumptions, findings, and recommendations. This summary covers just the most important findings, organized as follows:

- **Land use and development concept** describes the land use and development concept for Canyon Road and the Beaverton-Hillsdale Highway.
- **Conclusions** present the consulting team's generalizations of the case-study findings to the rest of the region.
- **Recommendations** summarize the key policy changes that would be necessary to implement the land use, development, and transportation recommendations.

LAND USE AND DEVELOPMENT CONCEPT

Figure 1 shows the land use and development concept plan for the Canyon Road and Beaverton-Hillsdale Highway Corridors. The land use alternative concept retains the auto sales and services section along Canyon Road and the regional center-type big box uses at the western end of both Canyon Road and Beaverton-Hillsdale Highway Corridors. The majority of Beaverton-Hillsdale Highway is transformed from a commercial strip to four neighborhood serving retail areas and a neighborhood corridor—connecting centers to the east and the west and the residential neighborhoods to the north and the south—with primarily residential, office, lodging, and institutional uses.

Figure 1. Land use and development alternative concept, Canyon Road and Beaverton-Hillsdale Highway Corridors, 2005



Source: Freedman Tung & Bottomley, 2005.
Note: ECONorthwest made minor edits to the graph.

The elements of the land use and development alternative are:

- **Gateway.** Gateways are envisioned at the western end of both Canyon Rd. and the Beaverton Hillsdale Highway at 217. A gateway is envisioned at the eastern edge of the Raleigh Hills Town Center along the Beaverton Hillsdale Highway, and on the eastern end of Canyon Rd.
- **Regional center support: Big-box retail.** Large format retailers are concentrating at major intersections and freeway on- and off-ramps. It is not surprising, then, that this is a preferred location for big box retailers like Home Depot and Target.
- **Neighborhood center (node).** Four neighborhood centers are envisioned at 87th Street and Canyon Road, Beaverton-Hillsdale Highway near

Highway 217, Jesuit High School, and at Oleson Road. The commercial and retail uses in these nodes would be small format with a primarily neighborhood draw.

- **Neighborhood corridor: Mid/high density residential, office, lodging, and institutional infill.** The residential, office, lodging, and institutional segments along the Corridor includes commercial (primarily office) and residential (primarily multi-family) development uses. Development standards and design guidelines will be needed to insure, among other things, that non-residential uses are designed to be good neighbors to a potential residential neighbor on contiguous properties in all directions.

The redevelopment concept helps to facilitate the transition from a linear pattern of commercial development to a nodal pattern that is better able to respond to demand and investment preference, for example, the trend of large format retailers concentrating at major crossroads.

CONCLUSIONS

- **Corridors in the Portland metropolitan region are drawing from markets larger than those of the adjacent neighborhoods to support their retail sales.** The case study showed that there is more retail square footage in the Beaverton Corridors than the surrounding neighborhoods can support. Retail businesses along the Corridors are drawing customers from a larger region. The same is almost certainly true for other regional Corridors with significant retail.
- **If Corridors draw from the same regional markets that Centers do, then their effect on Centers depends on whether they are offering competing or complementary goods.** Lower land values, high drive-by traffic, generous parking, and large parcels give Corridors a comparative advantage over Centers for many types of retail. If Corridors offer the same types of retail and office space that are found in Centers, then they will be competing, at some level, for tenants. Retail that is land intensive and auto-oriented (e.g., building supplies and fast food) may prefer Corridor locations to those in Centers (but see next point).
- **National trends in retail show more new development at major intersections and less along extended strips.** The old distinctions between businesses that are center-oriented and those that are strip-oriented are blurring. The essential trade-off of development cost and access remains. Businesses in the past chose corridor locations because good access came with cheap land in large parcels. As congestion increases along corridors and land prices increase, the relative advantage of corridors on this dimension is decreasing. The result is that retail locations with the highest demand in the Metro area and across the nation are at major intersections. Not surprisingly, those intersections are on corridors.
- **There is an opportunity for the region to take advantage of national trends in retail to restructure strip development corridors.** The case-study analysis and advisory group gave evidence that there are good

reasons for retailers to develop along corridors. But they also supported the idea that the demand for retail along Corridors was more of a derived demand for ample space (and therefore less expensive land) with good access. If land with those attributes were available in Centers, then the retail on Corridors could locate in Centers, where Metro policy would like to shift it to. The problem is that historically the land in Centers could not compete on those dimensions with land in corridors. The gap has narrowed, not because land in Centers has become less expensive, but because the accessibility of Corridors relative to Centers has declined, and land prices of Corridors relative to Centers has increased. There are opportunities to (1) shift some retail directly to Metro Centers, (2) shift some retail (e.g., big box) to the edge of Centers—at the boundary between Centers and their connecting Corridors—where the uses might be complementary, and (3) concentrate some of the retail in Corridors into smaller "centers" or nodes[1] that occur along different segments of the Corridors (which will increase the possibility that some of the use along the Corridors will shift to residential uses).

- **Residential, office, lodging, and institutional uses have the potential to supplant retail as the highest and best uses along some parts of Corridors.** Residential uses could become the primary use in Corridor segments (with office, lodging, and institutional playing a secondary role) between the concentrations of retail around retail nodes in the Corridors. We say these uses have the *potential* to supplant retail because redeveloping the Corridors for these uses requires that the streetscape and the surrounding non-residential uses be designed (or redesigned) to support and complement these new uses, especially the residential ones.
- **Redeveloped Corridors would support Centers.** Encouraging higher-density retail at major intersections and Centers; increasing the capacity for residential, office, lodging, and institutional uses in Corridors; and identifying space for large-format retailers at the edge of Centers can encourage the redevelopment of Corridors that support Centers.

  There is clearly a competition between Centers and Corridors for many types of development. But that does not mean that restricting all that development in Corridors would force it to Centers. Squeezed out would be many businesses with low capitalization (including small start-ups) and highly capitalized businesses that have a standard big-box, land-intensive development format. Total economic activity would be lower and prices slightly higher for retail goods in the absence of retail development in Corridors.[2] There is the possibility that properly constructed could facilitate the commercial development most appropriate for Corridors, redirect some types of commercial development toward Centers or their

[1] We use the term neighborhood centers, noting that the term *centers* is used by Metro to refer to a hierarchy of Region 2040 Centers. The neighborhood center was introduced in the land use and development concept Chapter 4. The recommendations include adding neighborhood corridor to a typology to describe the uses (primarily residential, office, lodging, and institutional) between neighborhood, regional, and town centers.

[2] We do not comment here on whether that tradeoff is desirable: we are just describing the direction of the likely effects.

fringes, improve Corridor function, and in doing all of that, make Corridors work better.

- **A major transformation of current Corridors will require a major transformation of the streetscape.** It did not take this study to discover that a lot of development in Corridors in Portland and elsewhere is aesthetically disadvantaged designed with no thought of pedestrian use. These conditions, plus large traffic volumes and noise, make Corridors incompatible with residential uses today. Residential uses are less likely to be successful until the streetscape is changed to make Corridors more pedestrian friendly and to provide buffers (such as street trees for noise reduction and increased privacy).

- **Transportation improvements can decrease congestion and increase mobility and access along Corridors.** The transportation improvements listed in Chapter 4 will help to improve mobility and access for all modes of travel in Corridors. Local jurisdictions should develop and implement network plans that prescriptively improve conditions for non-vehicular modes. These plans should specifically identify missing links and secondary street alternatives that will preserve Corridor mobility for through traffic, ensure more direct off-corridor connections, and increase pleasant pedestrian and bicycle options on collector and local streets for access along the corridor and between neighborhoods. Corridor level planning recognizes that large format auto scale development typical in corridors will require a new armature of street connectivity.

  Recommended urban design guidance should be included in site plan review to produce active comfortable walking and bicycle environments especially around transit nodes to improve non-SOV mode share.

- **Without the benefit of clear public policy and public investment, most Corridors will change slowly.** There are multiple conditions that would provide opportunities for the restructuring of Corridors. They include market trends in retail that encourage retail to locate at major intersections, disinvestment along strip Corridors, increases in residential land values that are closing the gap between residential and commercial land values in Corridors, and increasing congestion along Corridors. These forces will slowly cause change in the development in Corridors. If the region wants that change to occur faster and with move coherence and amenity, then some policies—which could be adopted at the state, regional, or local level depending on their type—are probably necessary. A comprehensive policy would address all phases of implementation: identifying needed transportation/streetscape improvements, prioritizing Corridor investment, determining the interest of local jurisdictions to planning activities, and determining funding strategies.

- **Public efforts undertaken to transform development in Corridors will need to do all the things that are now typical of sub-area and Corridor planning in Oregon, and then some.**

  - **Public involvement.** Resistance to restructured Corridors is often the biggest barrier to implementation. The consultants' experience

elsewhere in restructuring Centers and Corridors suggests that approximately six local workshops are necessary for the successful adoption of a restructured Corridor plan. This level of public involvement is required to collect information from stakeholders, process the information, educate stakeholders on the existing conditions and market conditions, create alternatives, and to adopt a final plan.

- **Economic analysis.** A fundamental conclusion about major transformations of current Corridor patterns that are extended, low-density commercial strips is that the retail needs to be concentrated, and that some of the commercial land should convert to high-density residential uses. In similar restructuring projects in other parts of the country examined for this project, local property owners resisted the removal of retail entitlements, believing that the retail market would rebound and demand for retail in a Corridor would increase. A comprehensive economic study that identifies prototypical developments that are viable in a restructured Corridor is necessary to show property owners that there is an alternative to retail.

  The economic study has the additional benefit of showing how a restructured Corridor and the accompanying policies would increase the value of properties over the long term. Such a study would help jurisdictions defend themselves against potential Measure 37 claims (assuming that the economic study can demonstrate a likely increase in property values).

- **Local evaluation.** Many of the findings of the case-study Corridors are applicable in some form to Corridors throughout the region (primarily in suburban locations), but local conditions will dictate how restructuring occurs.
  - How close is the regional, town, or neighborhood center?
  - Are there specialty segments along the Corridor?
  - What is the local market for housing, office, and lodging?
  - Are parcels in the Corridor difficult to redevelop because of size (especially the depth of the parcels)?
  - What are the existing transportation conditions, including volumes, speeds, transit service, accident history, bicycle and pedestrian environment and streetscape design?
  - Are existing uses thriving, stagnant, or blighted?

- **State, regional, and local funding for transportation improvements along Corridors is necessary to support the land use and development alternatives.** A consistent message throughout this study was "there is not enough money to do Centers; where will the money for Corridors come from?" This question is in part one about priorities and has the obvious set of answers: increase total funding so there is more for Corridor restructuring; shift money from Centers to Corridors; decide that public

investment in restructuring of Corridors is not a high enough priority to merit a share of the limited funding available.

RECOMMENDATIONS

This section lists the recommended changes to state, regional, and local agency rules and policies.

STATE AGENCY RULES AND POLICIES

S1: Re-examine AASHTO interpretation within Corridors.

S2: Designate UBAs only if they provide an opportunity to improve the land use or transportation conditions of a Corridor.

S3: Develop state-local agreements regarding transportation and streetscape improvements in the Corridors.

S4: Increase funding for Corridors in the State Transportation Improvement Program (STIP).

REGIONAL AGENCY RULES AND POLICIES

R1: Recognize Corridor segment typologies as a tool for corridor planning.

R2: Provide Functional Plan support for retail clusters.

R3: Emphasize the importance of corridor planning to improve transportation system and enhance centers.

R4: Increase the priority of Corridor funding in the Metropolitan Transportation Improvement Program (MTIP).

R5: Streamline street-design standards and requirements in the Regional Transportation Plan.

R6: Develop gateways in the Corridors.

LOCAL AGENCY RULES AND POLICIES

L1: Change road designs policies within the Transportation System Plans (TSPs) or public works standards to encourage transportation improvements that support the land use and development alternatives and remove barriers.

L2: Rezone the neighborhood corridor segments to limit the amount of retail and allow for the density of residential, office, lodging, institutional and limited commercial uses envisioned by the land use and development alternatives.

L3: Implement transportation and street-design strategies to support the land use and development alternative.

L4: Review current codes for appropriate design guidelines and development standards for retail in corridors.

L5: Provide incentives to encourage the redevelopment of Corridors.

STATE OF OREGON **MEMORANDUM**

Department of Transportation
Transportation Development Division
Mill Creek Office Park
555 13th Street NE, Suite 2
Salem, Oregon 97301-4178
(503) 986-4121 FAX (503) 986-4174

Date: May 27, 2005

TO: Interested Stakeholders

CC: STIP Stakeholder Committee members, Region STIP Coordinators

FROM: Jerri Bohard, ODOT TDD Planning Section Manager

SUBJECT: Draft 2008-2011 STIP Project Criteria

Attached for your review are the draft Eligibility Criteria and Prioritization Factors for the 2008-2011 STIP. We would appreciate receiving your comments and suggestions *by July 15, 2005.* The STIP Stakeholder Committee met on May 19 to develop this draft of the 2008-2011 Criteria. The Committee supported the changes proposed by staff and identified some additional updates.

While the criteria are not substantially re-written from the adopted 2006-2009 version, proposed changes are highlighted below:

- "Projects that support freight mobility" was added to the Prioritization Factors (on page 2) for C-STIP MOD with footnote #9 (on page 12). The footnote language draws on the Freight Advisory Committee's criteria for OTIA III projects.

- "Projects that best support the policies of the Oregon Highway Plan" was added to the Prioritization Factors for Bridge (on page 2), with footnote #18 (on page 16). This clarifies that Bridge projects should also support the OHP policies.

- On page 5, the MPO TMA paragraph (beginning on line 7) will be updated to reflect current federal and MPO terminology.

- A sentence on page 8, line 50 was dropped for clarity.

- "Would facilitate public and private investment that creates or sustains jobs" has been added as an example of possible leverage and public

benefit to the footnotes for D-STIP and C-STIP MOD projects (page 10 & page 13).

- Since the OHP has been amended, the reference to the 1999 OHP on page 11 has been updated to reference only the OHP, without a year specified.

- The Bridge section of the footnotes (pages 15 and 16) has been updated to more accurately reflect current practice.

- Table 1 on page 18 has a column added to show OHP policies that may apply to Bridge projects.

- Appendix A on page 19 has a note added referencing the forthcoming STIP Users' Guide that will be available on ODOT's website and will provide more information on each of the programs and their decision processes.

Please review the attached draft Eligibility Criteria and Prioritization Factors and send any comments or suggestions to lucia.l.ramirez@odot.state.or.us by July 15, 2005. If you have any questions, please call either Lucia Ramirez at 503-986-4168 or Jerri Bohard at 503-986-4165. The STIP Stakeholder Committee will meet again in early August to finalize the recommended criteria and forward a final draft to the OTC for adoption.

Attachment:
Draft 2008-2011 STIP Eligibility Criteria and Prioritization Factors

Project Eligibility Criteria and Prioritization Factors
For the 2008-2011 Development STIP and Construction STIP
Process Overview

Eligibility Criteria

Development STIP	Construction STIP*		
Major projects	**Modernization projects**	**Preservation projects**	**Bridge replacement/rehabilitation projects**
Development work on major projects may be eligible for funding if it: • Supports the definition of "Development STIP" approved by the Oregon Transportation Commission • Addresses an unmet transportation need in the applicable acknowledged transportation system plan(s) (TSP) or, in the absence of an applicable acknowledged TSP(s), the applicable acknowledged comprehensive plan and any applicable adopted TSP(s). or Addresses project need, mode, function and general location for a transportation need identified in an acknowledged TSP. or Is identified as a project of statewide significance or as a federal discretionary project. • Has funding adequate to complete the identified milestone.[1]	Modernization projects may be eligible for funding if they: • Are consistent with the applicable acknowledged transportation system plan (TSP) or, in the absence of an applicable acknowledged TSP, the applicable acknowledged comprehensive plan and any applicable adopted TSP.[5] • Are consistent with the Oregon Highway Plan policy on Major Improvements (Policy 1G, Action1.G.1), where applicable.[6]	Pavement Preservation projects may be eligible for funding if they: • Are identified through the Pavement Management System process.[12]	Bridge replacement and rehabilitation projects may be eligible for funding if they: • Are identified through the Bridge Management System process.[16] • Are improvements or work needed to rebuild or extend the service life of existing bridges and structures (includes replacement of an existing bridge).

* To the extent that legislative action (e.g., HB 2041) applies, the criteria in the legislation will control in the event of a conflict.

Prioritization Factors
Used to Select Projects for Funding from the Pool of Eligible Projects

Development STIP

Major projects

Priority shall be given to:

- D-STIP project suitability (an assessment of the level of work completed to achieve the planned D-STIP milestone).
- Projects that best support the policies of the Oregon Highway Plan. [2]
- Projects that have already completed one or more D-STIP milestones.
- Projects that have funding identified for development or construction[3]
- Major Modernization Projects that leverage other funds and public benefits. [4]

Construction STIP

Modernization projects

Priority shall be given to:

- Project readiness (an assessment of the likelihood of a project getting to construction in the timeframe contemplated). [7]
- Projects that best support the policies of the Oregon Highway Plan.[8]
- Projects that support freight mobility[9]
- Projects that leverage other funds and public benefits. [10]
- Class 1 and 3 projects that have completed an environmental milestone of a Record of Decision (ROD) or Finding of No Significant Impact (FONSI) (see footnote for Class 2 projects)[11]

Preservation projects

Priority shall be given to:

- Project readiness (an assessment of the likelihood of a project getting to construction in the timeframe contemplated). [13]
- Projects that best support the policies of the Oregon Highway Plan.[14]
- Projects that leverage other funds and public benefits.[15]

Bridge replacement/rehabilitation projects

Priority shall be given to:

- Projects that support the approved Bridge Options Report. (This prioritization factor is not intended to limit bridge projects to those identified in the Bridge Options Report, but to give priority to those identified in the report.) [17]
- Projects that best support the policies of the Oregon Highway Plan.[18]
- Projects that leverage other funds and public benefits.[19]

Project Eligibility Criteria and Prioritization Factors
Process Description and Guidance
For the 2008-2011 Development STIP and Construction STIP

I. Introduction

The Oregon Transportation Commission (OTC) approved the Project Eligibility Criteria and Prioritization Factors to assist Area Commissions on Transportation (ACTs), Metropolitan Planning Organizations (MPOs), or regional or statewide advisory groups advising the OTC on the selection of Statewide Transportation Improvement Program (STIP) projects. The document gives basic definitions and funding information and provides guidance pertaining to roles and responsibilities, project selection and documentation. More information about the ACT process, advisory committees, Oregon transportation management systems, other STIP programs and funding is available on the Internet (see Appendix A).

The OTC establishes program goals, funding levels and regional funding distribution at the start of each two-year STIP update. These policy decisions are made separate from these eligibility criteria and prioritization factors and are not part of this document. (See Appendix B for the decision-making process.)

A. Roles and Responsibilities

The OTC will make the final selections for all projects included in the STIP. The Commission will consider the advice and recommendations that it receives from ACTs, MPOs and regional or statewide advisory groups. ODOT will provide tools necessary to enable an ACT to carry out its responsibilities under these criteria. Geographic areas that do not have an ACT must adhere to the same standards of accountability as ACTs (*Policy on Formation and Operation of the Area Commissions on Transportation*, Section VI, Basis for Decision Making) and demonstrate to the OTC that recommendations were developed in accordance with these criteria and factors. In making final project selections, the OTC will ensure that ACTs, MPOs and regional or statewide advisory groups have based their considerations on the criteria and will ensure projects are distributed according to the funding allocations approved by the OTC for the 2008–2011 STIP.

In making decisions, the OTC applies both regional and statewide perspective, optimizes system effectiveness in decisions for the state system and strives to develop and operate an integrated intermodal transportation system that facilitates the safe, efficient and economic movement of people and goods. (*Policy on Formation and Operation of the Area Commissions on Transportation*, Section III. Authority)

B. Definitions

STIP includes both the Development and Construction sections of the Statewide Transportation Improvement Program. The D-STIP houses projects that require more than 4 years to develop or for which construction funding needs to be obtained. Projects that can complete the development process and be ready for bid within 4 years or less may be placed directly into the C-STIP.

Development STIP (D-STIP)

The Oregon Transportation Commission approved the following definition for the D-STIP:

> *Projects approved and funded for development through specific milestones and within specific timeframes, which include the following characteristics:*
>
> A. *Projects approved for funding through specific milestones such as National Environmental Policy ACT (NEPA) design-level environmental documents, right of way acquisition, and final plans; or*
>
> B. *Projects for which needed improvements have been identified but a final solution either has not been determined or needs further design and analysis.*
>
> *The types of projects that tend to have one or more of the above characteristics include large statewide significant projects, federally earmarked or demonstration projects, modernization or major bridge replacement projects, and discretionary projects (projects eligible to receive federal discretionary funds).*

Construction STIP (C-STIP)

The C-STIP identifies project scheduling and funding for the state's transportation preservation and capital improvement program for a four-year construction period. This program meets the requirements of the Transportation Equity Act for the 21st Century (TEA-21), the federal act that provides funds to states for transportation projects. For application of these criteria and prioritization factors, C-STIP means Modernization, Preservation and Bridge projects.

Other STIP Programs

Other STIP programs (examples include Safety, Bicycle/Pedestrian, Transit, Congestion Mitigation/Air Quality Improvement, Transportation Enhancement, and Scenic Byways) are not addressed in this document. More information about programs funded in the STIP is available in the *Draft 2006-2009 STIP*.

C. Project Selection

Eligibility Criteria and Prioritization Factors have been developed for both the Development STIP (D-STIP) and the Construction STIP (C-STIP). ACTs, MPOs and others, including those where an ACT does not exist, shall apply both regional and statewide perspectives in making their recommendations. The Commission anticipates that most projects considered by ACTs, MPOs and regional or statewide advisory groups would be the outcomes of planning and the transportation management systems maintained by ODOT. ODOT Region staff shall assist the ACT in developing recommendations as described in the *Policy on Formation and Operation of the ACTS*, Section II. D, Role of ODOT Staff.

ACTs, MPOs and regional or statewide advisory groups should use this document as a guide when they evaluate projects for the STIP on the state highway system and for off-system projects that support implementation of the Oregon Highway Plan (OHP). Projects recommended for funding in the STIP should have consistent application of the project eligibility criteria and prioritizing factors. ACTs, MPOs and regional or statewide advisory groups may use additional criteria to select and rank projects provided the criteria are consistent with the

project eligibility criteria and prioritization factors adopted by the OTC. If requested, ODOT staff will provide a model to assist with project ranking. This process recognizes regional differences and is consistent with the *Oregon Transportation Plan* (Policy 2G) and the *Policy on Formation and Operation of the Area Commissions on Transportation*, Section VI, Basis for Decisionmaking.

In MPO areas designated as Transportation Management Areas (TMA), all projects using federal title 23 or Federal Transit Act funds, except projects on the NHS and projects funded under the Bridge, Interstate Maintenance and Federal Lands Highways programs, shall be selected by the MPO in consultation with the State and transit operator from the approved metropolitan Transportation Improvement Program (TIP). Projects on the NHS and projects funded under the Bridge and Interstate Maintenance programs shall be selected by the State, in cooperation with the MPO, from the approved metropolitan TIP. *Note: This paragraph will be rewritten to make its language consistent with that used in federal regulations. The intent of the paragraph will not change.*

In MPO areas not designated as TMAs, projects using federal title 23 or Federal Transit Act funds, other than Federal Lands Highways program funds, shall be selected by the State and/or the transit operator, in cooperation with the MPO, from the approved metropolitan TIP.

Outside MPO areas, transportation projects undertaken on the NHS and projects funded under the Bridge and Interstate Maintenance programs will be selected by the State in consultation with the affected local officials. Other transportation projects undertaken with funds administered by FHWA, other than federal lands highway projects, shall be selected by the State in cooperation with the affected local officials and projects undertaken with Federal Transit Act funds shall be selected by the State in cooperation with the appropriate affected local officials and transit operators (23 Code of Federal Regulations part 450).

ACTs and MPOs should coordinate their efforts to assure a better decision making process which results in better coordination of projects. When ACT and MPO boundaries overlap, a higher level of clearly defined coordination is needed. Where this occurs, the MPO and ACT should jointly agree on a process for maintaining consistency between ACT recommendations and the MPO Plan and TIP *(Policy on Formation and Operation of the Area Commissions on Transportation*, Section VII. G, Coordination).

Project Eligibility Criteria

ACTs, MPOs, or regional or statewide advisory groups advising the OTC on the selection of STIP projects for funding on the state highway system or for off-system projects that support implementation of the OHP shall apply the project eligibility criteria. The project eligibility criteria are a first screen so that additional efforts can be focused to determine which projects they will evaluate further for funding. The eligibility criteria are not listed in any particular order. Projects must satisfy these criteria, at a minimum, before they are given further consideration.

Prioritization Factors

The prioritization factors are to be used to ensure consistent consideration of the relative merits of projects by ACTs, MPOs and regional or statewide advisory groups. With the exception of project readiness which shall have greater weight, the prioritization factors are not listed in any particular order and do not have any implied weight. To provide for regional differences, ACTs, MPOs and regional or statewide advisory groups may use additional factors to rank projects

provided the factors are consistent with the factors adopted by the OTC. If an ACT, MPO or regional or statewide advisory group chooses to use additional prioritization factors, they must inform those developing project proposals about the factors prior to the beginning of the project submittal period. When developing a tool to evaluate OHP policies, OHP Appendix A2 provides definitional information to facilitate shared understanding of the goals, policies and actions of the OHP policy element.

D. Project Documentation

ACTs, MPOs and regional or statewide advisory groups making recommendations to the OTC shall document the analysis used to develop recommendations. The supporting information should include the following:

1. Project description
2. Project justification
   - Identify the planning history
   - As applicable, describe information provided from the pavements or bridge management system. If the recommendation varies from the prioritization identified by the management system, describe the process used to reach that recommendation.
   - Describe how this project supports OHP policies (Table 1).
   - Provide an assessment of the likelihood of the project getting to construction in the timeframe contemplated
   - Provide supplementary project information if the project leverages additional funding or community benefit
3. Applicable additional information

E. Funding

As required by federal regulations (23 CFR Part 450) the C-STIP is financially constrained by year. The Eligibility Criteria and Prioritization Factors defined in this document apply to projects that implement current revenue sources. If more funding becomes available, it will be allocated in adherence to any additional funding or selection criteria attached to those new funds.

The STIP represents multiple funding categories and each category has limits as to how the funding can be obligated. STIP projects must meet the funding source limitations established by state or federal regulations and cannot be selected without looking at those limitations. The D-STIP will be funded with the same funding sources as the C-STIP and the total funds committed to the D-STIP may vary. Funding of the D-STIP can be impacted by several factors, including the following: OTC selection of projects of statewide importance, federally funded earmarks and discretionary projects, federal and state restrictions on the use of available funds, and the Regional equity distribution of Modernization funds (ORS 366.507).

II. Development STIP (D-STIP)

A. Introduction to the D-STIP

The Oregon Transportation Commission will make the final selections for all D-STIP projects and will apply a statewide perspective to the proposed list of projects, giving highest priority to OTC approved federal discretionary projects that have funding secured through federal legislation.

It will be important to clearly articulate the rationale and need of a D-STIP project in order to help manage expectations and potential next steps. D-STIP projects will be consistent with statewide policies and may be identified in one or more planning documents, such as transportation system plans, regional transportation plans, corridor plans, comprehensive plans, refinement plans or state management systems. Additionally, the OTC may select large projects of statewide significance for inclusion in the D-STIP. The D-STIP includes projects approved and funded for development through specific milestones for planning, environmental or project development activities and within specific timeframes.

The following should be considered when applying the Eligibility Criteria and Prioritization Factors:

- A new alignment will be selected for one or several features in the refinement plan. Project specific refinement plans may be funded in the D-STIP as needed to resolve need, function, mode and general location decisions that could not be made during system plan or corridor plan development. In circumstances where these decisions have already been made, the goal of refinement planning will be to develop a specific solution or a range of solutions to the problems(s) that support the next appropriate project development step.
- Rapid development is occurring in the area, making corridor preservation critical.
- Issues needing resolution have a high priority and solutions are likely to be funded in the near future.
- The highway segment is very sensitive environmentally, and a strategy for the whole segment needs to be approved before work on individual elements can commence. For example, addressing land use to help resolve inconsistencies with planned transportation facilities; planning for compatible land uses along state highways.
- Public pressure for a sustainable decision is high.

Selection of D-STIP projects requires application of the D-STIP definition approved by the OTC. D-STIP projects generally fall into the following three categories: federal discretionary projects (earmarks), large statewide significant projects, and modernization or major bridge replacement projects.

<u>Federal discretionary projects</u>

Federal discretionary projects are a part of federal appropriations or transportation funding legislation. The Oregon Department of Transportation, with direction from the Oregon Transportation Commission, developed guidelines to use in deciding which projects should be submitted as earmark proposals in federal legislation for the reauthorization of transportation funding. The projects are categorized as low or medium risk and can be completed over the life of the federal transportation funding bill. Local jurisdictions that pursue earmark funding for

projects not submitted by ODOT are solely responsible for the required matching funds or any shortfalls.

Large statewide significant projects

Large statewide significant projects are projects that require funding that cannot be achieved within standard STIP allocations but are viewed by the OTC as projects of statewide significance and can be selected by the OTC independent of the ACT process. Identified funds would be used to either keep existing work on very large projects current, or to support development of very large projects (for example, funding a new Environmental Impact Statement or updating an existing EIS).

Modernization or major bridge replacement projects

Modernization or major bridge replacement projects are projects that have been approved and funded for development through specific milestones but that cannot be constructed within the four-year timeframe of the STIP and/or within the normal Region STIP allocations. These may include shelf projects, which are high priority projects developed in anticipation of funding but that have no funding identified for construction in the current STIP. Milestones include planning, environmental and project development.

D-STIP Project Completion

Projects remain in the D-STIP until work required to meet the National Environmental Policy Act (NEPA) is completed. NEPA classifications:

- Class 1: Requires draft and final environmental impact statement (EIS). An EIS is required for actions that significantly affect the environment.
- Class 2: Categorical exclusion (neither an environmental assessment nor an environmental impact statement is required). These actions do not individually or cumulative have a significant environmental effect and are excluded from the requirement to prepare an environmental assessment or environmental impact statement.
- Class 3: Requires environmental assessment (EA) or revised environmental assessment. The environmental impact is not clearly established. All actions that are not Class 1 or 2 fall into this classification. These actions require preparation of an EA to determine the appropriate environmental document. If it is determined that the action is likely to have a significant impact on the environment, the preparation of an EIS will be required.

All Class 1 and 3 projects should be in the D-STIP until a final Record of Decision (ROD) or Finding of No Significant Impact (FONSI) has been completed. By programming completion of D-STIP milestones that follow a ROD or FONSI, the project delivery activity can continue through right of way acquisition, advance plans, and/or plans specifications and estimates (PS&E). The project could then be ready for inclusion in the C-STIP at the regular 2-year update. Work on right of way, advance plans or PS&E may be conducted in either the D-STIP or the C-STIP.

ODOT and the Department of Land Conservation and Development (DLCD) shall work with affected cities and counties to obtain land use approvals needed to select a specific alignment. ~~After completion of the Draft EIS or EA they will resolve any other project specific land use~~

~~issues.~~ The level of land use consistency required will depend on the environmental milestone being completed.

Although the primary purpose of the D-STIP is to develop projects for the C-STIP, inclusion in the D-STIP does not guarantee funding for future D-STIP milestones or that a project will automatically move into the C-STIP. Funding may not be available to construct the final solution or the environmental document may identify the solution as a "No Build".

B. Development STIP

B. 1. Development STIP Eligibility Criteria Footnotes

[1]D-STIP milestones

D-STIP projects must have funding to complete the identified milestone; partial milestones or those with no funding will not be programmed. D-STIP milestones, while not necessarily sequential, include those listed below. Not all projects are required to complete all the milestones.

- Project specific refinement plan completion
- Project specific refinement plan adoption
- Land use consistency/Statewide Goal Compliance. (Project is included in the acknowledged comprehensive plan or transportation system plan as a planned facility, which is a facility allowed by the plan and that is expected to be constructed within the next 20 years with available financial resources. This may include land use decisions that establish need, mode, function and general location.)
- Location Environmental Impact Statement (EIS) Record of Decision (ROD)
- Design EIS ROD
- Environmental Assessment (EA) and Finding of No Significant Impact (FONSI)
- Right of way acquisition
- Advance plans (or any other applicable project development design milestone)
- Plans, specifications and estimates (PS&E)

B.2. Development STIP Prioritization Factors Footnotes

[2]D-STIP Projects that Best Support the Oregon Highway Plan Policies

Oregon Highway Plan policies that are applicable to D-STIP projects may include but are not necessarily limited to the following (Table 1):

- 1A, 1B, 1C, 1D, 1F, 1G, 1H, 2A, 2B, 2C, 2E, 2F, 2G, 3A, 3B, 3C, 4A, 4B, 4C, 4D, 4E, and 5A

[3]Funding for D-STIP Projects

A funding scenario should be identified through construction, though not necessarily guaranteed. Congressional high priority projects would fall into this category.

[4]Leverage and Public Benefit for D-STIP Projects

ACTs, MPOs and regional or statewide advisory groups should evaluate how proposed projects leverage additional funding or collateral community benefits and make wise and efficient use of infrastructure and natural resources. Those making project recommendations should pursue an agenda to accomplish leverage or community benefits although specific benefits might not

always be known at the D-STIP stage. Examples of leverage and public benefits for D-STIP modernization projects could include where applicable, but are not limited to the following:

- Other funding contributions, such as additional federal funds, local matching funds or provision of project right of way, private funding.
- Bundling with other infrastructure projects (provided there is no adverse affect on project readiness).
- Fish enhancement, such as culvert replacement and improved drainage.
- Transfer of jurisdiction from state to local control.
- Leveraging additional funds that contribute to transportation system effectiveness, revitalization of the downtown or mainstreet, etc.
- Direct benefits to multiple modes of travel. This would include local efforts to accommodate non-auto modal opportunities.
- Local circulation improvements that support and complement the state highway project.
- Improvements in Oregon's economy by addressing transportation challenges.
- Potential for collecting toll revenues.
- Projects that implement other innovative finance techniques.
- Would facilitate public and private investment that creates or sustains jobs

This determination must be considered within the capacity of the community on a case by case basis.

III. Construction STIP (C-STIP)

A. Introduction to the C-STIP

The C-STIP contains projects scheduled for construction and is financially constrained by year. Application of the C-STIP Eligibility Criteria and Prioritization Factors includes Modernization, Preservation and Bridge projects. Information about other programs in the STIP may be found in the *Draft 2006-2009 STIP*.

B. Modernization

As stated in the *Oregon Highway Plan*, "The primary goal of modernization projects is to add capacity to the highway system in order to facilitate existing traffic and/or accommodate projected traffic growth. Modernization means capacity-adding projects including HOV lanes and off-system improvements. Projects in this category include major widening of lanes or bridges, and the addition of lanes, rest areas or entire facilities." Where a culvert is replaced with a bridge due to environmental analysis concluding that this is necessary, the project is not considered modernization.

B.1. Construction STIP Eligibility Criteria for Modernization Footnotes

[5]Consistency with Comprehensive Plans and Transportation System Plans (TSP)
The proposal must show that the project is consistent with the applicable adopted comprehensive plan or transportation system plan as a planned facility, including land use decisions that establish need, mode, function and general location, including goal exceptions, where required. If consistency cannot be demonstrated the project submission will describe how the inconsistency will be addressed, including changes to the project, TSP and/or comprehensive plan and when they need to be completed. In such cases, the ACT or regional or statewide advisory group may recommend that the project be included in the D-STIP, and request that Transportation Planning Rule issues be addressed.

Proposed projects from within MPOs shall be identified in fiscally constrained Regional Transportation Plans and shall meet air quality conformity requirements.

[6]Consistency with Oregon Highway Plan (OHP) Policy 1G, Action 1G.1, on Major Improvements
In order to demonstrate that a project is consistent with OHP Policy 1G, Action 1G.1, the proposal must show that the project and/or the TSP clearly addressed the prioritization criteria found in Action 1G.1 of the OHP.

Where needed to achieve consistency with the above-noted Oregon Highway Plan policy, the ACTs, MPOs, or regional or statewide advisory groups, with ODOT assistance, shall negotiate conditions for project approval with an applicant. These conditions, if not addressed as the project proceeded through the D-STIP if applicable, shall be attached to the application approved by the ACT, MPO or regional or statewide advisory group, shall be as specific as possible given the stage of development of the project, and may include the following:

- Access management and interchange area management plans,
- Highway segment designations,
- Needed local street improvements,
- Traffic management plans,

- Land use plan designations,
- Other similar conditions.

B.2. Construction STIP Prioritization Factors for Modernization Footnotes

[7]Project Readiness for C-STIP Modernization Projects
Projects that can begin construction within the timeframe of the STIP and within the timeframe expected are considered to be more ready than those that have many or complicated remaining steps. The overall judgement of a project's readiness is dependent on timeliness of construction expectations not on the number of steps to be completed.

Where applicable, the hurdles to accomplish each of the following steps must be assessed for major modernization projects that have come through the D-STIP and for which a final Record of Decision (ROD) for a design level environmental impact statement or a Finding of No Significant Impact (FONSI) has been made:

- Public involvement
- Right of way purchased
- Final construction and traffic flow management plans developed
- Additional land use requirements such as completing plans for access management, supporting local transportation system improvements and land use measures to protect the function and operation of the project.

Projects that have not gone through the D-STIP or have not completed a FONSI or ROD must also assess the following:

- Environmental requirements
- Land use requirements
- Applicability of minor improvements and alternative mode solutions

For all projects, if those aspects are not completed at the time of the assessment of project readiness, a plan to complete them must be described to assist in judging the likelihood that all of those aspects can be addressed, and construction begun within the timeframe projected. The project budget and time line must include execution of the plan.

[8]Modernization Projects that Best Support the Oregon Highway Plan Policies
OHP policies that are applicable to modernization projects may include but are not necessarily limited to the following (Table 1):

- 1A, 1B, 1C, 1D, 1F, 1G, 1H, 2A, 2B, 2C, 2E, 2F, 2G, 3A, 3B, 3C, 4A, 4B, 4C, 4D, 4E, and 5A

- **[9] Projects that support freight mobility**

Are modernization projects on freight routes of statewide or regional significance, including: highways on the State Highway Freight System as designated in the *Oregon Highway Plan*; or highways or local roads designated as National Highway System intermodal connectors; or other highways with a high volume or percentage of trucks or which are important for regional or interstate freight movements, or local freight routes designated in a regional or local transportation plan. These projects would remove identified barriers to the safe, reliable, and efficient movement of goods and/or would support multimodal freight transportation movements.

[10]**Leverage and Public Benefit for C-STIP Modernization Projects**

ACTs, MPOs and regional or statewide advisory groups should evaluate how proposed projects leverage additional funding or collateral community benefits and make wise and efficient use of infrastructure and natural resources. Examples of leverage and public benefits for C-STIP modernization projects include:

- Other funding contributions, such as additional federal funds, local matching funds or provision of project right-of-way, private funding.
- Bundling with other infrastructure projects (provided there is no adverse affect on project readiness).
- Fish enhancement, such as culvert replacement and improved drainage.
- Transfer of jurisdiction from state to local control.
- Leveraging of additional funds that contribute to transportation system effectiveness, revitalization of the downtown or mainstreet, etc.
- Direct benefits to multiple modes of travel. This would include local efforts to accommodate non-auto modal opportunities.
- Local circulation improvements that support and complement the state highway project.
- Improvements in Oregon's economy by addressing transportation challenges.
- Potential for collecting toll revenues.
- Projects that implement other innovative finance techniques.
- Would facilitate public and private investment that creates or sustains jobs

---

This determination must be considered within the capacity of the community on a case by case basis.

[11]**Environmental Classification**

- Class 1: Requires draft and final environmental impact statement (EIS)
- Class 2: Categorical exclusion (neither an environmental assessment nor an environmental impact statement is required)
- Class 3: Requires environmental assessment (EA) or revised environmental assessment

This prioritization factor is not intended to give Class 1 and 3 projects priority over or to exclude Class 2 projects, but to give Class 1 and 3 projects with a completed ROD or FONSI priority over Class 1 and 3 projects that require additional environmental documentation.

C. Preservation

The pavement preservation projects list is developed by ODOT's Pavement Management System (PMS) and applied by the pavement management selection committees. The PMS is an electronic data management tool used by the department to identify, prioritize and develop needed pavement preservation projects. The role of ACTs, MPOs and regional or statewide advisory groups is to review the timing of the pavement preservation projects as they relate to other local projects or issues; their comments will be considered as part of the process. It is anticipated that these groups will primarily enhance selected projects by leveraging additional funding or collateral community benefit. The interstate preservation projects are selected based on the PMS and a statewide strategy and are therefore not a part of these criteria.

C.1. Construction STIP Eligibility Criteria for Pavement Preservation Footnotes

[12]Pavement Strategy
The department has adopted a pavement preservation program designed to keep highways in the best condition at the lowest lifecycle cost, taking into account available funding. ODOT established a Pavement Strategy Committee in 1999 to address pavement preservation issues, including the development of a statewide pavement strategy for all state highways. The pavement strategy was developed using the department's Pavement Management System. The strategy assumes maintenance of existing traffic capacity; it does not provide for capacity improvements.

Using the list generated by the Pavement Management System (PMS), each Region is responsible for recommending preservation projects for inclusion in the STIP.

C.2. Construction STIP Prioritization Factors for Pavement Preservation Footnotes

[13]Project Readiness for C-STIP Preservation Projects
Projects that can begin construction within the timeframe of the STIP and within the timeframe expected are considered to be more ready than those that have many or complicated remaining steps. The overall judgement of a project's readiness is dependent on timeliness of construction expectations not on the number of steps to be completed.

[14]Preservation Projects that Best Support the Oregon Highway Plan Policies
Oregon Highway Plan policies that are applicable to preservation projects may include but are not necessarily limited to the following (Table 1):

- 1A, 1B, 1C, 1D, 1E, 2A, 2C, 2F, 3A, 4A, and 5A

[15]Leverage and Public Benefit for C-STIP Preservation Projects
ACTs, MPOs and regional or statewide advisory groups should evaluate how proposed projects leverage additional funding or collateral community benefits and make wise and efficient use of infrastructure and natural resources. Examples of leverage and public benefits for C-STIP pavement preservation projects include:

- Other funding contributions, such as additional federal funds, local matching funds or provision of project right-of-way, private funding.
- Bundling with other infrastructure projects (provided there is no adverse affect on project readiness).
- Fish enhancement, such as culvert replacement and improved drainage.
- Transfer of jurisdiction from state to local control.
- Leveraging of additional funds that contribute to transportation system effectiveness, revitalization of the downtown or mainstreet, etc.
- Direct benefits to multiple modes of travel. This would include local efforts to accommodate non-auto modal opportunities.
- Local circulation improvements that support and complement the state highway project.
- Improvements in Oregon's economy by addressing transportation challenges.

D. Bridge

The process of identifying bridge projects for the STIP is two-fold in nature: (1) bridges are inspected at least every two years in order that the most current inspection information is used to develop a list of bridges; and (2) the use of a Bridge Management System (BMS). The State has implemented the use of PONTIS (bridge management system software) condition evaluation criteria for bridge inspection. Upon full implementation of all the PONTIS modules, the BMS will evaluate the existing condition of bridges, predict the rate of deterioration and suggest repairs and rehabilitation option. For development of the 08-11 STIP, the Bridge Program will continue to use other ~~The BMS is an electronic data management tool used by the department to identify, prioritize and develop needed bridge improvements. BMS data are linked to other~~ technical databases to identify bridges that meet twelve separate deficiency parameters. Applying this information, after technical review and coordination with the Regions and the State Bridge Leadership Team, the State Bridge Program Manager ~~the State Bridge Oversight Committee~~ recommends a prioritized list of projects for inclusion in the STIP. The role of ACTs, MPOs and regional or statewide advisory groups is to review the timing of the bridge replacement/rehabilitation projects as they relate to other local projects or issues; their comments will be considered as part of the process. It is anticipated that these groups will primarily enhance selected projects by leveraging additional funding or collateral community benefit.

D.1. Construction STIP Eligibility Criteria for Bridge Footnotes

[16]Bridge Management System

State Bridge Project Selection

This criterion applies to bridges on the State highway system only. Through an agreement between the State and the Association of Oregon Counties (AOC) and the League of Oregon Cities (LOC), ~~a formula distribution, 27% (% periodically reassessed) of~~ the federal Highway Bridge Replacement and Rehabilitation Project funds are divided between the State and local agencies based on the percentages of deficient bridges. ~~go to local bridges, which~~ Local bridge projects are covered through a separate selection process.

State bridge projects proposed for funding will be selected based on the desire to maintain and improve transportation's role in Oregon's economy. Traditionally, modernization funding will pay for major improvements to the transportation system including the bridge work. The State Bridge Program will support OTIA, freight mobility, life safety and protection of the transportation infrastructure investment.

Focusing on the Interstate Highway and Oregon Highway Plan Freight Routes, consider bridges as candidates based on the following:

- Bridges that are presently load restricted or could become restricted in the near future.
- ~~Bridges that have needed temporary repair but still have some load restrictions.~~
- ~~Bridges that have deterioration that will cause load restrictions in the near future.~~
- Bridges that preserve freight corridors, detour and other lifeline routes.
- Other structural, safety and functional considerations.

D.2. Construction STIP Prioritization Factors for Bridge Footnotes

[17]Bridge Options Report

Priority will be given to projects that support the Updated Bridge Options Report adopted by the Oregon Transportation Commission. ~~In implementing the Bridge Options Report, bridges being designed or constructed to take into account anticipated future growth are not considered modernization projects. Other bridges that increase lane capacity are included under modernization and must meet the modernization criteria and prioritization factors.~~ (Add link to BOR)

[18]Bridge Projects that Best Support the Oregon Highway Plan Policies

Oregon Highway Plan policies that are applicable to bridge projects may include but are not necessarily limited to the following (Table 1):

- 1A, 1B, 1C, 1D, 1E, 1F, 1G, 1H, 2A, 2B, 2C, 2F, 2G, 3B, 3C, 4A, 4B, 4C, and 5A

[19]Leverage and Public Benefit for C-STIP Bridge Projects

ACTs, MPOs and regional or statewide advisory groups should evaluate how proposed projects leverage additional funding or collateral community benefits and make wise and efficient use of

infrastructure and natural resources. Examples of leverage and public benefits for C-STIP bridge replacement/rehabilitation projects include:

- Other funding contributions, such as additional federal funds, local matching funds or provision of project right-of-way, private funding.
- Bundling with other infrastructure projects (provided there is no adverse affect on project readiness).
- Fish enhancement, such as culvert replacement and improved drainage.
- Direct benefits to multiple modes of travel. This would include local efforts to accommodate non-auto modal opportunities.
- Improvements in Oregon's economy by addressing transportation challenges.

Oregon Highway Plan Policies Applicable to Prioritizing Projects
Statewide Transportation Improvement Program

Table 1

Policy	D-STIP Mod.	C-STIP Mod.	C-STIP Pres.	C-STIP Bridge
Goal 1: System Definition				
Policy 1A: State Highway Classification System	X	X	X	X
Policy 1B: Land Use and Transportation	X	X	X	X
Policy 1C: State Highway Freight System	X	X	X	X
Policy 1D: Scenic Byways	X	X	X	X
Policy 1E: Lifeline Routes			X	X
Policy 1F: Highway Mobility Standards	X	X		X
Policy 1G: Major Improvements	X	X		X
Policy 1H: Bypasses	X	X		X
Goal 2: System Management				
Policy 2A: Partnerships	X	X	X	X
Policy 2B: Off-System Improvements	X	X		X
Policy 2C: Interjurisdictional Transfers	X	X	X	X
Policy 2E: Intelligent Transportation Systems	X	X		
Policy 2F: Traffic Safety	X	X	X	X
Policy 2G: Rail and Highway Compatibility	X	X		X
Goal 3: Access Management				
Policy 3A: Classification and Spacing Standards	X	X	X	
Policy 3B: Medians	X	X		X
Policy 3C: Interchange Access Management Areas	X	X		X
Goal 4: Travel Alternatives				
Policy 4A: Efficiency of Freight Movement	X	X	X	X
Policy 4B: Alternative Passenger Modes	X	X		X
Policy 4C: High-Occupancy Vehicle (HOV) Facilities	X	X		X
Policy 4D: Transportation Demand Management	X	X		
Policy 4E: Park-and-Ride Facilities	X	X		
Goal 5: Environmental and Scenic Resources				
Policy 5A: Environmental Resources	X	X	X	X

Appendix A

Key Website Addresses

Draft ~~2006-2009~~and Final STIP, Criteria Compliance Reports: http://www.odot.state.or.us/stip/

STIP Users' Guide discussing STIP development rules, programs, timelines, and more will be available on ODOT's website in late 2005.

Management Systems: http://intranet.odot.state.or.us/otms/

Policy on Formation and Operation of the ACTs:
http://www.oregon.gov/ODOT/COMM/act_main.shtml

Program Advisory Committees, Community Involvement: http://www.oregon.gov/ODOT/

2008-2011 STIP DEVELOPMENT TIMELINE

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

Revised 2/11/2005

METRO

TRANSPORTATION
Progress Report
April 2005

REGIONAL TRANSPORTATION PLAN

2004 Regional Transportation Plan (RTP) - Staff continued finalizing edits to publish the 2004 Federal Update to the 2000 RTP and updated technical appendix for regional distribution in spring 2005. Extensive system map edits were needed prior to publishing an updated document. The updated document and maps will be posted on Metro's website as part of the distribution plan.

Congestion Management System (CMS) - Staff continued developing a CMS roadmap for the Portland region as a follow-up activity to the 2004 Federal Certification by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). The roadmap will describe the region's CMS process and relationship to the RTP and Metropolitan Transportation Improvement Program (MTIP) planning processes. CMS is a process required by the Intermodal Surface Transportation Efficiency Act for all urbanized areas with a population greater than 200,000. FHWA defines a CMS as "a systematic process for managing congestion that provides information on transportation system performance and on alternative strategies for alleviating congestion and enhancing mobility." The CMS includes identification of facilities for which traffic congestion will be measured, data will be collected, strategies will be evaluated, and the performance of the transportation system will be monitored over time.

Non-SOV Mode Shift Target Actions Transportation Growth Management (TGM) Project - The project formally began in March and will be completed in June 2005. The purpose of the project is to research current approaches to meeting 2040 modal target requirements in the Regional Transportation Plan (RTP) and evaluate potential actions local governments may take to reduce drive alone trips. In addition, the project will identify amendments to the current RTP to more clearly define minimum requirements that will constitute a "safe harbor" for meeting the targets and describe how Metro will determine local government compliance with the targets during future transportation system plan updates.

In April, Metro staff and the consultant team held the first of three workshops. The workshop focused on providing an overview of the project and process, and discussion of current approaches and potential strategies to increasing use of modes of travel other than single occupancy vehicle use. Workshop participants included members of TPAC, the Regional Travel Options Subcommittee to TPAC and local transportation coordinating committees. The project recommendations will be presented to TPAC, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council, and likely will identify future amendments to incorporate the minimum safe-harbor standards into the RTP.

Local Implementation - Metro provided local transportation system plan (TSP) support for updates to the Beaverton, Troutdale, Happy Valley and Cornelius TSPs. This included coordination, participation in technical advisory committee meetings and review of work products.

LIVABLE STREETS PROGRAM AND GREEN STREETS

Division Green Street/Main Street Technical Advisory Committee (TAC) - Staff continued participation in a technical advisory committee to design improvements for Division Street in Portland, including refining the focus area design plans and transportation concepts and analysis developed for the corridor. Additional information on the project can be found at http://www.portlandonline.com/planning.

Boeckman Road –Tooze Road Connection - Metro parks staff meet with the City of Wilsonville and the project team to clarify Metro's easement process and to discuss wildlife crossing features to be integrated into the project's design. The project is divided into two phases. Right-of-way acquisition started for Phase 1 in January, and the project bid date has been moved to November 2005. The project provides an important east-west connection in the City of Wilsonville and will construct a segment of the Tonquin Trail. The project design will also incorporate green street elements and wildlife crossing opportunities.

DAMASCUS/BORING CONCEPT PLAN

Project staff continued with the alternatives analysis process, including detailed transportation modeling of the four alternatives. The analysis process also includes a detailed evaluation of the alternatives by the four technical teams – land use, transportation, natural resources and public facilities – against the goals and principles approved by the project advisory committee. The technical teams will develop recommendations to the Project Coordinating Technical Team (PCTT) based on the analysis. The PCTT will in turn integrate the recommendations of the technical teams to develop a draft hybrid concept plan for Advisory Committee discussion and review prior to a community forum to be held in October 2005. A recommended concept plan is anticipated in December 2005.

The Damascus/Boring Concept Plan is both a community planning process and a prelude to potential future work under the National Environmental Policy Act (NEPA) related to the Highway 212 Corridor. The Recommended Concept Plan will include a recommended multi-modal transportation network (at a Concept Plan level) to serve planned land uses. The Alternatives Analysis will also include related environmental analyses intended to support future NEPA work, should local governments choose to proceed with that work. The Alternatives Analysis Report will include distinct sections that are NEPA-related.

Information about the study and future meetings can be found on the Clackamas County project website at http://www.co.clackamas.or.us/dtd/lngplan/damascus.

SUNRISE PROJECT

Based on direction from the Policy Review Committee and the Project Advisory Committee, ODOT design engineers are working on refinements to the project design at the I-205 interchange area, the midpoint interchange area and the Rock Creek Junction area. Design refinement will continue into the early summer.

The Project Management Team met in April and discussed the characteristics of a 45 mph facility, the alternatives screening matrix and the timing of vehicle demand and growth in the corridor. There was also discussion of a meeting that Clackamas County and ODOT had with Providence Health Systems regarding a proposed hospital site east of Rock Creek Junction and north of Highway 212. Current conceptual highway designs would infringe on land identified as a potential hospital site and access to the site is critical as well. The County and ODOT will continue discussions with Providence officials.

BI-STATE COORDINATION COMMITTEE

The Bi-State Coordination Committee met on April 21 and discussed the following: the four I-5 Delta Park to Lombard Project lane options and designs the 2004 Annual Report and committee goals for 2005; the upcoming May 4, I-5 Columbia River Crossing Task Force meeting and Freight Rail. Kate Deane, ODOT provided a detailed presentation of the I-5 Delta Park project alternatives. Bi-State members applauded the substantial set of facts about the potential impacts and benefits of each alternative and determined that the Bi-State Coordination Committee would review the evaluation data and provide ODOT with the Committee's opinions and recommendations about the alternatives. In the Committee discussion of the I-5 Columbia River Crossing Task Force, there was discussion about how to best coordinate the Bi-State Coordination Committee with the Task Force. The chair and members indicated their interest in having Task Force meeting materials available to the Bi-State and for Bi-State discussion prior to Task Force meetings. A presentation about Freight Rail was also provided by Mark Turpel, outlining the national and west coast freight rail picture, describing multi-state and state, regional and local public/private efforts to support freight rail. This work provides an overview to specific freight rail presentations to be made at the June 16 Bi-State Coordination Committee meeting.

FREIGHT PLAN

Metro staff continued to participate in the City of Portland's technical committee for the city's Freight Master Plan. This study will classify truck activities in the city and create guidelines for truck facilities (roadway and intersection design, signing and paving, evaluate existing condition and examine future trends). Metro staff met with the project manager to discuss the potential toolbox of elements that could accommodate truck freight movement.

The staff is meeting with representatives from the freight community to consider other issues that need to be addressed. Talks continue with representatives of the freight community on the role of how an economic development/freight mobility committee could be developed. A meeting was held with the Director of Planning of the Port of Tacoma. Issue discussed included: retention or industrial businesses in desirable residential settings; the City or Portland's Industrial sanctuary policy and the need for a regional policy on economic development.

Metro staff continued to prepare a TGM program for development of a Regional Freight Master Plan. The plan would identify the needs and emerging opportunities and develop solutions that address demands for freight movement in and between 2040 centers, industrial sites/districts, the national and regional highway systems, inter-modal and terminal facilities and on the existing railroad network serving the region. The pre-application for 2005-07 was for an estimated $300,000. ODOT has indicated that thought the preliminary application identified necessary work as part of the RTP update.

I-5/HIGHWAY 99W CONNECTOR

A final work order for the first six months of the overall scope of work was reviewed by the Project Management Team and a notice to proceed for the consultant team is anticipated in the very near future. Arrangements were also made for a partnering session for the lead executives of each local, regional and state agency to be facilitated by a consultant.

Work on the I-5/Highway 99W Connector TGM grant was initiated. A first coordination meeting was held and assumptions about Metroscope runs were discussed and base map work begun.

TRANSPORT COMMITTEE (ITS)

The TransPort Committee met at 1:30 on April 13 at the Portland Building.

Susan Howard, LTK Engineering, addressed the committee to discuss how Smart Card technology was being coordinated within the region and how it was included in the regional ITS architecture. The committee described that the City of Portland has the only current application in the region (Smartmeter Parking Card) and that TriMet is considering Smart Cards for transit fare payment in the long-term, but not in the near future.

Bill Ciz, Parametrix and Peter Koonce, Kittleson and Associates, made a presentation on the update of the 2000 ODOT ITS Plan. The update will include an inventory of arterial ITS devices and a plan for implementation of more arterial treatments. The updated plan is scheduled to be completed in June 2005.

Ron White, TriMet described modifications to the policy on the Acceptable Use of the ITS Transport Network. The modifications help to clarify that private entities (such as a private university) could only access the network through a public user. The committee adopted the policy by consensus.

Bill Kloos, City of Portland, provided an update on the RCTO grant.

Jay McCoy, City of Gresham, described the city's proposed SCAT system implementation. SCAT is a traffic adaptive signal system that is proposed for ten signalized intersection on E Burnside in Gresham.

Joe Marek, Clackamas County will coordinate with Ted Leybold, Metro, to initiate a discussion on developing ITS specific MTIP rating criteria and will report back to the committee.

TRANSIT-ORIENTED DEVELOPMENT (TOD) & URBAN CENTERS IMPLEMENTATION PROGRAM

TOD Program

At Gresham Civic, framing continued for The Crossings with the crews focusing on the third floor of residential and the façade of the retail. The Crossings is a 5-story mixed-use project that consists of 81 units of housing above 20,000 square feet of retail and is scheduled for completion in seven months.

A three party agreement is being prepared for development of the light rail station building at Gresham Civic Neighborhood. An RFP/Q is also being prepared for a design/build contract.

On April 27th, the pedestrian environment at the Round in Beaverton received an injection of culture with the installation of "Icarus at Kittyhawk," a sculpture in stainless steel by Oregon City artist Lee Kelly. TOD Program staff secured funding for the project and worked in partnership with TriMet, the City of Beaverton and regional arts commission on artist solicitation and selection.

Centers Program

The Milwaukie North Main Village project has completed preliminary design. The project consists of 100 units of housing and 10,000 sq. ft. of retail and is located in Downtown Milwaukie. It is the first Urban Centers funded project since the Metro Council approved the expansion of the program in July 2004.

The Milwaukie Main Street site acquisition continues through environmental due diligence for acquisition. The project will be a partnership between the City, Metro TOD/Centers and a private developer.

Get Centered! a yearlong campaign dedicated to helping visionary developers, architects and elected officials spur investment and build the region's vibrant downtowns and main streets, held its first site visit in Gresham March 31, with 135 people attending and held the first in a series of brown bag discussions on April 20 at the Metro Regional Center. The discussion, which drew over 75 participants, focused on financing innovative projects in Centers. Jerry Johnson, principal of the economic consulting firm Johnson-Gardner presented some of challenges and opportunities facing mixed use. John Spencer, principal of Spencer and Kupper, provided an informative overview of tax abatement programs available for mixed use and higher density housing projects.

REGIONAL TRAVEL OPTIONS (RTO) PROGRAM

2005 Bike There! Map Update - Final cartography, text and graphic design have been completed and the map has been sent to Bridgeport Printing. The maps are scheduled to be available at bike shops, bookstores and other retail outlets in mid-May.

RTO Subcommittee and RTO Senior Managers Group - The groups were briefed on the regional rideshare consulting work and the collaborative marketing consultant selection. A working group composed of both Subcommittee and Senior Managers is crafting a draft of RTO Subcommittee bylaws. Issues that the group is discussing include funding decisions, reporting relationships, membership and streamlining committee structure. The group will meet again in May and will bring bylaws recommendations to the RTO Subcommittee in June. The RTO Subcommittee has started a program stakeholder analysis that kicked off with a brainstorming session to identify program stakeholders, interests and key messages.

Regional Rideshare - The Rideshare consultants conducted stakeholder interviews with a wide range on interested parties in the Portland region. The consultants also reviewed employer survey findings and went through a SWOT (strength/weaknesses/opportunities/threats) exercise with the Rideshare work group. The consultant also provided research on origin/destination travel patterns in the region in working toward a market analysis for carpooling and vanpooling.

RTO Collaborative Marketing - Consultants were interviewed for the proposal titled *Development of a Marketing Campaign to Promote Travel Options and Change Travel Behavior.* The selection decision will be made by a steering committee chaired by Washington County Commission Chair Tom Brian that includes representatives from Metro, TriMet, City of Portland and ODOT.

RTO Performance Measures - The 2003 RTO annual report was presented at the statewide travel options professionals meeting in Corvallis. Work is beginning on a 2004/2005 annual report that will also include coordination with statewide TDM performance measure efforts.

EASTSIDE TRANSIT ALTERNATIVES ANALYSIS

The ETAA will evaluate transit options for a federally funded project that would connect downtown Portland to the Lloyd District via the Broadway Bridge and extend south through the Central Eastside to a terminus in the vicinity of OMSI or continuing back across the Willamette River via a new Caruthers light rail bridge or the Hawthorne Bridge. Alternatives Analysis is the first step in the federal New Starts and NEPA processes and forms the basis for narrowing alternatives as the project moves forward into

the formal environmental analysis and conceptual design. Metro is under contract to the City of Portland and Portland Streetcar Inc. to perform the Alternatives Analysis and is completing work on the Phase I work order.

The Eastside Transit Alternatives Analysis (ETAA) is moving forward through a contract between Metro and Portland Streetcar, Inc. A second work order has been negotiated and will be before the Portland City Council on April 27th for approval. The second work order will fund the initiation of travel forecasting, continued FTA coordination, land use and economic development analysis, public involvement activities, definition of alternatives and refinement of the purpose and need and evaluation criteria. A third work order will be required to complete the AA. The AA is slated to conclude in January 2006 with the selection of promising alternatives to be moved ahead into the NEPA process.

The project's Steering Committee, which oversees both the Portland to Lake Oswego and Eastside Transit Alternatives Analyses met for the first time on April 13th. This group, made up of elected officials and agency heads from the affected jurisdictions was briefed on the FTA project development process, the definition of an alternatives analysis and how it fits in the federal process, and received detailed briefings on both corridors, their work plans and the issues to be faced during the studies. The Technical Advisory Committee, Eastside Project Advisory Group and Project Management Group continued to meet in April, discussing the purpose and need, definition of alternatives, and preparation for the April 26th Open House.

ELDERLY AND DISABLED TRANSPORTATION PLANNING

Work began on the Elderly and Disabled (E&D)/Land Use Study in March. The study funded through the Special Transportation Fund (STF) program will examine the region wide cost impact of locating facilities for seniors and people with disabilities away from transit service. The technical committee met with the recently selected Consultant team to kick off the study. The study is expected to take about a year. The study is broken down into the following principal tasks:

- Background and literature review
- Case studies and interviews
- Data analysis
- Mapping
- Conclusions, policy issues, next steps
- Feedback and evaluation

PORTLAND TO LAKE OSWEGO TRANSIT ALTERNATIVES ANALYSIS

The Federal Transit Administration released a grant to Metro in February to initiate the Portland to Lake Oswego Transit Alternatives Analysis. Last month, the project received an MTIP allocation of an additional $650,000 to complete the funding for the Alternatives Analysis. This AA will evaluate transit alternatives to connect the South Waterfront area with downtown Lake Oswego. Included in the AA will be an evaluation of the potential for pedestrian and bicycle trail facilities in the vicinity of the Jefferson Branch rail line right-of-way. The study will conclude in early 2006 with the selection of promising alternatives to be advanced into the National Environmental Policy Act (NEPA) process, required for all federally funded projects.

The project's Steering Committee, which oversees both the Portland to Lake Oswego and Eastside Transit Alternatives Analyses met for the first time on April 13th. This group, made up of elected officials and agency heads from the affected jurisdictions was briefed on the FTA project development

process, the definition of an alternatives analysis and how it fits in the federal process, and received detailed briefings on both corridors, their work plans and the issues to be faced during the studies.

Metro recently hired Sumner Sharpe of Parametrix to perform stakeholder interviews throughout the corridor. Stakeholders include business and property owners, residents, representatives of neighborhood associations, community groups and business associations as well as bike and pedestrian advocates. The purpose of his work is to identify issues along the alignment, and to prepare a comprehensive inventory of community concerns and opportunities to partner with other community efforts and projects. Because the corridor involves many jurisdictions with diverse interests, the stakeholder interview process is critical to understanding both opportunities and constraints and to better understand the purpose and need of the study before the study gets fully underway. The next major step for the study is the appointment of the Portland to Lake Oswego Corridor Alternatives Analysis Project Advisory Group. The group is slated to be appointed at the Steering Committees May 25th meeting.

HIGHWAY 217 CORRIDOR STUDY

In April, staff completed work on a presentation regarding the study for use by the speakers bureau. The presentation includes animation and visual simulations to explain the options under consideration to a general audience. Staff has begun briefing neighborhood organizations. In May and June staff and Policy Advisory Committee members will take the presentation to larger audiences at City Councils, Chambers of Commerce and Rotaries interested in the corridor.

The April Policy Advisory Committee meet focused on reviewing the presentation. The PAC provided numerous suggestions to make the presentation more understandable and ensure that it reflects the PAC views. These changes are being incorporated and narration will be recorded. The final presentation will be previewed in April 28th at the Westside Transportation Alliance.

Staff also completed a sensitivity analysis of arterial improvements in the vicinity of Highway 217. The analysis compared the addition of selected North-South and East-West arterial improvements to an option that included only highway improvements. The North-South connections would reduce congestion in the corridor and improve access to regional centers over the options that added only highway or added east west arterial projects. The Technical Advisory Committee reviewed the results and recommended that the north south arterial be the focus of discussions with local jurisdictions regarding local improvements related to the corridor.

Staff presented the results and recommendations of the sensitivity analysis to the PAC. The PAC will finish considering the recommendation at its May meeting. At that time it will also discuss phasing concepts and non-tolling revenue sources.

The project team also held two open houses with businesses and residents in the vicinity of the Allen and Denney interchanges. The open houses presented an option for consolidating the two interchanges and connecting them with a local access road in a split diamond interchange. It also presented other interchange approaches as well as information on the overall corridor study. The staff had an opportunity to talk in depth with concerned neighbors. Comments are being compiled and will be presented to the PAC at its May meeting.

The study economic consultant, ECONorthwest, prepared a draft technical appendix which documents and performs a sensitivity analysis on the Phase I revenue projections. Metro and ODOT staff will review the report over the next several weeks. Phase II modeling, with a focus on refining the revenue

estimates for the two value priced options, is continuing. A final report, which incorporates the technical appendix and the new revenue forecasts, will be prepared in May. That report will be peer reviewed in June.

The Phase I findings and description of options to studied further can be found on the highway 217 page of Metro's website http://www.metro-region.org/article.cfm?ArticleID=3518. To arrange a presentation for your group, please contact Patty Montgomery at Montgomery@metro.dst.or.us.

METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM

Work continued this month on draft programming of the transit and state administered project funding. This work is to prepare for a smooth coordination of draft programming for the complete MTIP document in preparation for the air quality conformity analysis and public comment period in spring/summer of 2005.

The MTIP Subcommittee met April 18th to review draft programming of the local STP/CMAQ funds, to submit requests for changes to the draft programming and to review the process for working with ODOT staff to begin project work once the programming has been adopted. The subcommittee agreed to have a work group do further tasks on developing a definition of a "project development" phase of work, separate from PE, that would be managed by Metro through the UPWP, rather than by ODOT local agency staff.

TPAC met as state stipulated air quality consultation committee to review the Pre-conformity report. This report outlines the methodology, process and schedule to be used to complete the air quality conformity analysis for the 2006-09 MTIP. Prior to TPAC, the pre-report had been reviewed by agency staff involved in approval of the final conformity report.

AMENDMENT ACTIVITY

The following FY04-07 MTIP amendments were processed by Metro in the month of April.

Metro Resolution No. 05-3553 (pending approval April 28, 2005):
MLK/Interstate Avenue ITS (ODOT Key #11464)
82nd Avenue ITS (ODOT Key #TBD)
Establish new project: 82nd Avenue ITS and program $550,000 funding for FFY 2006. Eliminate MLK/Interstate Avenue ITS project and delete funding programmed in FFY 2004.

Washington County Arterial Freight Priority *(ODOT Key #13501)*
Metro Planning for 2006 (I-5/99W Connector Study) *(ODOT Key #13483)*
Transfer the $2 million Reserve from the Washington County Arterial Freight Priority Program in 2006 to the I-5/99W Connector Study to conduct PE in 2006. Program $2 million of local funds to the Arterial Freight Priority project.

I-205 Willamette River Bridge – Pacific Highway *(ODOT Key #12874)*
Add $1 million (federal) Interstate Maintenance funds to the PE phase as per the FY 2005 Omnibus Appropriations Bill, increasing the total project cost to $46,042,000.

223rd Undercrossing: Sandy Blvd to Bridge Street *(ODOT Key #11429)*
Transfer $166,595 from Construction in 2005 to ROW in 2005.

Burnside Bridge Main Span Rehabilitation #00511 *(ODOT Key #12374)*
Change the project name.

USDOT TRANSPORTATION MODEL IMPROVEMENT PROGRAM

Track 1 - Demonstrate Feasibility of the TRANSIMS Software to Route/Microsimulate Existing MPO Trip Tables on the TRANSIMS Network

A host of network refinements have been identified for implementation into the system. The modifications will include the addition of non-motorized modes across the Willamette River bridges, a revision of the CBD transit mall activity locations, the resolution of some transit line coding issues, and other changes. The modified network will be used for the final estimation and validation of the TRANSIMS demand model.

Track 2 – Estimate and Calibrate a Travel Demand Model that Runs within the Framework of the TRANSIMS Software

The mode choice decision in TRANSIMS is done in two steps. Stage 1 identifies those individuals who do not have a choice in mode (e.g., strictly auto, strictly transit). Stage 2 uses the microsimulation assignment to evaluate routings and travel time characteristics by alternative modes for those that do have a choice. Based upon these characteristics, a final mode choice is made.

This month, work continues on the development of the final application code. Once complete, several alternative scenarios will be run to assess the response of the software.

MODEL DEVELOPMENT

Survey and Research

Household Behavior Survey - The household pilot survey is now underway. During the course of the survey, 300 households will be surveyed. Three data collection methods will be used during the pilot to determine the approach that is most efficient for application in a full survey. The pilot data collection will conclude in June.

MODEL ENHANCEMENTS

Transport Modeling Software – The region will soon be using a new transportation modeling software. Last December, an RFP was released soliciting responses from software vendors. The vendors were asked to respond to the following evaluation criteria: 1) base software functionality requirements needed for Metro modeling, 2) new software functionality, 3) compatibility with the current hardware, 4) the history and organization of the software firm, 5) future software development plans, 6) customer service, 7) price proposal, and 8) user references. Responses were received from Caliper (Transcad), Citilabs (Cube), and PTV America (Visum, Vissim). INRO (Emme2) chose not to reply. These four firms represent all the major developers in the transportation planning software industry.

PTV America was chosen as the software best suited for the emerging needs of the region. A key consideration in the choice was the assignment algorithms available for roadway pricing and for periods of extreme congestion. In addition, the software provides the user micro-simulation capabilities.

While Metro led the procurement effort, the regional jurisdictions were briefed and concurred with the selection. A training plan will be developed so that interested agencies will develop the necessary expertise to operate the software.

Emission Modeling - The process by which MOBILE6 emission rates are applied to travel model results is being recoded to the "R" programming environment. Consultant services have been secured to complete this work.

SYSTEMS MONITORING

Regional System Monitoring Data

Traffic Counts - Work on the Highway Performance Monitoring System vehicle classification traffic counts continues. The data from the 2004 collection effort is in the process of being formatted, printed, and incorporated into the database. The 45 counts completed in 2004, as well as the 57 locations collected in 2003 will be added to the summary. Work likewise continues on the 2004 cutline counts received from the City of Portland.

Monitoring Reports - Several daily, weekly, and monthly reports continue to be collected and catalogued for future reference and include: The ODOT Daily and Weekly Road Reports; Trimet Monthly Performance Report; monthly ODOT Automatic Traffic Recorder data sheets for 18 locations in the Metro Area; weekly Road Report and Oregon Gas Prices listing (from the Oregonian); the Washington State DOT monthly and quarterly speed and automatic data collection (ADC) reports. The 2004 'Oregon Motor Vehicle Registrations by County' report, and the 2002 through 2004 'Annual Driver Statistics Reports' were obtained from the State's DMV Driver Programs Office.

National Reports

FHWA Traffic Volume Trends - Data for that last quarter of 2004, and January and February 2005, of the Federal Highway Administration's 'Traffic Volume Trends' was obtained. These reports are useful in measuring performance. The National Consumer Price Index (CPI) was received for February 2005 from the U.S. Department of Labor, Bureau of Labor Statistics. Likewise, the Portland-Salem CPI-U was researched and downloaded. The data shows that inflation is 3.2% 'above a year ago', in the Portland Metro Area. This data is useful in comparing local costs over time for various planning projects.

FHWA Highway Statistics - The new edition of the FHWA's Highway Statistics (with 2003 data) was researched on the internet, located, and partially downloaded. National, Oregon Statewide, and Regional data tables were saved and printed for ready reference. The 'Urbanized Areas 2003' tables are especially valuable and often used because they contain 'Miles and Daily Vehicle Miles of Travel for the Portland Area, as well as all the major Federal-Aid Urbanized Areas in the U.S. This year for the first time the tables have been reformatted to show all the data of the components of each urbanized area; that is, for the first time, characteristics of both Portland, OR and Vancouver, WA are listed separately (as they are reported by the HPMS program to the FHWA). A recently released FHWA Traffic Monitoring Guide was searched and downloaded from the web.

Urban Mobility Report (Texas Transportation Institute) - Data from the Texas Transportation Institute's (TTI) 2004 Urban Mobility Study (which contains 2002 data) was reviewed, collated, and organized in preparation for the upcoming (May 2005 release – and 2003 data) of the new mobility report.

TECHNICAL ASSISTANCE

Technical Assistance Budget

The Travel Forecasting Division provides modeling assistance and fulfills data requests for the regional agencies and local jurisdictions. The table below summarizes the regionally funded portion of the budget. Agencies can increase the budget by contributing local dollars.

Agency	(Reg Funds Only) Budget	Expenses (as of 02/28/05)
City of Portland	$ 9,667	$ 1,300
Multnomah County	$ 5,667	$ 900
Washington County	$ 10,533	$ 900
Clackamas County	$ 11,200	$ 1,200
Port of Portland	$ 6,800	$ 150
Tri-Met	$ 8,500	$ 8,500
ODOT	$ 27,500	$ 21,700
City of Gresham	$ 5,067	$ 800

DATA RESOURCE CENTER

Forecasting and Modeling

2030 Regional Forecast and Growth Allocation - The 2030 Regional Forecast and Growth Allocation (also known as the TAZ Forecast) is being coordinated by the forecasting staff and local jurisdictions. The forecast serves as land use inputs and assumptions to a variety of transportation corridor studies, local transportation system plans, transportation improvement planning, and the regional transportation plan. Completion of this forecast is also a crucial first step to up coming growth management studies as well as transportation planning.

Local jurisdictions were contacted over a month ago and presented with detailed TAZ forecast estimates as well as supporting data files at Metroscope zonal geographies (i.e., census tracts and employment zones). Cities and counties for Multnomah, Clackamas, Washington and Clark were provided TAZ data for employment and household to review and then provide substantiated feedback in order for Metro staff to reconcile and prepare the final draft estimates.

Currently, local jurisdictions are still reviewing the draft preliminary household and employment estimates for the 2025 and 2030 forecast years. The forecast extends to 2030 so as to comply with federal regulations that require the forecasting horizon to extend at least 20 years beyond the completion of planned transportation projects. In the past, local jurisdictions have reviewed the base year land supply estimates (i.e., year 2000 capacity and zoning assumptions), the 2005 forecast year (very detailed notes were obtained from local jurisdictions which helped us calibrate between history and forecast), the 2015 mid-span forecast year (2015 was an important year to review because it marks the year in which significant development was first anticipated for the Damascus area; this review year would also allow modeling staff to make appropriate mid-course adjustments).

Local jurisdictions have been asked to complete their review by April 2005, but some slippage in the time line is anticipated due to workload obligations of local jurisdictions that prevent them from reviewing the forecast.

Metroscope Land Use Model Development - The project to upgrade the Metroscope model is now underway. A consultant has been selected to assist Metro modeling staff in the translation of the Metroscope model from excel spreadsheets into the statistical programming language "R". "R" is that native language for Metro's transportation model and the statewide integrated land use and transportation model. Conversion to "R" is expected to increase operational efficiency by reducing model runtime, eliminating time consuming manual data manipulations, improve accuracy by eliminating human error, streamline data and file management, more tightly connect the transportation model and Metroscope, and speed-up data output protocols using standardized report templates.

In order to assist the consultant in this conversion project, Metro staff is streamlining and re-writing mathematical algorithms and testing existing Metroscope formulas. This effort will make it easier for the consultant to take the Metroscope project and cleanly convert the model as prescribed in the statement of work. This up-front effort will also pay dividends upon completion of the project by allowing Metro staff to verify the accuracy of the consultant's work. We will be able to compare the forecast results of the old Metroscope model and the converted model version. We anticipate completion of this project in late fall of 2005.

Measure 37 - Staff is providing on-going data support for the Metro Measure 37 committee. To date, staff has created a database of claims information across the tri-counties and has provided maps illustrating the location and status of these claims. So far Measure 37 data are incomplete and show inconsistencies in what information that is being collected and made available. Staff has been negotiating with the State of Oregon and local jurisdictions to obtain the relevant information.

Parks and Open Spaces Planning - Staff is providing on-going mapping support for the Cooper Mountain natural area master plan publication.

UGMFP - Staff has been assisting Metro's legal staff in reviewing proposed legislative changes that would spell out more consistent definitions of vacant land information between Metro's urban growth report, UGB alternatives analysis, and the UGMFP. Consistent terminology and a common definition for vacant land will improve Metro's ability to accurately account for land consumption, various performance measures and UGB analysis.

Review of Local Zones and Metro's Zone Class Designations (Standardized Regional Zones - SRZ) - Forecasting and modeling staff have initiated discussion with Metro land use planning staff that will improve the region's zoning data layer. This data is stored in Metro's Regional Land Information System and is maintained routinely by Metro's GIS staff. However, in an unrelated land use study, It has come to our attention that some SRZ categories have become outdated and that current GIS procedures to update this data have unanticipated gaps. The solution is to use the compliance reports that local jurisdictions submit annually on April 15 should be re-designed to help flag zone changes that go unnoticed in normal GIS maintenance procedures. Staff anticipates developing a spreadsheet that will assist local jurisdictions in the reporting of its capacity as well as providing us with valuable information about local zone changes so that we may update the SRZ data field.

DLCD Grant Projects - Otak was selected as the consultant to lead an effort to analyze buildable capacity in the UGB; select several regional locations as case studies; develop a spreadsheet methodology for estimating pro forma development costs in order to achieve the UGB capacity growth estimates; and prepare a digital 3-d visualization of the case study areas based on the buildout analysis and pro forma estimates. The consultant has completed the first task - literature review. The consultant is now on to the 2nd task and has prepared a prototype analysis of the Tualatin town center as a sample/ proof of concept for the work scope outlined in tasked 2. The consultant is completing minor

modifications to the Tualatin town center analysis and will take our feedback to complete a study of two other 2040 design type areas - one in Clackamas and another in Multnomah county. Global Insight, a worldwide leader in forecasting, was retained to review the Metro regional econometric model and then to outline an approach that would more tightly integrate the regional model to the Metroscope land use model. The tentative theory we are studying is the prospect of identifying feedback linkages between land use factors and the rate of regional growth. In other words, does the land use configurations impact the rate of growth of the economy of the region, and if so, how do we model these effects? Global Insight has completed task 1 - a review of our models and a literature review. The 2nd and final task is for Global Insight to complete a memorandum that outlines an approach for making this integration between land use and regional growth. A small budget did not leave any time for Global Insight to test their recommendations, Development Cycle and Refill Study is the last of the grant projects. Phase 1 - data collection, is now complete. Phase 3 - data analysis and data clean up will be underway next month. The final phase is a memorandum describing the development cycle of how different parcels react to market pressures and change from vacant to developed, to refill.

Data Management Group

- 2004 Vacant Land Inventory is about 70% completed
- RLIS data is being updated with local data for the quarterly release of RLIS Lite
- Staff provides weekly updated street and related data to Washington Co. 9-1-1 and Tualatin Valley Fire and Rescue
- City annexation applications are being processed and submitted to Dept. of Revenue weekly

I:\trans\transadm\share\Progress Reports\2005\April\April 05 Progress Report Master.doc

METRO

TRANSPORTATION
Progress Report
May 2005

CENTERS PLANNING

Corridors/Centers TGM Grant - The consultant team is making final edits to the Beaverton-Hillsdale Highway and Canyon Road case study report as well as the final Metro summary report. The Metro final report contains general conclusions regarding the relationship between Corridors and Centers and policy considerations on three levels, local, regional and state to implement the preferred land use and transportation alternative that is based on the findings of the case study.

The Consultant team will present their findings to the Metro Council and JPACT on June 9, MPAC on June 8, the City of Beaverton on June 13 and Washington County on June 14.

Staff is working on a newsletter that summarizes the project findings.

REGIONAL TRANSPORTATION PLAN

2004 Regional Transportation Plan (RTP) - Staff continued finalizing edits to publish the 2004 Federal Update to the 2000 RTP and updated technical appendix for regional distribution in Spring 2005. Extensive system map edits were needed prior to publishing an updated document. The updated document and maps will be posted on Metro's website as part of the distribution plan.

Congestion Management System (CMS) - Staff submitted a draft CMS roadmap for the Portland region to Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) staff for review. The roadmap is a follow-up activity to the 2004 Federal Certification, and describes the region's CMS process and relationship to the RTP and Metropolitan Transportation Improvement Program (MTIP) planning processes. CMS is a process required by the Intermodal Surface Transportation Efficiency Act for all urbanized areas with a population greater than 200,000. FHWA defines a CMS as "a systematic process for managing congestion that provides information on transportation system performance and on alternative strategies for alleviating congestion and enhancing mobility." Further refinement of the draft roadmap will occur in the coming months.

Non-SOV Mode Shift Target Actions Transportation Growth Management (TGM) Project - The project formally began in March and will be completed in June 2005. The purpose of the project is to research current approaches to meeting 2040 modal target requirements in the Regional Transportation Plan (RTP) and evaluate the effectiveness of potential actions local governments may take to reduce drive alone trips. In addition, the project will identify amendments to the current RTP to more clearly define minimum requirements that will constitute a "safe harbor" for meeting the targets and describe how Metro will determine local government compliance with the targets during future transportation system plan updates.

In May, Metro staff and the consultant team held the second of three workshops. The workshop discussion focused on the results of a literature review of studies that have assessed the effectiveness of a variety of transportation demand management (TDM) measures. The research shows local government strategies currently required by the RTP have a documented effect on mode share. The

research was less conclusive in terms of the actual effect, depending on a variety of factors, including density of development, availability of transportation facilities and travel options, demographic and economic conditions, and other location-specific characteristics. Workshop participants included members of TPAC, the Regional Travel Options Subcommittee to TPAC and local transportation coordinating committees. The project recommendations will be presented to TPAC, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council.

Local Implementation - Metro provided local transportation system plan (TSP) support for updates to the Beaverton, Troutdale, Happy Valley and Cornelius TSPs. This included coordination, participation in technical advisory committee meetings and review of work products. In addition, staff reviewed the Springwater Community Plan for compliance with Title 11 transportation requirements.

LIVABLE STREETS PROGRAM AND GREEN STREETS

Division Green Street/Main Street Technical Advisory Committee (TAC) - Staff continued participation in a technical advisory committee to design improvements for Division Street in Portland, including reviewing transportation concepts and analysis developed for the corridor. Additional information on the project can be found at http://www.portlandonline.com/planning.

Livable Streets and Green Streets book sales - Orders continue to come in for three Metro books: Creating Livable Streets, Green Streets and Trees for Green Streets. The largest outlet is the APA Planners Book Service, with sales in their catalog and on the APA web site. Other outlets include the University Bookstore in Seattle and Builders BookSource in Berkeley.

DAMASCUS/BORING CONCEPT PLAN

Project staff continued with the alternatives analysis process, including detailed transportation modeling of the four alternatives. The analysis process includes a detailed evaluation of the alternatives by the four technical teams – land use, transportation, natural resources and public facilities – against the goals and principles approved by the project advisory committee. The technical teams are developing recommendations for the Project Coordinating Technical Team (PCTT) based on the analysis. The PCTT will in turn integrate the recommendations of the technical teams to develop a draft hybrid concept plan for Advisory Committee discussion and review prior to a community forum to be held in October 2005.

The Advisory Committee met May 10, starting a series of meetings to give policy direction to the PCTT for developing the hybrid. During the May meeting, the committee made a preliminary recommendation to carry forward a green system backbone for the plan. This backbone included significant natural resource protection areas on and along the butte and creek systems. A final recommended concept plan is anticipated in December 2005.

The Damascus/Boring Concept Plan is both a community planning process and a prelude to potential future work under the National Environmental Policy Act (NEPA) related to the Highway 212 Corridor. The Recommended Concept Plan will include a recommended multi-modal transportation network (at a Concept Plan level) to serve planned land uses. The Alternatives Analysis will also include related environmental analyses intended to support future NEPA work, should local governments choose to proceed with that work. The Alternatives Analysis Report will include distinct sections that are NEPA-related.

Information about the study and future meetings can be found on the Clackamas County project website at http://www.co.clackamas.or.us/dtd/lngplan/damascus.

SUNRISE PROJECT

Based on direction from the Policy Review Committee and the Project Advisory Committee, ODOT design engineers are working on refinements to the project design at the I-205 interchange area, the midpoint interchange area and the Rock Creek Junction area. Design refinement will continue into the early summer.

In May both the Policy Advisory Committee (PAC) and Project Review Committee (PRC) had an opportunity to review the design refinements developed by ODOT. The PAC held a design refinement work session where members of the committee could review and comment on the designs in the I-205 Lawnfield area, the Rock Creek Junction area and the Mid-Point Interchange. There was also a presentation and discussion of the proposed Providence hospital with hospital representatives. The PRC met and discussed the aforementioned design refinements, the 45 mph facility, and the number of lanes. The PRC concluded to allow for six lanes with two of the six being HOV or HOT lanes. A future decision will be whether or not to build the full six-lane facility at the outset. The PRC also directed the PMT, through the technical sub-group, to develop approaches to analyze congestion pricing and TDM/Transit alternatives.

The Project Management Team met in April and May to discuss the characteristics of a 45 mph facility, the alternatives screening matrix and the timing of vehicle demand and growth in the corridor. There was also a discussion on congestion pricing and TDM/Transit alternatives and how they relate to the SDEIS. There was also a report on a meeting that Clackamas County and ODOT had with Providence Health Systems regarding a proposed hospital site east of Rock Creek Junction and north of Highway 212. Current conceptual highway designs would infringe on land identified as a potential hospital site and access to the site is critical as well. The County and ODOT will continue discussions with Providence officials.

BI-STATE COORDINATION COMMITTEE

The Bi-State Coordination Committee members attended the May 4, I-5 Columbia River Crossing Task Force meeting. At this meeting, several issues were discussed including the need to clarify how the I-5 Transportation and Trade Partnership *Strategic Plan* will be addressed in the Columbia River Crossing Project. More specifically, *the Strategic Plan* recommended three through lanes at the river crossing and at the Task Force meeting, the Washington State and Oregon transportation department staff indicated that four or more lanes would likely need to be investigated as well as an expectation by the Federal Highway Administration that a third crossing would also need to be investigated as part of the project. Bi-State Coordination Committee members asked that the Task Force's mission is clarified with regard to the *Strategic Plan*.

The June 30 Bi-State Coordination Committee meeting is now being planned to include further discussion of the May 4 Columbia River Task Force materials, especially the vision and values document. Other potential agenda items include 1) a continuing discussion of freight rail and in particular, the Port of Portland and Port of Vancouver have been asked to present the local conditions and challenges and 2) I-5 Delta Park to Lombard project alternatives.

FREIGHT PLAN

Metro staff participated in the kick-off of the Regional Freight Survey Study that will collect and analyze commodity freight movement within the Portland region. This study will represent a significant technical break through in Metro's ability to anticipate potential freight network bottlenecks and implement strategies to maintain and improve the movement of commodities throughout the region.

Metro staff continued to participate in the City of Portland's technical committee for the city's Freight Master Plan. This study will classify truck activities in the city and create guidelines for truck facilities (roadway and intersection design, signing and paving, evaluate existing condition and examine future trends). Metro staff met with the project manager to discuss the potential toolbox of elements that could accommodate truck freight movement.

Metro staff prepared the Regional Freight Master Plan TGM grant application. The plan would identify the needs and emerging opportunities and develop solutions that address demands for freight movement in and between 2040 centers, industrial sites/districts, the national and regional highway systems, inter-modal and terminal facilities and on the existing railroad network serving the region. The pre-application for 2005-07 was for an estimated $250,000. ODOT has indicated that though the preliminary application identified necessary work as part of the RTP update.

I-5/HIGHWAY 99W CONNECTOR

Final review of the first phase of the work scope as well as the consultant contract, funding agreement and interagency agreement were completed. A "bridge" contract to initiate public involvement work was completed and the full first phase contract is expected to be approved and work initiated in July. A partnering session for the lead executives of each local, regional and state agency facilitated by a consultant was held in May. This meeting provided the opportunity for members to discuss how to coordinate among staff and how to coordinate between staff, the citizen advisory committee and elected officials. Work on the I-5/Highway 99W Connector TGM grant continued. A base map coordination meeting was held and assumptions about Metroscope runs were discussed and four alternatives, the existing Metroscope run and three new "what if" scenarios were designed with the next step to review and discuss these with project partners.

TRANSIT-ORIENTED DEVELOPMENT (TOD) & URBAN CENTERS IMPLEMENTATION PROGRAM

TOD Program

At Gresham Civic, framing continued for The Crossings with the crews focusing on the top floors of the "Cube" building and the façade of the retail. The Crossings is a 5-story mixed-use project that consists of 81 units of housing above 20,000 square feet of retail and is scheduled for completion in six months.

Centers Program

In May 2005, the Get Centered! Program:

- Hosted 2 brownbag lunches on Centers Finance with over 100 people attending
- Hosted a series at the ODDA Conference with over 300 people attending 6 sessions
- Established a new partnership with Stoel Rives joining the campaign sponsors

Outcomes of these activities included:

- Stronger partnerships – 10 new partnerships with lenders and developers

- Built leadership in Centers – 10 centers champions
- Better understanding of financial tools that make projects happen – 4 new small developers working in centers
- Financial Tools for Mixed Use Development Brownbag Series – over 120 attendees

REGIONAL TRAVEL OPTIONS (RTO) PROGRAM

The 2005 BikeThere! map has been published and will be available at retail locations by June 1. This map represents a major update of the previous 2002 version - including many new facilities and features, such as bike shops and benchmark elevations. Thematically, the BikeThere! map is a "bike suitability" map showing a hierarchy of bike streets from multi-modal off street paths to high traffic caution areas. The design goal is to help citizens evaluate and select safe and appropriate routes for commuting and recreational activities in the region.

The production was a collaboration between Metro's Creative Services Dept, The Data Resource Center and the Regional Transportation Planning group.

RTO Subcommittee and RTO Senior Managers Group - A working group composed of both Subcommittee and Senior Managers continued working toward a draft of RTO Subcommittee bylaws. The group has developed four structural approaches to improve funding decisions and reporting relationships, membership and committee streamlining. Bylaws recommendations will be brought to joint meeting of the RTO Subcommittee and Senior Managers in June.

Regional Rideshare - Preliminary findings of the Rideshare Market Research and Implementation Study were presented at the May 11 rideshare working group meeting and the May 12 RTO Subcommittee meeting. UrbanTrans Consultants identified potential markets for rideshare services through an analysis of existing demographic and mode share data and information gathered from stakeholder interviews, an employer survey, and a commuter focus group.

The consultant team also presented organizing principles for a regional rideshare program based on market potential, stakeholder interviews and best practices information from rideshare programs across the nation. Next steps include prioritizing potential markets and developing a detailed program implementation plan. The rideshare working group is expected to forward recommendations based on the consultant report to the RTO Subcommittee in July. UrbanTrans Consultants partnered with ParsonBrinkerhoff were hired through a competitive RFP process to conduct the rideshare study.

RTO Collaborative Marketing - The marketing working group met on May 10 and continued a discussion of next steps around collaborative marketing. The group is preparing to coordinate outreach and marketing activities with the ODOT funded travel options marketing campaign that will be developed by a consultant team in the coming months.

RTO Performance Measures - Work is beginning on a 2004/2005 annual report that will also include coordination with statewide TDM performance measure efforts.

EASTSIDE TRANSIT ALTERNATIVES ANALYSIS

Metro is under contract to the City of Portland and Portland Streetcar Inc. to perform the Federal Alternatives Analysis on potential set of transit alternatives that would connect Central City districts and provide transfer connections to radial transit lines.

During May, staff developed a *Draft Conceptual Definition of Alternatives Report* for consideration by the TAC, PMG, Eastside Project Advisory Committee and the Steering Committee. A Summary of public comments from the April 13 open house, May 1 and the Project Advisory Committee was also developed. Recommendations were also developed by the PMG and the Advisory Committee and is anticipated to be adopted by the Steering Committee on May 25, 2005. This recommendation, based on the technical work found in the Conceptual Definition of Alternatives Report and public comment, will narrow the number of alignments and alternatives that will be studied during this summer's evaluation phase.

Three alternatives including a No-Build, Bus Circulator and Streetcar are proposed to be evaluated for ridership, costs, land use, and environmental impacts. In addition to these alternatives, alignment and length options will also be evaluated. During the fall, an evaluation report will be developed, public open houses will be held and a public hearing will be conducted. The outcome of this process should be a Locally Preferred Alternative that will be forwarded into an NEPA phase in January 2006.

Staff has also started to prepare a report to the Federal Transit Administration describing the project purpose and need, potential alternatives and process. This report is a new Federal requirement.

ELDERLY AND DISABLED TRANSPORTATION PLANNING

Work began on the Elderly and Disabled (E&D)/Land Use Study in March. The study funded through the Special Transportation Fund (STF) program will examine the region wide cost impact of locating facilities for seniors and people with disabilities away from transit service. The technical committee met with the recently selected Consultant team to kick off the study. The study is expected to take about a year. The study is broken down into the following principal tasks:

- Background and literature review
- Case studies and interviews
- Data analysis
- Mapping
- Conclusions, policy issues, next steps
- Feedback and evaluation

PORTLAND TO LAKE OSWEGO TRANSIT ALTERNATIVES ANALYSIS

The Federal Transit Administration released a grant to Metro in February to initiate the Portland to Lake Oswego Transit Alternatives Analysis. In March, the project received an MTIP allocation of an additional $650,000 to complete the funding for the Alternatives Analysis. This AA will evaluate transit alternatives to connect the South Waterfront area with downtown Lake Oswego. Included in the AA will be an evaluation of the potential for pedestrian and bicycle trail facilities in the vicinity of the Jefferson Branch rail line right-of-way. The study will conclude in early 2006 with the selection of promising alternatives to be advanced into the National Environmental Policy Act (NEPA) process, required for all federally funded projects.

The project's Steering Committee, which oversees both the Portland to Lake Oswego and Eastside Transit Alternatives Analyses met for the second time on May 25. This group, made up of elected officials and agency heads from the affected jurisdictions was briefed on the results of the project' s stakeholder interviews and the development of the purpose and need for the project. The group also reviewed the proposed composition of the Project Advisory Group, a citizen oversight committee that will include representatives from throughout the corridor including Johns Landing, unincorporated areas of Multnomah and Clackamas Counties and Lake Oswego.

In April, Metro hired Sumner Sharpe, a consultant, to perform 32 stakeholder interviews throughout the corridor. Stakeholders include business and property owners, residents, representatives of neighborhood associations, community groups and business associations as well as bike and pedestrian advocates. The purpose of his work is to identify issues along the alignment, and to prepare a comprehensive inventory of community concerns and opportunities to partner with other community efforts and projects. Because the corridor involves many jurisdictions with diverse interests, the stakeholder interview process is critical to understanding both opportunities and constraints and to refine the purpose and need of the study. Mr. Sharpe presented his findings to the Steering Committee in the May 25 meeting.

HIGHWAY 217 CORRIDOR STUDY

Metro staff and PAC members continued an active speakers bureau. An audio soundtrack has been completed to go along with the still slides and visual simulations, so a consistent message can be delivered by a variety of people. The presentation has been very helpful in illustrating key study concepts. This is allowing us to reach a large number of people. Staff and PAC members have provided presentations to most of the neighborhood advisory committees, the Lake Oswego Chamber and Rotary, the Tualatin River Keepers, the Beaverton City Council. Additional presentations are planned for June. The intention is to reach a broader cross section of people prior before final open houses and study completion in the fall.

Also in May the PAC reviewed the technical recommendations on arterial improvements that could be associated with any of the options. The PAC agreed that the north-south arterials under study most efficiently supported the Highway 217 goals of mobility and access within the corridor. The PAC recommended that the final study reports note the findings. Rather than including the arterials in the Highway 217 project itself, the PAC recommended that local jurisdictions and Metro be provided with the findings for consideration during project prioritization.

The PAC also reviewed conceptual phasing proposals for each of the remaining study alternatives. The PAC seemed to like the proposals, but requested that staff narrow the recommendation further as the study progresses.

The PAC also began a discussion of the financing situation with respect to non-tolling revenues. The PAC embarked on a lively discussion and requested that the item be scheduled at the next meeting as well.

Model runs for the two tolling options were completed. A sensitivity analysis is being prepared. After preliminary results are reviewed for quality control, the results will be shared with study partners. A draft report is being prepared. A peer review panel is being scheduled for late June.

METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM

Work continued this month on draft programming of the transit and state administered project funding. This work is to prepare for a smooth coordination of draft programming for the complete MTIP document in preparation for the air quality conformity analysis and public comment period in spring/summer of 2005. Metro staff met with TriMet and SMART staff to confirm programming of transit funding for inclusion in the 2006-09 MTIP.

Comments on the TriMet 5-year Transit Investment Program were drafted for adoption by JPACT. The Transit Investment Program is one of the planning tools used to coordinate transit service and capital

improvements with the Regional Transportation Plan (RTP) and the MTIP. Comments provided focused on ensuring adequate progress in implementing the RTP, providing options for further investment in transit from MTIP-related sources, and to provide further feedback to local jurisdictions on improving coordination of transportation services.

Meetings between ODOT and Metro staff were held to follow up on JPACT/Metro Council comments on the Draft 2006-09 STIP. Focus areas included comments on the programming and evaluation of the Preservation program and the process to be used to prioritize projects in the 2008-11 STIP.

AMENDMENT ACTIVITY

The following FY2004-07 MTIP amendments were processed by Metro in the month of May.

Metro Planning for 2004 (Regional Freight Data Collection) *(ODOT Key #12465)*
Break out $500,000 (federal) Regional STP funds for the Regional Freight Data Collection project from the 2004 Metro Planning allocation.

ODOT Transportation Demand Management *(ODOT Key #13318 and #13319)*
ODOT Mass Marketing Project *(ODOT Key #14289)*
Split $850,000 (total) State STP funds out of ODOT's Transportation Demand Management projects (13318/13319) and transfer to a new ODOT Mass Marketing Project (14289).

SE 172nd Avenue: Armstrong Circle to OR212 *(ODOT Key #13160)*
Change the project name and transfer $25,000 (total) HEP funds from ROW in 2005 to PE in 2005.

Gresham/Multnomah County ITS *(ODOT Key #11430)*
Construction phase to slip from 2005 to 2006.

Region 1 Traffic Loop Repair Unit 14 *(ODOT Key #10873)*
Cancel the project and return the $886,000 (total) State STP funds to the financial plan for redistribution in the 2006-09 MTIP/STIP.

PSU Center for Transportation Studies – ITS Initiative *(ODOT Key # TBD)*
Add the Federal 2005 Omnibus ITS earmark in the amount of $400,000 (federal).

Title VI Non-Discrimination Plan draft
As required by the federal government, a Metro Title VI Non-Discrimination Plan was drafted for review. The draft plan incorporates non-discrimination, environmental justice and citizen involvement policies from the Metro Code, Metro Affirmative Action Program, Metro Code of Ethics, Metro Employee Handbook and other guidelines.

USDOT TRANSPORTATION MODEL IMPROVEMENT PROGRAM

Track 1 - Demonstrate Feasibility of the TRANSIMS Software to Route/Microsimulate Existing MPO Trip Tables on the TRANSIMS Network

Metro staff traveled to Washington D.C. to meet with the TRANSIMS Working Group (TWG - an international group of transportation experts advising the Project Team). Staff presented a status report describing progress over the last several months and showing the results of a number of sensitivity tests.

The TWG recommended that equilibrium methods be investigated and tested in addition to the incremental loading methodology that has been used to date. A set of convergence criteria needs to be developed before this track can successfully conclude. The TWG also indicated that a future year application has to be completed and analyzed as part of this effort. This work will continue for the next few months.

Staff prepared a presentation titled "Using Traditional Model Data as Input to TRANSIMS" that was given at the Transportation Research Board's Planning Applications Conference as part of the Travel Simulation Models session.

Metro staff ran a series of tests changing random number sequences to see how the random number seed affects the results of a microsimulation. Initial results show volumes varying by less than 2 percent. The idea behind the random number seeds is to reflect some of the day-to-day changes in traffic.

Staff also began reviewing the travel times that are generated in the routing process and those that are output from the microsimulator. Additional tests are under way to determine if maximum speeds need to be adjusted.

FHWA has recently directed Metro to begin more rigorous testing of transit routing and microsimulation. This is not a trivial task, and work has just begun on determining how the TRANSIMS software can handle all aspects of transit (e.g. walk access vs. park and ride).

MODEL DEVELOPMENT

Survey and Research

Household Behavior Survey - The pilot survey work continues. Thus far, the respondents have reacted positively to the survey. The data capture will conclude in June. During July and August, the data will be analyzed to assess the effectiveness of the three survey methods.

MODEL ENHANCEMENTS

Transport Modeling Software – New transportation planning modeling software has been purchased for Metro and all the regional modeling partners. The product delivery will be in June.

Emission Modeling - The contractor has completed the modifications to the application software through which MOBILE6 emission rates are applied to travel model results.

STATEWIDE AND NATIONAL PROFESSIONAL INVOLVEMENT

FTA New Starts Working Group - Staff is participating on a national panel to review the New Starts analytical procedures. Recent work has focused on the user benefits of timesavings for autos due to transit investments (not just transit user benefits). Calculations for a recent project were provided to the FTA.

In addition, FTA is concerned with the inability of the auto assignment algorithms to meet tight closure criteria unless thousands of iterations are completed. Assignments were completed – stopping at various iteration stages. Closure statistics were assembled for each stage and provided to the FTA.

SYSTEMS MONITORING

Regional System Monitoring Data

Traffic Counts - Work continues on the processing of the 2004 HPMS vehicle class counts and the cutline counts that have been received. Data are being reformatted, summarized, and printed for distribution to interested parties (by request).

Parking Costs - Parking lot operators for the Central Business District (CBD) and Lloyd District lots have been contacted for parking cost information.

Monitoring Reports - Work on the 2005 Combined Monitoring Report has begun. The report summarizes parking costs, national automobile driving costs, and the TriMet Transit Fare Survey data.

Fuel Tax Reports were received for the first quarter of 2005 and include information for both Washington and Multnomah Counties.

National Reports

Urban Mobility Report (Texas Transportation Institute) - An advance copy of 'The 2005 Urban Mobility Report' produced by the Texas Transportation Institute was received and analyzed. The Portland data and rankings were extracted from the report and various measures were examined. The figures for Portland were listed from the 2004 and 2005 TTI reports and long-term trends (1982-2003) were noted. The 'Key Mobility Measure' of Annual Delay per Traveler showed Portland improving with fewer hours of delay and a better rank. The Travel Time Index for Portland was the same #14 rank (out of 85 urban areas) this year as reported last year.

TECHNICAL ASSISTANCE

Technical Assistance Budget

The Travel Forecasting Division provides modeling assistance and fulfills data requests for the regional agencies and local jurisdictions. The table below summarizes the regionally funded portion of the budget. Agencies can increase the budget by contributing local dollars.

Agency	(Reg Funds Only) Budget	Expenses (as of 03/31/05)
City of Portland	$ 9,667	$ 1300
Multnomah County	$ 5,667	$ 900
Washington County	$10,533	$ 900
Clackamas County	$11,200	$ 1300
Port of Portland	$ 6,800	$ 150
Tri-Met	$ 8,500	$ 8,500
ODOT	$27,500	$ 24,000
City of Gresham	$ 5,067	$ 800

DATA RESOURCE CENTER

Forecasting and Modeling

2030 Forecast TAZ Allocation - Staff has received local review comments from jurisdictions in Clackamas and Multnomah counties regarding the distribution of pop/emp to TAZs in their jurisdictions. Washington county staff has asked for two additional weeks to complete their review.

These inputs are being analyzed in the context of growth demand and capacity assumptions that were included in the Metroscope model to verify that suggested changes to TAZ allocations do not exceed zone capacities. However, land use and zoning are fluid, and since the beginning of this forecasting process, some local jurisdictions have re-zoned parts of their centers and corridors. We will be adjusting our information and the TAZ forecast to more accurately reflect changed zoning.

Demographic and Employment Data Update - We routinely update the historical population and employment data in RLIS. This data differs from other published sources because the data we produce are disaggregate estimates of population and employment at the TAZ level. The Oregon employment department plans to release its covered employment data for the 2004 year and DRC staff will be generating new TAZ-level base year employment estimates for the travel forecasting model.

Population data in the form of household statistics arrayed by household size, income and age (HIA) are derived for the travel demand model from Census population estimates. HIA data is developed from a synthetic population (IPF) model. Sample data from the Census Public Use Microdata (PUMS) is iterative proportionally fit to Census SF3 (Census long form data) and SF1 (actual count) household enumerations.

DLCD Grant Workscope Progress - Predicting infill and redevelopment (refill) requires insight into the cycles of land development. As a result, we are conducting a study funded by DLCD to analyze the cycle of land development in the region, going from vacant to developed and eventually redeveloped. The aim is to statistically measure the flow of land development in order to refine Metroscope's refill equations. DRC staff is the principal investigator. The data collection phase,and data analysis has been concluded and a report of study findings is being written.

A second study, also funded by DLCD, employs Global Insight, a nationally recognized economic forecasting and modeling consultant. The purpose of this research is to identify potential economic/land use/transportation theories that will better tie in or integrate the economic effects of land use or transportation decisions/policies with the rate of growth in the regional economy. The theory suggests that the real economy of the region is influenced by relative price differentials in real estate prices and transportation costs. Fluctuations in the prices and costs are likely to have an inverse relationship to regional growth.

A third DLCD funded study is being conducted by Otak to investigate a 2030 build out scenario in which future housing and job growth are concentrated in mixed use centers, corridors and main streets. Otak is responsible for estimating the 2030 build-out for the region; develop a spreadsheet based pro-forma analysis of three selected areas (Tualatin Town Center, 82nd Ave corridor, and Stark St. main street.). Otak will calculate a build-out scenario specifically for each of these areas, produce a 3-D visualization of the building capacity necessary to house the jobs and households in these areas, and complete a pro-forma analysis of the cost of construction for each of these areas. The objective for this study is to provide a better understanding of the type of density that will be needed in order to achieve the objectives of the 2040 growth plan and to provide financial cost estimates to achieve the plan goals.

Metroscope Automation Project - DRC staff and a consultant, PVT America based in Corvallis, have developed the work plan to automate the process of producing future land use scenarios with MetroScope. The project will significantly reduce the time needed to produce growth scenarios for evaluation. The inclusion of transport modeling capabilities internal to the model will produce the greatest efficiencies, eliminating the need to hand-off each 5-year iteration to transport modeling staff and await return of results.

GIS Services

The DRC assisted Oregon Health Sciences University researchers in the design and development of two projects aimed at exploring the connection between physical activity and the built environment. Two select populations of older adults were studied with regards to local land use characteristics and related physical activities. The data compilation and manipulation are complete and the university is completing the research and writing up the results.

Data Management Group

- The 2004 Vacant Land Inventory is 70 percent finished and will be ready for publishing in July.
- Mapping and analysis for Nature in Neighborhoods continues.
- Mapping for potential future Bond Measure acquisitions has begun.
- GIS data acquisition for neighboring jurisdictions for the Big Look is in progress.
- Staff has proposed future changes for RLIS Lite, including moving from CD ROM to DVD format to accommodate more data. Natural Resource data will be enhanced in July.
- Background work for the 2040 Concept Map update has begun.

I:\trans\transadm\share\Progress Reports\2005\May\May 05 Progress Report Master.doc