BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF APPROVING THE FY 2003 UNIFIED WORK PROGRAM	)))	RESOLUTION NO. 02-3167 Introduced by Councilor Rod Monroe, JPACT Chair

WHEREAS, the Unified Work Program as shown in exhibit A, describes all federally-funded transportation planning activities for the Portland-Vancouver metropolitan area to be conducted in FY 2003; and

WHEREAS, the FY 2003 Unified Work Program indicates federal funding sources for transportation planning activities carried out by Metro, Regional Transportation Council, Oregon Department of Transportation, Tri-Met and the local jurisdictions; and

WHEREAS, approval of the FY 2003 Unified Work Program is required to receive federal transportation planning funds; and

WHEREAS, the FY 2003 Unified Work Program is consistent with the proposed Metro budget submitted to the Metro Council; now, therefore,

BE IT RESOLVED, that the Metro Council hereby declares:

1. That the FY 2003 Unified Work Program is approved.

2. That the FY 2003 Unified Work Program is consistent with the continuing, cooperative and comprehensive planning process and is given positive Intergovernmental Project Review action.

3. That Metro's Executive Officer is authorized to apply for, accept and execute grants and agreements specified in the Unified Work Program.

4. That the Memorandum of Understanding between Metro and the Southwest Washington Regional Transportation Council (RTC) is renewed for FY 2003.

ADOPTED by the Metro Council this 28th day of March 2002.

Carl Hosticka, Presiding Officer

Approved as to form:

Daniel B. Cooper, General Council

Attachment: Exhibit A – Unified Work Program

FY 2002-03
Unified Work Program

Transportation Planning in the Portland/Vancouver Metropolitan Area

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

Adopted – March 28, 2002

Exhibit A to Resolution No. 02-3167

FY 2002-03

Unified Work Program

Transportation Planning in the Portland/Vancouver Metropolitan Area

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

Table of Contents

OREGON PORTION

2002-2003 Unified Work Program Funding Summary

Projects of Regional Significance Funding Summary

Southwest Washington Regional Transportation Council Portion

(See Next Page)

FY 2002-03
PORTLAND AND METROPOLITAN AREA

UNIFIED WORK PROGRAM
OVERVIEW

INTRODUCTION

Metro is the metropolitan planning organization (MPO) designated for the Oregon portion of the Portland/Vancouver urbanized area. It is required to meet the Intermodal Surface Transportation Efficiency Act (ISTEA), the Transportation Equity Act for the 21st Century (TEA-21) "Transportation Management" areas, the Land Conservation and Development Commission Transportation Planning Rule (TPR-Rule 12) requirements and the Metro Charter for this MPO area. In combination, these requirements call for development of a multi-modal transportation system plan, integrated with land-use decisions and plans for the region, with an emphasis on implementation of a multi-modal transportation system, which reduces reliance on the single-occupant automobile and is consistent with financial constraints.

The Unified Work Program (UWP) primarily includes the transportation planning activities of Metro and other area governments with reference to land-use planning activities, for fiscal year July 1, 2002 through June 30, 2003.

DECISION-MAKING PROCESS

Metro is governed by a directly-elected council in accordance with a voter-approved charter. The council is comprised of seven districts. The agency is administered under the direction of an Executive Officer, elected by voter's district-wide. In January 2003, the governing body will change to six councilors elected by district and a Council President elected district-wide.

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

JPACT

This committee is comprised of three Metro Councilors; nine locally-elected officials (including two from Clark County, Washington) and appointed officials from Oregon Department of Transportation (ODOT), Tri-Met, Port of Portland and Department of Environmental Quality (DEQ). All transportation-related actions (including federal MPO actions) are recommended by JPACT to the Metro Council.

The Metro Council can approve the recommendations or refer them back to JPACT with a specific concern for reconsideration. Final approval of each item, therefore, requires the concurrence of both bodies.

Bi-State

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

MPAC

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

The Regional Framework Plan was adopted in December 1997 and addresses the following topics:

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

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

TPAC

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

MTAC

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

Planning Priorities Facing the Portland Region

ISTEA, the Clean Air Act Amendments of 1990 (CAAA), the LCDC Transportation Planning Rule 12, the Oregon Transportation Plan, the Metro Charter, the Regional Urban Growth Goals and Objectives (RUGGO) the Regional 2040 Growth Concept and Regional Framework Plan, in combination, have created a policy direction for the region to update land-use and transportation plans on an integrated basis and to define, adopt and implement a multi-modal transportation system. Major land-use planning efforts underway include:

- Implementation of changes to local comprehensive plans to comply with the Regional Framework Plan;
- Planning for newly designated urban lands (including an effort funded with FY 2000 TCSP funds);
- Initiation of an affordable housing program;
- Periodic review of the Urban Growth Boundary; and
- Natural resource and habitat protection planning to implement the State's Goal 5.

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

- Implementation of the Regional Transportation Plan;
- Development of a financing strategy for the RTP;
- Development of strategies as part of I-5 Transportation and Trade Partnership;
- Update to the State and Metropolitan Transportation Improvement Programs for the period 2004-2007;
- Implementation of projects selected through STIP/MTIP updates; and
- Multi-modal refinement studies in the corridors of Foster/Powell; Hwy 217 and the South Transit Corridor

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

- The state goal to reduce vehicle miles traveled (VMT) per capita;
- Targeting transportation investments to leverage the mixed-use, land-use areas identified within the Regional 2040 Growth Concept;
- Adopted maintenance plans for ozone and carbon monoxide with establishment of emissions budgets to ensure future air-quality violations do not develop;
- Adoption of targets for non-single occupant vehicle travel in the RTP and local plans; and
- Publication of the Regional Transportation Plan update to implement the Regional 2040 Growth Concept.

In order to implement these transportation needs, finance remains a significant priority. A ballot measure is scheduled for May 2002. Further courses of action will depend upon the outcome of that measure.

PROGRAM

The adopted 2000 Regional Transportation Plan (RTP) serves as a policy and investment blueprint for long-range improvements to the region's transportation system. Ongoing maintenance and periodic updates of the RTP ensure an adequate reflection of changing population as well as travel and economic trends including federal, state and regional planning requirements.

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

Relation to Previous Work

A major update to the RTP was concluded in FY 2001 and adopted in August 2000. The purpose of the update was twofold: First, was to meet requirements in the State's Transportation Planning Rule (TPR). Among other provisions, the rule seeks to reduce reliance upon the automobile and promote the use of alternative modes of transportation. Second, the update reflected the ongoing Region 2040 planning effort. The RTP now serves as the transportation element of the Regional Framework Plan. During the four-year process, the update advanced through three distinct phases: (1) policy revisions in 1996 (approved by Council resolution), (2) system alternatives analysis in 1997 and (3) project development and analysis in 1998-99. Finally, an adoption phase occurred from December 1999 to August 2000.

The state TPR required the 24 cities and 3 counties in the Metro region to update local plans to be consistent with the RTP within one year of the August 10, 2000 adoption date. To assist local jurisdictions, Metro staff produced a number of supporting fact sheets and other materials to help local officials interpret the new plan. In 2002, many jurisdictions were still involved in local transportation updates to implement the new regional policies, and it is likely that several jurisdictions will need more time to fully address the new RTP.

The 2000 RTP also included a number of "refinement plans" for corridors where more detailed work is needed to identify specific transportation needs. In 2001, Metro completed the Corridor Initiatives project, thereby establishing an implementation program for these corridor studies. It was adopted as an amendment to the RTP Appendix.

RESPONSIBILITIES

Local TSP Implementation: Metro will work closely with local jurisdictions during the next fiscal year to ensure that regional policies and projects are reflected in local plans. This work element will include the following activities:

- Publish an updated version of the 2000 RTP incorporating amendments identified during the acknowledgement process;
- Upgrade and expand the Metro RTP website to include a new emphasis on the "how-to" aspects of the 2000 RTP and other new planning directives within the region;
- Foster an ongoing on-line discussion of transportation and other planning issues as part of the expanded web presence as staff and resources permit;

- Professional support for technical analysis and modeling required as part of local plan updates;
- Provide public information and formal presentations to local government committees, commissions and elected bodies as well as interested citizen, civic and business groups on the 2000 RTP;
- Professional support at the local level to assist in development of local policies, programs and regulations that implement the 2000 RTP;
- Written and spoken testimony in support of proposed revisions to local plans; and
- Cooperate with ODOT regarding the update to functional classification and HMS systems resulting from the expanded urbanized area in the 2000 census.

Management Systems: Congestion Management Systems (CMS) and Intermodal Management Systems (IMS) plans were completed in FY 1997-98. Key activities for FY 2003 will be to incorporate information into planning activities, system monitoring based upon management-system performance measures, local project review for consistency with the systems and ongoing data collection and input to keep the systems current.

Street Design and Connectivity: Metro will conduct a follow-up study on street-connectivity standards to determine the mode-split benefits for transit, bicycling and pedestrians as well as refine estimates for VMT reduction. The study will assist local jurisdictions in meeting Regional Framework Plan mode-split targets. Work is beginning on an environmental street design handbook to guide transportation improvements in sensitive areas. The handbook will be completed in FY 2003.

Regional Transportation and Information: A transportation "annual report" will be prepared detailing key RTP policies and strategies. The report will list information and data commonly requested by the public and media, including supporting text and graphics. The report will include a user-friendly, public-release version as well as a Technical Appendix. This objective will be completed in coordination with the 2040 Performance Indicators project.

Public Involvement: Metro will continue to provide an ongoing presence with local citizen, civic and business groups interested in the RTP as well as public agencies involved in local plan updates. The work site will be continually upgraded and expanded to include emphasis on 2000 RTP implementation as well as an on-line public forum for transportation and other planning issues.

OBJECTIVES/PRODUCTS

- Publish the final 2000 Regional Transportation Plan incorporating amendments required in the June 2001 acknowledgement order (summer 2002);
- Complete and publish the RTP Technical Appendix for regional distribution;
- Complete follow-up studies on street design and connectivity;
- Expand the web presence of the RTP to include a public forum and implementation tools including downloadable versions of the RTP fact sheets and adopted documents (fall 2002);
- Coordinate and provide technical assistance in local transportation system plan development and adoption;
- Continue to coordinate regional corridor refinement plans identified within the RTP with ODOT's corridor planning program;
- Maintain and update the RTP database consistent with changes in population and employment forecasts, travel-demand projections for people and goods, cost and revenue estimates and amendments to local comprehensive plans. Produce a corresponding "annual report" highlighting key information and trends; and

- Participate with local jurisdictions involved in implementation of the updated RTP and development of local transportation system plans.

Budget Summary

Requirements:			**Resources:**		
Personal Services	$	78,358	PL	$	54,030
Materials & Services	$	16,973	STP/ODOT Match	$	64,407
Interfund Transfers	$	68,946	Section 5303	$	7,500
Computer	$	4,850	ODOT Support	$	16,554
			Tri-Met	$	4,303
			Metro	$	22,333
TOTAL	**$**	**169,127**	**TOTAL**	**$**	**169,127**

Full-Time Equivalent Staffing:	
Regular Full-Time FTE	.858
TOTAL	**.858**

PROGRAM

The Performance Measures program completes the second half of Metro's effort to evaluate past policies, especially the 2040 Growth Concept. The program ensures that a small number of measurements of all relevant topics relating to "how are we doing" are addressed. This portion of the work focuses on key transportation performance indicators. Other indicators are being developed through additional Metro Planning programs.

Relation to Previous Work

In cooperation with the Data Resource Center, the first performance measures are expected to be completed within FY 2001-02. These measures include those mandated by the state and are primarily related to factors assessing the region's Urban Growth Boundary.

RESPONSIBILITIES

Metro is required both by state law (ORS 197.301) and Title 9 of Metro's Urban Growth Management Functional Plan to complete performance measures. These measures are intended to gauge progress towards Metro's 2040 Growth Concept while still addressing concerns such as housing affordability, acres of parks per capita and other measures. The requirements also mention corrective actions where the Metro Council finds issues in need of addressing. Possible corrective actions could be explored in those areas where targets and actual performance diverge. The overall work effort will measure progress in achieving better communities including safe, stable neighborhoods, the ability to get from here to there, access to nature, clean air and water, resources for the future and a strong regional economy.

FY 2002-03 work in this area includes further refinement of transportation-related measures and development of an ongoing monitoring and data-collection system. An annual publication will update the region to better understand how we have done. Metro will be able to update public interests and concerns with how our region should manage growth. For example, congestion-related measures will be used to form the basis for key strategies in Metro's Congestion Relief Program.

OBJECTIVES/PRODUCTS

- Ensure a broad and complete understanding of how the region is doing;
- Develop a sustainable system for monitoring and updating performance measure data; and
- Create an annual update on regional performance.

Budget Summary

Requirements:			**Resources:**		
Personal Services	$	62,140	PL	$	38,784
Materials & Services	$	0	STP/ODOT Match	$	15,858
Interfund Transfers	$	27,860	Section 5303	$	10,000
Computer	$	0	ODOT Support	$	5,000
			Metro	$	20,358
TOTAL	**$**	**90,000**	**TOTAL**	**$**	**90,000**

Full-Time Equivalent Staffing:	
Regular Full-Time FTE	.751
TOTAL	**.751**

PROGRAM

The adopted 2000 Regional Transportation Plan (RTP) identifies hundreds of needed transportation improvements throughout the region, including numerous capacity improvements and system-management projects aimed at relieving congestion in chronic traffic "hot spots". The 2000 RTP is largely unfunded, which means that congestion-relief projects may not proceed in a timely manner. The Congestion Relief Program seeks to identify the most acute traffic "hot spots" in the region and propose a short-term action plan for relieving congestion in these areas.

Relation to Previous Work

A major update to the RTP was completed in FY 2001 with two purposes: First, it had to meet requirements set forth in the State Transportation Planning Rule. Among other provisions, the rule seeks to reduce reliance upon the automobile and promote use of alternative modes of transportation. Second, revisions must reflect the ongoing Region 2040 planning effort and serve as the transportation element of the Regional Framework Plan. Together, these state and regional policy initiatives are expected to go far in slowing the growth in travel demand and congestion in the region.

A new congestion policy in the 2000 RTP recognizes that different congestion measures should be applied in different areas. In the updated plan, the peak-hour congestion standard is relaxed in densely developed areas with high-quality transit, for example, since these areas are less dependent upon motor vehicles as a means of travel. The standard is higher in major statewide "through-traffic" corridors and key-freight connections.

The remaining congestion relief projects within the 2000 RTP were developed subject to the congestion management system provisions within the plan. These provisions require jurisdictions to consider other solutions, such as alternative mode improvements, before making capacity improvements to address congestion. These provisions resulted in a combination of capacity projects and alternative mode improvements in situations where alternative mode projects were not sufficient to meet projected travel needs.

In spring 2002, a background summary of 2000 RTP policies, technical findings and projects for use in the Congestion Relief Program was completed as a starting point for the project. ODOT prepared a summary of Oregon Highway Plan requirements governing local congestion policies and project development.

RESPONSIBILITIES

- Inventory of Congestion Hot Spots: Staff will work closely with TPAC, ODOT, the Port of Portland and local jurisdictions to develop an inventory of known congestion hot spots. This element will be conducted in concert with data inventory requirements of the Congestion Management System and will provide information to Metro's 2040 Performance Indicators Activity.

- Ranking of Congestion Hot Spots: Metro will work with TPAC, ODOT and local jurisdictions to develop ranking criteria for evaluating the relative magnitude of known congestion hot spots, including measures addressing safety, system mobility and relative accessibility. These criteria will be used to develop a ranked list of congestion relief projects, incorporating existing RTP projects and others identified through this effort.

- Congestion Action Plan: Working with JPACT and Council, develop an action plan for implementing congestion relief projects, including specific funding strategies for unfunded improvements.

- Public Involvement: All activities require early, ongoing and responsive public-involvement techniques, consistent with Metro public-involvement policies. Newly developed procedures to address environmental justice issues will be applied to this effort.

OBJECTIVES/PRODUCTS

- Prepare and annually update an inventory of congestion hot spots that affect the regional transportation system;

- Develop criteria for ranking congestion hot spots, and prepare a ranked list of proposed congestion relief projects that improve the movement of people and goods for review by JPACT and Council in Fall 2002;

- Develop a Congestion Action Plan through JPACT and Council in Fall 2002 incorporating both project needs and a financial strategy for completing improvements in a timely manner; and

- Coordination of congestion monitoring locations and data with the 2040 indicators project.

Budget Summary

Requirements:			**Resources:**		
Personal Services	$	82,102	PL	$	10,028
Materials & Services	$	14,200	STP/ODOT Match	$	54,568
Interfund Transfers	$	33,420	Section 5303	$	15,000
Computer	$	778	ODOT Support	$	5,000
			Tri-Met	$	5,000
			Metro	$	40,904
TOTAL	**$**	**130,500**	**TOTAL**	**$**	**130,500**

Full-Time Equivalent Staffing:	
Regular Full-Time FTE	.885
TOTAL	**.885**

PROGRAM

Big streets are major and minor arterial streets in the metropolitan area where the 2040 Growth Concept designates mixed commercial and residential development through a corridor designation. They typically are planned to have four travel lanes, bikeways and sidewalks. Regional transit service is also planned on these routes.

Since the 1940s, the major streets that form the regional transportation system have been the focus of rapid growth, attempting to serve competing land-use and transportation needs. Auto-oriented retail grew quickly along these routes in the 1950s and 60s, eager for high-visibility locations along increasingly busy thoroughfares. Apartment housing became increasingly concentrated on these streets, as well, reflecting the negative perceptions that continue to make attached housing difficult to provide in many developing areas.

By the 1980s, the effects of concentrated development along these streets began to affect the traditional traffic-mobility role for which the streets were originally built. Many transportation agencies began to adopt stringent access-management standards in response to congestion along these routes. This further strained the divergent goals of land use and transportation that exists on these streets by creating convoluted transportation patterns and complicating the multi-modal function of streets, as access to new development became more difficult and auto-oriented.

Today, a growing tension exists between limiting property access to big streets in the interest of traffic mobility, while at the same time focusing even more development along these routes. Metro tracking data shows that these areas were the most rapidly growing mixed-use districts in the region during the past decade, accounting for one third of the region's development in mixed-use areas. Yet these "corridors" are the least defined land-use component of the 2040 Growth Concept. While this trend is occurring at a higher rate than expected, it underscores the key role of development along big streets, which cover roughly one quarter of the land area devoted to mixed-use development in the 2040 plan.

Relation to Previous Work

The Big Streets program builds upon Metro's 2000 Regional Transportation Plan (RTP), which calls for a better balance between competing modes of transportation along major streets identified as "corridors" in the 2040 Growth Concept. The project is also a land-use effort to refine the vision for development in "Big Street" corridors from the broad definitions in the 2040 Growth Concept to more specific land-use actions that can be incorporated into local plans. This planning is a progression from detailed area planning that has already been completed for 2040 centers and main streets.

RESPONSIBILITIES

The project begins with the assumption that mixed-use communities can be developed along major streets in a manner that is economically viable for a range of business types, attractive for living and designed in concert with regional transportation needs. The project has three components:

- Design Component: The first phase will focus on development of the best practices for developing mixed-use communities along big streets. This component includes surveys and focus-group information from those communities and will assemble new information on how heavy traffic affects business and residential quality. Lessons learned during this phase will be compiled in a set of best practice resources that will help implement mixed-use planning along big streets at the local level.

  The design component would be the basis for an update to the 2040 Growth Concept to more specifically describe future land-use and transportation plans for these corridors. Several titles of the Urban Growth Management Functional Plan (UGMFP) and the 2000 Regional Transportation Plan (RTP) would be updated to reflect new practices and programs for these areas.

- Pilot Project Component: Phase two will focus on mixed-use land use and transportation plans for three big street corridors in the Metro region. These pilot projects will be selected along ODOT "district highways" (facilities that serve as arterial routes, such as Powell, Hall and McLoughlin boulevards), and would result in local land-use plan amendments and complementary ODOT corridor-management plans (as appropriate).

- Implementation Component: Phase three would focus on implementation of transportation improvements resulting from the pilot projects. This component pursues funding of preliminary engineering for proposed improvements followed by a plan for funding targeted (or phased) improvements.

The first component of the project would be a TGM-funded project completed by Metro, working with local jurisdictions in an advisory role. The second component of the project would be a TGM-funded projects completed jointly in a partnership of Metro, ODOT and local jurisdictions responsible for land-use planning in the selected pilot corridors. And, the third component would be an outgrowth of the MTIP and other funding processes.

OBJECTIVES/PRODUCTS

In FY 2003, the multi-phase project has the following first-phase objectives:

- Obtain funding needed to complete the project, including possible grants from the Oregon TGM program, federal TCSP program or other sources;

- Compile "best practices" guidelines for developing mixed-use communities along big streets, including community surveys and research; and

- Update to the 2040 Growth Concept, Urban Growth Management Functional Plan (UGMFP) and the 2000 Regional Transportation Plan (RTP) to more specifically describe future land-use and transportation plans for corridors.

Budget Summary

Requirements:			**Resources:**		
Personal Services	$	16,402	STP/ODOT Match	$	8,458
Materials & Services	$	0	Section 5303	$	10,000
Interfund Transfers	$	7,598	ODOT Support	$	2,000
			Tri-Met	$	1,834
			Metro	$	1,708
TOTAL	**$**	**24,000**	**TOTAL**	**$**	**24,000**

Full-Time Equivalent Staffing:	
Regular Full-Time FTE	.185
TOTAL	**.185**

PROGRAM

The Metro Transportation Improvement Program (MTIP) is a critical tool for implementing the region's 2040 Growth Concept. The MTIP is a multi-year program that allocates federal and state funds available for transportation system improvement purposes in the Metro region. Updated every two years, the MTIP allocates funds to specific projects, based upon technical and policy considerations that weigh the ability of individual projects to implement regional goals. The MTIP is also subject to federal and state air-quality requirements, and a determination is made during each allocation to ensure that the updated MTIP conforms to air-quality laws. These activities require special coordination with staff from ODOT and other regional, county and city agencies as well as significant public-involvement efforts.

Relation to Previous Work

The previous fiscal year saw completion of the Priorities 2002 update to the MTIP and allocation of $38 million in transportation funds to regional projects. The 2002 update included a demonstration of ongoing conformity with air-quality laws. FHWA staff review in November 2001 identified a number of corrective actions, which have been incorporated into this work program. An initial draft of the updated MTIP was published in December 2001 and was approved in March 2002.

RESPONSIBILITIES

In early 2002, a major update of MTIP policies and review criteria was launched in anticipation of the Priorities 2003 MTIP update. The purpose of this effort was to reorganize the MTIP program to create a high-profile, positive process for allocating federal funds, and reinforcing the region's commitment to implement the 2040 Growth Concept and RTP. The objective of the MTIP reorganization is to emphasize tangible, built results where citizens will see Metro regional growth management programs in action through transportation improvements.

OBJECTIVES/PRODUCTS

MTIP Reorganization: Complete the effort to reposition the MTIP as a positive tool for advancing regional policy and implementing the 2040 Growth Concept and RTP. This wrap-up work will include publication of informational materials that articulate a long-term development and funding vision for the MTIP and new criteria for allocation of federal funds. PRODUCTS: Policy guidance document and revised project nomination procedures and selection criteria (July 02)

MTIP/STIP Update: Complete the Priorities 2004 update, implementing updated MTIP policies and project review criteria. PRODUCTS: Publish an updated MTIP in complete and executive summary formats. A fundamental program document with air-quality conformity determination (June 03), public circulation documents (August 03).

Database Maintenance Focus: Provide ODOT and local jurisdictions essential funding information to better schedule project-implementation activities. Metro monitors past and current funding allocations and project schedules to manage cost overruns and underruns. Quarterly reports are produced documenting funding authorizations, obligations and reserves by funding category and jurisdiction. An annual report also will be prepared during October/November 2002 updating the TIP to reflect current costs, schedules, priorities, actual appropriations and other funding actions approved throughout the year. The annual report will address progress and/or delays in implementing major projects as mandated by ISTEA. PRODUCTS: Comparison of scheduled versus actual project obligations in FY 02 (December 02).

Green Streets Implementation: FY 2004 MTIP will be the first opportunity to fully implement Metro's Green Streets initiative through project funding. This includes developing and implementing a program to fund retrofits and replacements for culverts on the regional transportation system that block fish passage, funding for demonstration projects that use Green Streets design elements and encouraging these design elements in all projects that use regional funds.

Other MTIP activities for FY 2003:

- Develop a long-term program to diversify funding opportunities beyond the current scope of federal funds, implementing regional policy through a combination of transportation and other funding sources on an ongoing basis;

- Develop a local partnership initiative, to provide improved linkage between local capital improvement plans (LCIP) and the MTIP and determine what combination of funding and regulatory incentives would be most effective in drawing local funds toward regional policy goals;

- Create a public-awareness program in coordination with Metro and agency communications staff to promote regional policies at the time of project construction and completion, including public signage, dedication activities and a significantly-expanded web resource on projects built with MTIP funds;

- Expand the MTIP public awareness program to include more printed materials, web resources and possibly a short video for use by public access broadcasters;

- Work with ODOT to develop broad agency and public electronic access to a common MTIP database;

- Continue to update the MTIP hardware/software platform to improve production of specialized report formats, cross connection with ODOT data sources and other database refinements; and

- Continue to coordinate inter-agency consultation on air quality conformity as required by state regulations. Conduct full public outreach (including notification), reports and public hearings that are required as part of the conformity process.

Budget Summary

Requirements:			**Resources:**		
Personal Services	$	248,286	PL	$	110,577
Materials & Services	$	12,700	STP/ODOT Match	$	85,343
Interfund Transfers	$	94,398	Section 5303	$	59,887
Computer	$	27,616	ODOT Support	$	25,000
			Tri-Met	$	56,351
			Metro	$	45,842
TOTAL	**$**	**383,000**	**TOTAL**	**$**	**383,000**

Full-Time Equivalent Staffing:	
Regular Full-Time FTE	2.910
TOTAL	**2.910**

PROGRAM

Metro, through JPACT and MPAC, provides a forum for cooperative development of funding programs to implement the Regional Transportation Plan and the Regional Framework Plan. In order to fund the Priority System of the RTP, new (or expanded) revenue sources need to be pursued.

Relation to Previous Work

In FY 2001, the business community took the lead in regional discussions on transportation finance. This program provides Metro staff support to transportation finance efforts inFY 2003 oriented toward implementing key elements of the RTP Priority System. Lead for any particular funding proposal could be a local government, Tri-Met, the business community or other public interest (or Metro itself).

RESPONSIBILITIES

Working with the project lead agency or interest group, Metro staff will support RTP-related finance efforts to:

- Establish an array of transportation finance options;
- Create linkage between the long-term vision for MTIP funding allocations and the implementation of Priority RTP improvements;
- Evaluate options for feasibility and ability to address the finance shortfalls;
- Establish a plan to pursue promising transportation finance options; and
- Establish an outreach program to gain public input on key issues and strategies.

OBJECTIVES/PRODUCTS

- Develop regional priorities for funding through federal sources;
- Coordinate with funding strategies for Tri-Met's Transit Choices for Livability;
- Coordinate with the MTIP reorganization, including updating the MTIP vision for long-term programming decisions and criteria for project funding;
- Adopt a funding strategy for the "priority" element of the RTP;
- Work with local partners, the public and business community to set project priorities and seek funding alternatives/solutions at the federal, state, regional and local level; and
- Define priorities for reauthorization of T21, and respond to legislative proposals.

Budget Summary

Requirements:			**Resources:**		
Personal Services	$	43,441	PL	$	5,448
Materials & Services	$	0	STP/ODOT Match	$	25,559
Interfund Transfers	$	20,559	ODOT Support	$	15,347
			Tri-Met	$	512
			Metro	$	17,134
TOTAL	**$**	**64,000**	**TOTAL**	**$**	**64,000**

Full-Time Equivalent Staffing:	
Regular Full-Time FTE	.440
TOTAL	**.440**

PROGRAM

The Green Streets program began in FY 2001 to address the growing conflict between good transportation design, planned urbanization in developing areas and the need to protect streams and wildlife corridors from urban impacts. Key elements of the program include:

- A regional database of culverts on the regional transportation system with rankings according to their relative impacts on fish passage;
- Stream crossing guidelines for new streets that reflect tradeoffs between stream protection and an efficient, connected street system; and
- The Green Streets Handbook, which establishes "best practice" design solutions for managing storm runoff from streets.

Relation to Previous Work

The Green Streets project builds upon the 1996-97 Regional Street Design project and complements the Regional Transportation Plan program. Like the "Creating Livable Streets" handbook from the street design project, the Green Streets program helps guide future transportation improvements in the region to support the 2040 Growth Concept, sustainable environmental practices for stormwater management and the Oregon Salmon Recovery Plan.

During FY 2003, the program will continue to focus on implementing the Green Streets design principles and project recommendations, including distribution of the *Green Streets* handbook, education and outreach to promote the program and local design support for project planning that incorporates the design principles.

RESPONSIBILITIES

The Green Streets program has a number of objectives:

- Continue to develop the regional database of culverts, stream and wildlife resources; continue to update ranking information for culverts on relative fish blockage that can be used to allocate regional funding for retrofit projects;
- Promote stream crossing guidelines in local transportation plans that address tradeoffs between stream protection and an efficient, multi-modal transportation system;
- Periodically update the *Green Streets* handbook to reflect recent trends and new science on best management practices for managing urban stormwater runoff on public streets; and
- Continue public outreach and education to promote Green Streets design principle and projects.

OBJECTIVES/PRODUCTS

- Continue to distribute the *Green Streets* handbook to local officials and interested citizens on an ongoing basis;
- Conduct outreach and training activities on an ongoing basis to promote the Green Streets program;
- Develop an expanded online presence for the Green Streets program on Metro's web site by fall 2002;
- Work with TPAC and WRPAC to develop a final-action plan for culvert retrofits and forward final recommendations as amendments to the 2000 RTP to JPACT, MPAC and the Council by fall 2002; and
- Develop a strategy for implementing the Green Streets program through the MTIP by summer 2002, including demo projects emphasizing: (1) Green Streets design principles and (2) culvert retrofits at key locations where regional transportation facilities block fish passage.

Budget Summary

Requirements:			**Resources:**		
Personal Services	$	26,223	PL	$	31,428
Materials & Services	$	0	STP/ODOT Match	$	2,114
Interfund Transfers	$	10,777	Section 5303	$	0
			Metro	$	3,458
TOTAL	**$**	**37,000**	**TOTAL**	**$**	**37,000**

Full-Time Equivalent Staffing:	
Regular Full-Time FTE	.275
TOTAL	**.275**

PROGRAM

The program implements Regional Transportation Plan (RTP) design policies for major streets and involves ongoing involvement in local transportation project conception, funding and design.

Relation to Previous Work

In previous years, work was conducted as part of the "local implementation" and "local project development" programs, a broader work emphasis that included local comprehensive planning and project-development activities. In FY 2002, the second edition of the 1997 Creating Livable Streets handbook was printed, providing updated design guidelines for implementation of the Livable Streets Program. In FY 2003, the more focused Livable Streets Program will emphasize implementation of regional street design policies and objectives at the local project-development level. Other aspects of local TSP coordination will be completed as part of the RTP program.

RESPONSIBILITIES

Metro has traditionally participated in local project-development activities for regionally-funded transportation projects. During FY 2003, the Livable Streets Program will more closely focus those activities on projects that directly relate to implementation of Region 2040 land-use components, including "boulevard" projects funded through the Metropolitan Transportation Improvement Program (MTIP). The program also involves ensuring that local system plan and design codes are updated to support regional design objectives.

An enhanced Livable Streets Program would include: 1) more extensive public outreach; 2) special workshops and tours; 3) awards program for project recognition; 4) technical support for local design efforts and 5) involvement in local project conception with the goal of improving the quality and scope of projects submitted for MTIP funding.

OBJECTIVES/PRODUCTS

- Implement regional street-design policy by participating in local project development and design activities, including technical advisory committees, design workshops and charrettes as well as formal comment on proposed projects;

- Ensure that local plans and design codes adequately accommodate regional design objectives through the local TSP review process;

- Expand Metro's web-based resources for livable streets implementation by fall 2002; and

- Implement the proposed Livable Streets enhancement activities should supplemental funding be allocated.

Budget Summary

Requirements:			**Resources:**		
Personal Services	$	109,779	PL	$	73,755
Materials & Services	$	0	STP/ODOT Match	$	13,744
Interfund Transfer	$	40,221	Metro	$	62,501
TOTAL	**$**	**150,000**	**TOTAL**	**$**	**150,000**

Full-Time Equivalent Staffing:	
Regular Full-Time FTE	1.221
TOTAL	**1.221**

PROGRAM

The program guides implementation of the pedestrian and bicycle mode policies in the Regional Transportation Plan (RTP) as well as implementation of the regional transportation demand management (TDM) and regional parking policies in the RTP. The focus of the program is implementation of requirements set forth in the State Transportation Planning Rule. Among other provisions, the rule seeks to reduce reliance on the automobile and promote the use of alternative modes of transportation. Through the program, Metro is the lead agency for coordinating, implementing and monitoring of pedestrian and bicycle-related policies incorporated into the Regional Transportation Plan. Those policies focus on building the compact, livable communities envisioned in the 2040 Growth Concept that depend upon alternatives to the automobile to be successful.

The program also provides for Metro's lead-agency role in the analysis and recommendation of TDM techniques and strategies in the Portland region. Services, products and activities included in the Alternative Mode Implementation program also support the RTP Implementation Program and the Livable Streets Program. Target groups served or affected include local cities and counties, state and regional agencies as well as the public at-large. This program relates to Metro's mission and value statement by ensuring that people have the ability to get around the region using a variety of transportation options.

Relation to Previous Work

FY 2002 was the third year for the Alternative Mode Implementation program. The program provided expertise to corridor studies and local TSP development efforts; ranked and prioritized bicycle and pedestrian projects in the MTIP process; provided public outreach and education and provided project-development activities related to street design. Metro chairs the TDM Subcommittee of TPAC and works with Tri-Met, DEQ, local jurisdictions and private employers to plan, fund and implement TDM strategies. In November 2001, Metro secured a three-year grant from Tri-Met to expand the Alternative Mode program with additional staff support needed to fully implement program goals. In March 2002, Metro released the latest update of the Bike There! Map.

RESPONSIBILITIES

- Provide a leadership role in assisting local jurisdictions with local pedestrian and bicycle-system planning related to city and county transportation system plan (TSP) updates and implementation;
- Staff and chair the TPAC sub-committee on Transportation Demand Management (TDM);
- Provide assistance to corridor planning efforts and local TSP development to ensure that bicycle, pedestrian and TDM measures are fully incorporated into project and local plans;
- Develop a regionally-based pedestrian, bicycle and traffic safety/education program;
- Provide assistance to local efforts to improve pedestrian access to transit;
- Coordinate with state-wide transportation demand management efforts;
- Limited participation in annual Bridge Pedal and Bike Month events;
- Coordinate with local jurisdictions and agencies in gathering bicycle and pedestrian data; and
- Coordinate with Tri-Met staff on the Access to Work FTA Grant Steering Committee and Bikes on Light Rail Committee.

OBJECTIVES/PRODUCTS

Provide transportation demand management, pedestrian and bicycle-facility planning and design expertise in the following areas:

- Coordination with the Regional Parks and Greenspaces Department to plan and implement multi-use trails (ongoing);
- Develop performance measures to evaluate the performance of the regional TDM program and guide future allocations of regional funds for TDM projects (October 2002);
- Coordination with regional studies such as the South Corridor Transportation Alternatives Study as well as the I-5 Trade Corridor, Highway 217 and Foster/Powell corridor studies (ongoing);
- Pedestrian and bicycle access to station areas and park-and-rides, bicycle parking at station areas and park-and-rides and coordination with the Bicycles on Tri-Met Program (ongoing);
- Coordinate bicycle and pedestrian design workshops on AASHTO and regional street design guidelines and RTP policies (March 03);
- TDM, bicycle and pedestrian modes in 2003 RTP Update (June 2003);
- MTIP "reform" criteria for TDM, bicycle and pedestrian modes (December 2002);
- MTIP project selection process for TDM, bicycle and pedestrian modes (June 2003);
- Develop interactive bike route mapping on Metro's web site. Initiate a shopping by bicycle pilot project (June 2003);
- Produce an annual report on Congestion Mitigation/Air Quality (CMAQ) projects (December 2002); and
- TDM, bicycle and pedestrian planning in local TSP implementation (ongoing).

Budget Summary

Requirements:			**Resources:**		
Personal Services	$	85,447	PL	$	44,084
Materials & Services	$	3,800	STP/ODOT Match	$	8,458
Interfund Transfers	$	37,975	Tri-Met *	$	75,000
Computer	$	778	Metro	$	458
TOTAL	**$**	**128,000**	**TOTAL**	**$**	**128,000**

Full-Time Equivalent Staffing:	
Regular Full-Time FTE	1.120
TOTAL	**1.120**

* Federal CMAQ Rideshare funds through agreement with Tri-Met.

PROGRAM

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

Despite this success, the vast majority of the public continues to be absent from the public discussion on transportation and growth-management issues. The OPB Pilot Program will considerably broaden regional discussion on transportation. Through use of public television, a 30-60 minute program is proposed that will discuss key transportation and related growth management and environmental issues facing the Portland metropolitan area. The program will be linked to other media and community outreach activities. Project partners include local jurisdictions and transportation agencies as well as Oregon Public Broadcasting (OPB). If successful, OPB and the project partners hope to inspire ideas and funding for five years of television programming on current issues facing Oregon communities, including others related to transportation.

Relation to Previous Work

The OPB Pilot Project relates to the development of Metro's Procedures for Public Involvement and previous outreach activities. The pilot will facilitate discussion and understanding of transportation and related land-use and environmental issues. The project was funded through Metro's Priorities 2000 process, and $100,000 of STP funds was approved for use as part of the pilot program. The request was approved in July 1999 by the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council and was adopted into the Metropolitan Transportation Improvement Program (MTIP) in September 1999.

The project name was changed to "Community Media Project" to better reflect the project goals, particularly the goal of developing television programming that is effectively linked to other media, including print, radio and the Internet. An advisory committee representing project partners was formed to provide review and input during the research and development phase of the project. A request for proposals was developed, and a consultant team hired to conduct research on successful models for public affairs programs that are linked to other media and community-outreach activities.

In addition to looking at programming models, the research included interviews with key stakeholders and community leaders, a focus group with filmmakers and artists and two focus groups with randomly-selected citizens. Information was compiled about community outreach efforts and successful community building projects that have been undertaken by Metro and the study partners with regard to growth and development, transportation and the environment. An Oregon television audience profile was compiled utilizing existing data.

The research phase was completed, and the consultant team recommended a model for the pilot program and future programming as well as a process for selecting a filmmaker to produce the pilot program.

RESPONSIBILITIES

The work program is focused on developing the pilot program and involves the actual production, airing, distribution and follow-up for the pilot.

- The objective is to produce an up to one-hour program about key transportation and related land-use and environmental issues affecting the Portland metropolitan area;
- The program objective is to generate an informed discussion of issues. The program is not intended to push messages, just issues;
- In airing the program, OPB hopes to generate a significant rating so that additional revenues can be raised, particularly from the private or non-profit sectors, in order to produce other community-based (state of Oregon) programming. Future programs could then address other growth, transportation and community issues;
- Project partners plan to coordinate and work with other media, including print, commercial and public radio, commercial television and the Internet to promote (and augment) the pilot program and its subject matter; and
- OPB and the project partners hope to have widespread distribution of the program or program segments beyond the OPB telecast. For example, the video could be placed in libraries and schools, or segments could be shown to specific interest groups.

OBJECTIVES/PRODUCTS

The following products will be completed in FY 2003:

- Final edited version of pilot program (September 2002);
- Up to 200 copies for distribution (November 2002); and
- Report evaluating the success of the program (February 2003).

Budget Summary

Requirements:			**Resources:**		
Materials & Services	$	47,000	OPB Grant	$	42,173
			Match	$	4,827
TOTAL	**$**	**47,000**	**TOTAL**	**$**	**47,000**

Full-Time Equivalent Staffing:	
Regular Full-Time FTE	
TOTAL	

PROGRAM

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

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

The USDOT intends to deploy the final software tools to major U.S. cities within two to three years.

Relation to Previous Work

During the past several years, The Los Alamos National Laboratory staff created a new modeling paradigm. This paradigm is embedded in the technology known as TRANSIMS. The Portland metropolitan area was chosen as the test bed for the technology. As a consequence, Metro staff have been working closely with the Lab.

The Lab needed much data in the development of the tools. Metro provided information needed to create a simulation network that included every road and street in the region. Data was needed regarding capacity and speed estimates, the location of traffic-control devices and signal timing plans, turning lane locations and the their length, parking locations and transit system specifications. Population and employment data was provided at a small level of geography. Databases were built to efficiently organize and analyze traffic-count data.

The Lab used the data to create and test the new modular tools. An algorithm was developed to synthesize the population of the entire region. The algorithm preserves all relationships and cross-classifications found in the census. A trip planner module is available to estimate the number of trips, types of trips and schedule of trips for each person in the region for the entire day. An assignment algorithm is available that encompasses micro-simulation techniques. Cars, transit vehicles and trucks can be viewed in very small time increments as they move through the network.

The TRANSIMS technology is complete. During FY 2002, Metro refined several algorithms within the model to improve the calibration to survey data and count information. The model was applied in the region and an assessment prepared.

In addition, Metro worked with the commercialization vendor for the software. The vendor developed interface tools to work with the TRANSIMS technology in FY 2002. Metro worked with the vendor as the interfaces were designed. Comments were given regarding functionality, ease of use, accuracy, etc..

RESPONSIBILITIES

By the end of FY 2002, the algorithms within the technology will be fully validated and the user interfaces complete. At that point, Metro will use the tool in a major study using all TRANSIMS capabilities. The exercise will require a future year horizon, significant network edits and a full multi-modal analysis. In other words, all elements of the model will be tested in their entirety.

Papers will be written to document the application and results. Comparisons will be made to the findings obtained with traditional models.

Results of the case study will be shared with others via conferences, tutorials and other mediums, as needed.

OBJECTIVES/PRODUCTS

- Continue to serve on TRANSIMS coordination teams;
- Apply the calibrated model in a study involving a future year horizon;
- Document the model performance, including a comparison with current techniques; and
- Share the results of the case study via conferences, tutorials and other mediums.

Budget Summary

Requirements:			**Resources:**		
Personal Services	$	326,168	TRANSIMS 02X00006 *	$	438,560
Materials & Services	$	26,000	Metro	$	109,640
Computer	$	92,680			
Interfund Transfers	$	103,352			
TOTAL	**$**	**548,200**	**TOTAL**	**$**	**548,200**

Full-Time Equivalent Staffing:	
Regular Full-Time FTE	3.150
TOTAL	**3.150**

* Carryover from $800,000 FHWA grant.

PROGRAM

The Model Development Program defines work elements necessary to keep the travel demand model responsive to issues that emerge during transportation analysis. Model maintenance activities ensure that the model reflects the current infrastructure assumptions and is operating in a computationally efficient manner. Research work elements lead to development of new models with enhanced capabilities.

The program is very important, because results from travel demand models are used extensively in the analysis of transportation policy and investment. In addition, federal and state legislation (Intermodal Surface Transportation Efficiency Act, Clean Air Act Amendment and the Oregon Transportation Planning Rule) specify data needs that require a high degree of modeling proficiency.

Relation to Previous Work

The tasks identified in this program are ongoing. In FY 2002, several notable accomplishments included completion of an expanded zone system for use in analysis, refinement to the trip-based model to enhance its responsiveness and an update to a year-2000 base year. Staff continued to participate on the Oregon Modeling Steering Committee. Through this Committee, the technical aspects of a potential FY 2003 household survey were addressed.

RESPONSIBILITIES

The program encompasses work elements in research, model application procedures and data input, data processing and display, documentation, peer panel and conference participation and joint projects with the Oregon Modeling Steering Committee. Each subject area is discussed in more detail below.

- Research pertains to those activities that maintain model sensitivity to policy issues. Work in this area ensures the model is responsive to issues of urban design, pricing, accessibility and other evaluation criteria. A more simplified model will be designed to work more efficiently in land-use allocation modeling (MetroScope). Based upon FY 2002 updates to the regional commodity database, the freight model will be modified accordingly.

- The model application procedure and input data category identifies tasks that influence methodologies and assumptions. In FY 2003, the model will be updated to a base year that reflects information and relationships derived from the 2000 census. New delay functions will be developed that quantify the relationship between freeway speed and congestion.

- Data processing and display work elements relate to those elements that improve the computational efficiency of the model and the ability to display data. Begun in FY 2002, the process of converting the model code to the "C" programming language will continue. As ESRI continues its migration to the ArcGIS software, staff training is necessary to maintain efficiency. In addition, Visual Basic and SQL skills will need to be developed. Routinely, user manuals are prepared describing technical specifications of the demand model and coding conventions of the simulation network. Updates are necessary to keep the documentation current.

- Staff participates on advisory and peer review panels, performs committee work for the Transportation Research Board and attends selected conferences and workshops. This practice contributes to improvement of modeling techniques.

- The primary function of the Oregon Modeling Steering Committee is to coordinate the transportation modeling efforts of state and regional agencies. Member agencies work together to address common concerns and jointly work on projects. Metro staff are active participants on the Committee. The Committee will have a major role in ensuring integrated implementation of the new statewide model with the MPO models. Assuming identification of a funding source, the first wave of a valley-wide longitudinal panel survey will begin in FY 2003.

All agencies and projects requiring use of travel demand forecasting services benefit from the Model Development Program. Current clients include Metro (e.g., South Corridor, the Regional Transportation Plan, the I-5 North Trade Corridor Study), regional agencies (the Oregon Department of Transportation, Tri-Met, the Department of Environmental Quality) and local governments (the cities and counties in this region).

OBJECTIVES/PRODUCTS

- Conduct research in order to maintain and improve the responsiveness of the demand model to policy needs;
- Continue to improve model application procedures and input data;
- Continue to improve the data processing and display capabilities;
- Maintain documentation regarding demand model and network coding user manuals;
- Participate on advisory panels and attend selected conferences and workshops; and
- Participate on the Oregon Modeling Steering Committee with particular emphasis on (1) fielding a longitudinal panel survey, and (2) the integration of statewide modeling tools with those at the regional level.

Budget Summary

Requirements:			**Resources:**		
Personal Services	$	229,538	PL	$	185,496
Materials & Services	$	0	STP/ODOT Match	$	82,453
Computer	$	17,016	ODOT Support	$	23,200
Interfund Transfers	$	88,558	Section 5303	$	20,000
			Tri-Met	$	9,000
			Metro	$	14,963
TOTAL	**$**	**335,112**	**TOTAL**	**$**	**335,112**

Full-Time Equivalent Staffing:	
Regular Full-Time FTE	2.650
TOTAL	**2.650**

PROGRAM

The Transportation System Monitoring Program established and maintains an inventory of transportation-related data. Updated regularly, the program identifies work tasks necessary to benchmark characteristics of the transportation system. Factors that influence travel choices are also observed.

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

Relation to Previous Work

This is an on-going program. Established in 1989, the program has provided for collection of a long history of data.

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

RESPONSIBILITIES

Each year, transportation cost data is collected and summarized. Information is gathered regarding parking costs, auto operating costs, and transit fares.

Metro conducts a regional count program. Flow data is gathered for autos, trucks and transit patrons. The program identified key locations where count data is needed. The regional jurisdictions are responsible for providing this information. All the data is ported into a database and accessed for report generation.

Periodically, national reports are released that summarize and compare transportation-related data for numerous cities in the United States. The reports are reviewed by staff (1) in order to confirm the accuracy of the information, and (2) to note Portland's ranking status.

Requests are received on a regular basis for information about VMT, parking costs and other system monitoring information. The queries are processed on demand.

As time permits, reports are written summarizing system monitoring data. The documents are distributed to appropriate parties.

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

Each year traffic count data are collected and summarized by ODOT for submittal to the Federal Highway Performance Monitoring System. Population information is included as well. In FY 2003 Metro will assist ODOT by serving as a source of review for the data pertaining to the Portland-Metropolitan area. The review will ensure that the information is reasonable when compared to historical data and other sources of information.

OBJECTIVES/PRODUCTS

- Continue to summarize data that tracks the cost of travel;
- Continue administration of the regional vehicle count program;
- Assess performance of the Portland regional transportation system as compared to national data;
- Provide response to system performance data requests;
- Prepare materials for dissemination; and
- Review HPMS data collected by ODOT for the Portland Metropolitan area before submittal to federal agencies.

Budget Summary

Requirements:			**Resources:**		
Personal Services	$	77,750	PL	$	4,278
Materials & Services	$	0	STP/ODOT Match	$	52,861
Interfund Transfers	$	27,250	Section 5303	$	20,000
			ODOT Support	$	10,000
			Tri-Met	$	10,000
			Metro	$	7,861
TOTAL	**$**	**105,000**	**TOTAL**	**$**	**105,000**

Full-Time Equivalent Staffing:	
Regular Full-Time FTE	1.000
TOTAL	**1.000**

PROGRAM

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

Relation to Previous Work

This is an on-going program. In FY 2003, it is anticipated that over 100 requests for services will be processed.

RESPONSIBILITIES

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

- The jurisdictions of this region perform a multitude of studies to determine effects of development, transportation policy and changes to the infrastructure. Upon request, staff support is provided to assist the travel-forecasting aspects of the work.

- ODOT, Multnomah County, Clackamas County, Washington County, the City of Portland and the City of Gresham have modem connections to the EMME/2 transportation modeling database. These jurisdictions are able to use the software as a remote workstation. Analysis can be done in this way without directly using Metro staff. Computer charges are assessed relative to the use of the system.

- Metro provides training to jurisdictional staff regarding use of the EMME/2 Transportation Planning Software, the theory of travel demand modeling and computer-simulation network analysis. The service is provided upon request.

An expense report provides each jurisdiction the opportunity to assess their use of the program and the remaining dollars in their budget. The report is found in the monthly TPAC progress report. The financial data reflects the most current information available.

OBJECTIVES/PRODUCTS

Provide travel forecasting assistance to ODOT, Tri-Met, the Port of Portland and the cities and counties of this region in terms of:

- Staff support;
- Access to the EMME/2 Transportation Planning Software via external connections; and
- Training on the topics of software use and demand modeling theory.

- Provide technical assistance based upon the following budget allocation:

Jurisdiction	Budget
City of Portland	14,500
Washington County	15,800
Clackamas County	16,800
ODOT	29,900
Port of Portland	10,200
City of Gresham	7,600
Multnomah County	8,500
Tri-Met	8,500
Sales	6,580
Metro (REM)	5,000

- Provide expense reports to each jurisdiction at least quarterly.

Budget Summary

Requirements:			**Resources:**		
Personal Services	$	85,352	STP/ODOT Match	$	46,421
Computer	$	10,114	ODOT Support	$	29,900
Interfund Transfers	$	27,913	Tri-Met	$	8,500
			Other Grants	$	24,466
			Sales	$	6,580
			Metro	$	7,512
TOTAL	**$**	**123,379**	**TOTAL**	**$**	**123,379**

Full-Time Equivalent Staffing:	
Regular Full-Time FTE	1.000
TOTAL	**1.000**

PROGRAM

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

Relation to Previous Work

This is an on-going program.

RESPONSIBILITIES

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

Provide support to JPACT, TPAC, MTAC and sub-committees to ensure coordination between state, regional and local transportation and land-use plans and priorities.

Provide department management, including budget, personnel matters, expenditures for materials, services and capital and grant and contract compliance as well as providing information to the public and departmental work programs.

OBJECTIVES/PRODUCTS

- Prepare and manage the department budget, personnel, programs and products;
- FY 2004 UWP; (January 2003);
- Prepare documentation to FHWA, FTA and other funding agencies such as quarterly narrative and financial reports;
- Monthly progress reports to the TPAC;
- Minutes, agendas and documentation;
- Execute, administer and monitor contracts, grants and agreements;
- Interdepartmental coordination;
- Periodic review with FHWA and FTA on UWP progress;
- Federal Certification;
- Progress Reports for Council and Federal Agencies (Quarterly); and
- Tri-Annual Title VI Certification. This submittal will be a complete revision incorporating as much census data as is available by August 2002. The document is due to FTA in September 2002.

Budget Summary

Requirements:			**Resources:**		
Personal Services	$	249,873	PL	$	132,000
Materials & Services	$	12,450	STP/ODOT Match	$	119,194
Interfund Transfers	$	108,875	ODOT Support	$	15,000
			Section 5303	$	20,000
			Tri-Met	$	2,000
			Metro	$	83,004
TOTAL	**$**	**371,198**	**TOTAL**	**$**	**371,198**

Full-Time Equivalent Staffing:	
Regular Full-Time FTE	3.280
TOTAL	**3.280**

PROGRAM

In keeping with federal laws, regulations and policies recipients of federal dollars must address three fundamental environmental justice principles:

- To avoid, minimize or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations;
- To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process; and
- To prevent the denial of, reduction in or significant delay in the receipt of benefits by minority and low-income populations.

Relation to Previous Work

This is a new program.

RESPONSIBILITIES

Under proposed new FHWA/FTA guidelines, MPOs need to:

- Enhance their analytical capabilities to ensure that the long-range transportation plan and the transportation improvement program (TIP) comply with Title VI;

- Identify residential, employment and transportation patterns of low-income and minority populations so that their needs can be identified and addressed, and the benefits and burdens of transportation investments can be fairly distributed; and

- Evaluate and, where necessary, improve their public involvement processes to eliminate participation barriers and engage minority and low-income populations in transportation decision making.

The majority of the work to ensure compliance with the above will be done within the individual program/project work plans. However, broad community data collection, outreach and qualitative evaluation methods will be developed and employed to assist the Planning Department as a whole to effectively comply with the spirit and letter of the DOT guidelines.

OBJECTIVES/PRODUCTS

- Since the census 2000 information will not be available for some time, staff will continue to develop data from school enrollment and lunch subsidy programs to track where a preponderance of minority and low-income children are attending school. This information will be used by programs such as the Corridor Study analysis or MTIP to assess whether specific projects might impact predominately low-income, minority or non-English speaking neighborhoods. It will also provide a base from which to continue developing a dialog with school officials, parents, teachers, organizations and associations that might help to ensure better public involvement and communication with minority and low-income populations.

- The information and contacts developed will be used to assess aspects of projects or programs that might be of significant interest or have potential impact or benefit to minority and/or low-income populations. It will then be possible to engage appropriate communities in effective communication and in transportation decision making processes.

- Develop an interagency agreement for environmental justice resource issues and to disseminate environmental justice conclusions in cooperation with ODOT Region 1 and Salem, Public Transit, Smart, FHWA, FTA and local governments.

Budget Summary

Requirements:			**Resources:**		
Personal Services	$	11,718	STP/ODOT Match	$	3,172
Materials & Services	$	0	Metro	$	14,828
Interfund Transfers	$	6,282			
TOTAL	**$**	**18,000**	**TOTAL**	**$**	**18,000**

Full-Time Equivalent Staffing:	
Regular Full-Time FTE	.130
TOTAL	**.130**

PROGRAM

The South Corridor Supplemental Draft Environmental Impact Statement (SDEIS) will evaluate the environmental impacts of several transit alternatives in the South Corridor which will result in selection of a Locally Preferred Alternative (LPA). Because the SDEIS was begun in FY 2002, the focus of work in FY 2003 will be to complete the SDEIS and select the Locally Preferred Alternative. This work item will be followed by the South Corridor Preliminary Engineering and Final Environmental Impact Statement; to be initiated in January 2003 after Federal Transit Administration (FTA) approval.

Relation to Previous Work

The SDEIS is a supplement to the South/North Light Rail DEIS written by Metro and published by the Federal Transit Administration (FTA) in 1998. Light rail was selected in 1998 as the LPA. In November 1998, a ballot measure failed that would have provided local match for the project. Subsequent to the vote, a group of citizens and business leaders developed a new lower cost light rail project to the north which became the Interstate MAX line and which is now under construction. At the same time the Interstate MAX project was being developed, the Metro Council directed staff to develop non-light rail transit alternatives in the South Corridor. Since July 1999, staff has been developing those alternatives. A wide range of alternatives was evaluated between July 1999 and July 2001. Due to popular support by neighborhoods and the business community, light rail was added back as an option with two alignments: (1) downtown Portland to Milwaukie, and (2) from the Gateway Transit Center to Clackamas Town Center via I-205. This alternative, along with a busway and bus rapid-transit alternative, is being evaluated in the SDEIS.

RESPONSIBILITIES

Metro staff manages all aspects of the South Corridor SDEIS. Primary responsibilities for FY 2003 include:

- Implementation of a successful public-involvement effort that includes all constituent groups and facilitates an informed LPA decision;
- Completion of all technical analysis including environmental impacts, transportation and traffic impacts;
- Management of project committees, including the Technical Advisory Committee, Project Advisory Group, Policy Committee and Local Advisory Groups;
- Completion of the financial analysis and financial plan for the various alternatives being evaluated in the SDEIS;
- Completion of the SDEIS and subsequent approval by the FTA;
- Management of the project ensuring that budget and schedule are met;
- Development of all application materials necessary to secure FTA approval to enter the Preliminary Engineering/Final EIS phase of the project; and

- Facilitation of the LPA decision with participating jurisdictions, JPACT, the project's Policy Committee and the Metro Council.

OBJECTIVES

The primary objective of the South Corridor SDEIS is to implement a major high capacity alternative transportation program in the South Corridor that:

- Maintains livability in the metropolitan area;
- Supports local and regional land-use goals;
- Optimizes the transportation system;
- Is environmentally sensitive;
- Reflects community values; and
- Is fiscally responsive.

PRODUCTS

- Technical Results Reports;
- Plan and Profile Drawings;
- SDEIS document;
- Locally Preferred Alternative Report; and
- Land Use Final Order (LUFO).

Budget Summary

Requirements:			**Resources:**		
Personal Services	$	475,471	FTA (OR-90-X083)	$	1,283,139
Materials & Services	$	759,400	Local Match	$	146,861
Interfund Transfers	$	172,635			
Computer	$	22,494			
TOTAL	**$**	**1,430,000**	**TOTAL**	**$**	**1,430,000**

Full-Time Equivalent Staffing:	
Regular Full-Time FTE	5.420
TOTAL	**5.420**

SOUTH CORRIDOR RESOURCES BY FISCAL YEAR

	SDEIS	SDEIS	PE/FEIS	PE/FEIS	TOTAL
Resources:					
FTA (OR-90-X083) original	$697,145				$697,145
Local Match (original)	$79,791				$79,791
FTA (OR-90-X083) amended	$1,928,355	$1,283,139	$788,506		$4,000,000
Local Match (amended)	$220,709	$146,861	$90,248		$457,818
New Funds	$0	$0	$2,079,026	$1,235,220	$3,314,246
TOTAL	**$2,926,000**	**$1,430,000**	**$2,957,780**	**$1,235,220**	**$8,549,000**

SOUTH CORRIDOR EXPENDITURES BY FISCAL YEAR

Consultants	$1,349,000	$458,000	$1,807,000
Metro Staff	$1,176,000	$708,000	$1,884,000
Metro M&S	$51,000	$83,000	$134,000
IGAs	$350,000	$181,000	$531,000
TOTAL	**$2,926,000**	**$1,430,000**	**$4,356,000**

Consultants	$2,160,000	$725,000	$2,885,000
Metro Staff	$389,000	$330,000	$719,000
Metro M&S	$75,000	$90,000	$165,000
IGAs	$333,780	$90,220	$424,000
GRAND TOTAL	**$2,957,780**	**$1,235,220**	**$4,193,000**

PROGRAM

The South Corridor Final Environmental Impact Statement and Preliminary Engineering (PE/FEIS) will develop mitigation for impacts of the Locally Preferred Alternative (LPA), selected earlier in FY 2003 and will address comments made regarding the SDEIS. Engineering for the project will be advanced to the 30% level and capital costs will be developed to a level of accuracy suitable for entering into a Full Funding Grant Agreement (FFGA) with the Federal Transit Administration (FTA). Tri-Met will become lead agency for the project, with Metro taking primary responsibility for the FEIS.

Relation to Previous Work

The PE/FEIS phase of the South Corridor project will follow the selection of a Locally Preferred Alternative (LPA) by the Metro Council, which is the concluding action of the Supplemental Draft Environmental Impact Statement (SDEIS) scheduled to be published by the Federal Transit Administration (FTA) in Fall of 2002. The selection of the LPA and subsequent approval to enter the PE/FEIS phase of the project by FTA starts the PE/FEIS process. The process concludes with the execution of a Full Funding Grant Agreement between Tri-Met and the FTA that will fund construction of the LPA project as well as the publication of a Record of Decision, which signals completion of the federal National Environmental Policy Act (NEPA) process.

RESPONSIBILITIES

Metro will manage all preparations for the FEIS. Tri-Met will be the overall project lead, with responsibility for PE and public involvement. The PE/FEIS phase is scheduled for completion in early FY 2004. Primary responsibilities for FY 2003 include:

- Perform technical analysis including mitigation for environmental impacts, transportation and traffic impacts;
- Development of the financial analysis and financial plan for the locally preferred alternative being evaluated in the FEIS;
- Management of the FEIS ensuring that budget and schedule are met;
- Assist Tri-Met in development and evaluation of Preliminary Engineering designs for alignments and facilities;
- Assist Tri-Met with public involvement activities; and
- Perform necessary analyses in support of the project's FTA New Starts submittal.

OBJECTIVES

The primary objective of the South Corridor FEIS is to implement a major high capacity alternative transportation program in the South Corridor that:

- Maintains livability in the metropolitan area;
- Supports local and regional land-use goals;
- Optimizes the transportation system;
- Is environmentally sensitive;
- Reflects community values; and
- Is fiscally responsive.

PRODUCTS

- Project Management Plan;
- Mitigation reports;
- Response to Public Comments on SDEIS;
- FEIS document; and
- PE Plan and Profile Drawing sets.

Budget Summary

Requirements:			**Resources:**		
Personal Services	$	334,549	FTA OR 90 X083	$	788,506
Materials and Services	$	2,461,330	Local Match	$	90,248
Interfund Transfers	$	154,121	New Funds		2,079,026
Computer	$	7,780			
TOTAL	**$**	**2,957,780**	**TOTAL**	**$**	**2,957,780**

Full-Time Equivalent Staffing:	
Regular Full-Time FTE	3.970
TOTAL	**3.970**

SOUTH CORRIDOR RESOURCES BY FISCAL YEAR

	SDEIS	SDEIS	PE/FEIS	PE/FEIS	TOTAL
Resources:					
FTA (OR-90-X083) original	$697,145				$697,145
Local Match (original)	$79,791				$79,791
FTA (OR-90-X083) amended	$1,928,355	$1,283,139	$788,506		$4,000,000
Local Match (amended)	$220,709	$146,861	$90,248		$457,818
New Funds	$0	$0	$2,079,026	$1,235,220	$3,314,246
TOTAL	**$2,926,000**	**$1,430,000**	**$2,957,780**	**$1,235,220**	**$8,549,000**

SOUTH CORRIDOR EXPENDITURES BY FISCAL YEAR

Consultants	$1,349,000	$458,000		$1,807,000
Metro Staff	$1,176,000	$708,000		$1,884,000
Metro M&S	$51,000	$83,000		$134,000
IGAs	$350,000	$181,000		$531,000
TOTAL	**$2,926,000**	**$1,430,000**		**$4,356,000**

Consultants	$2,160,000	$725,000	$2,885,000
Metro Staff	$389,000	$330,000	$719,000
Metro M&S	$75,000	$90,000	$165,000
IGAs	$333,780	$90,220	$424,000
GRAND TOTAL	**$2,957,780**	**$1,235,220**	**$4,193,000**

PROGRAM

The Wilsonville to Beaverton Commuter Rail Project recently completed the Preliminary Engineering (PE) phase of project development. The project completed its Environmental Assessment (EA) and was issued a Finding of No Significant Impact (FONSI) under the National Environmental Policy Act of 1969 (NEPA). Approval by FTA for Final Design and Construction is anticipated in April 2002. Discussions with FTA regarding a Full Funding Grant Agreement (FFGA) for the project are expected to begin upon authorization to enter final design and be concluded, including Congressional review, by September 2002. During FY 2003, Metro will assist with development of financing, grant administration and preparation of the project's FTA New Starts Report submittal.

Relation to Previous Work

The Wilsonville to Beaverton Commuter Rail Project was initiated by Washington County with two feasibility studies. These studies found no significant issues to prohibit use of the railroad right-of-way for commuter transportation. The County, along with affected local jurisdictions, Tri-Met, Metro and ODOT initiated an Alternatives Analysis and Environmental Assessment that led to selection of commuter rail as the Locally Preferred Alternative over Transportation System Management and No-Build alternatives. Metro served as the FTA grantee and grant administrator for the project's federal funds through the Preliminary Engineering phase of the project.

RESPONSIBILITIES

Metro responsibilities during FY 2003 include:

- Assist in preparation of the FTA New Starts Report submittals, including travel demand forecasting and development of transportation system user benefit information and land-use analysis;
- Continue role as FTA liaison for the project until final design and construction begin;
- Assist as needed with acquisition of environmental permits for the project; and
- Coordinate with state and federal resource agencies as required.

OBJECTIVES/PRODUCTS

Washington County's objectives for the Wilsonville to Beaverton Commuter Rail Project include:

- Utilization of existing underutilized freight infrastructure to augment transportation system capacity;
- Provide a viable commuting option for commuters on Highway 217 and Interstate 5;
- Connect Beaverton, Tigard, Washington Square and Tualatin regional and town centers with high capacity transit; and
- Develop a commuting option with a short implementation timeframe and relatively low cost, compared to highway improvements.

Budget Summary

Requirements:			**Resources:**		
Personal Services	$	19,074	FTA OR 03 0080	$	28,000
Materials and Services	$	1,350	Local Match	$	7,000
Interfund Transfers	$	13,798			
Computer	$	778			
TOTAL	**$**	**35,000**	**TOTAL**	**$**	**35,000**

Full-Time Equivalent Staffing:	
Regular Full-Time FTE	.210
TOTAL	**.210**

PROGRAM

The Transit Planning Program supports the budget theme that Metro will identify and promote multiple transportation choices to easily access to all areas of the region. Increased transit use and reduced dependency on single occupant vehicles supports the budget theme of improving air quality. This program implements the RTP transit policy direction emphasizing coordination with Tri-Met and other providers to ensure that short, medium and long-range transit needs of the region are addressed. Two specific elements of the FY 2003 work program include continued work on implementation of the Elderly and Disabled Transportation Plan and coordination of the Willamette Shore Line Right-of-Way.

Relation to Previous Work

The Transit Planning program in general works toward implementation of the 2020 Regional Transportation Plan (RTP). In FY 2001, Metro staff began work in support of the Tri-County Elderly and Disabled transportation plan study, Tri-Met's Committee for Accessible Transportation (CAT) and the Special Transportation Fund Advisory Committee (STFAC).

Coordination of the management of the Willamette Shore Line Right-of-Way has continued since the Consortium purchased the Jefferson Branch right-of-way between Portland and Lake Oswego in 1998. Metro continues to staff the Consortium of local governments, providing administrative, technical and policy support for continued management of issues related to the corridor the corridor.

The Transit Element of the RTP will be revised to include implementation of several related elements of the Tri-County Elderly and Disabled Plan. Following amendment to the RTP, staff will work to ensure that transit providers and local jurisdictions implement transit service that supports the policy direction of the RTP and the Regional Growth Management policies.

RESPONSIBILITIES

- Develop a scope of work to evaluate the potential of providing passenger rail service and a separated pedestrian/bicycle path using the Willamette Shore Line Right-of-Way between Portland and Lake Oswego;

- Continue to support the Willamette Shoreline Consortium by staffing meetings, providing technical analyses and facilitating agreement on related activities and agreements;

- Assist transit operators and local jurisdictions in development of their short, medium and long-range transit plans; in particular, Tri-Met's Transit Choices for Livability program, Annual Service Plan and 10-Year Service Plan;

- Assist transit operators in meeting service requirements mandated by the Americans with Disabilities Act, Title VI and other federal requirements; and

- Provide assistance to transit operators and local jurisdictions regarding potential federal, state and local funding sources.

OBJECTIVES/PRODUCTS

- Develop a scope of work and budget for the initial analysis of rail transit and pedestrian/bicycle improvements in the Willamette Shore Line Right-of-Way between Lake Oswego and Portland;
- Facilitate agreement among Consortium members on how to best use the Willamette Shore Line Right-of-Way in the future and how to fund interim maintenance of the track;
- Revise applicable RTP policies to implement provisions of the Tri-County Elderly and Disabled Transportation Plan that would be applicable within the Urban Growth Boundary;
- Continue serving on the Committee for Accessible Transportation (CAT), which advises Tri-Met on issues of transit system accessibility;
- Continue serving on the Special Transportation Fund Advisory Committee, which advises Tri-Met and the State of Oregon on use of Special Transportation Funds for the Tri-County region;
- Prepare detailed work programs, budgets and schedules for various related activities;
- Manage the studies in accordance with the defined work program, budget and schedule;
- Procure consultant assistance as required;
- Manage federal grant funding and execute Intergovernmental Agreements as needed;
- Serve as liaison with the Federal Transit Administration; and
- Negotiate agreement with Consortium members on the Rail Transit and Ped/Bike Trail Study for the Willamette Shore Line Right-of-Way.

Budget Summary

Requirements:			**Resources:**		
Personal Services	$	79,335	PL	$	19,741
Materials & Services	$	2,000	STP/ODOT Match	$	30,659
Computer (Direct)	$	3,890	Section 5303	$	5,000
Interfund Transfers	$	29,775	Tri-Met	$	55,000
			Metro	$	4,600
TOTAL	**$**	**115,000**	**TOTAL**	**$**	**115,000**

Full-Time Equivalent Staffing:	
Regular Full-Time FTE	.970
TOTAL	**.970**

PROGRAM

The Portland/Vancouver Region is one economy divided by state, federal and regional jurisdictions. Bi-State coordination is needed to make plans for the two parts of the Portland/Vancouver Region consistent and complimentary. Bi-State Coordination meets federal requirements that the two Metropolitan Planning Organizations work together. Development patterns within the region and commuting patterns across the Columbia River lead to the need for coordination between federal and state agencies on transportation issues. Metro and the Southwest Washington Regional Transportation Council (RTC) created a sub-committee to advise them on transportation issues of bi-state significance.

Relation to Previous Work

The Bi-State Transportation Committee was created by Metro and RTC in May 1999. The Committee has met regularly and forwarded recommendations to Metro and the RTC board on several important issues. For many years, Metro has participated in other bi-state coordination efforts through its Local Coordination Program.

RESPONSIBILITIES

- Staff the Bi-State Transportation Committee, including bringing issues of bi-state significance forward for consideration at appropriate times and forwarding actions to JPACT and Metro Council as necessary;
- Coordinate MPO planning activities with participation on RTC's Regional Technical Advisory Committee and other committees; and
- Work with bi-state partners to explain the bi-state issues within the Portland/Vancouver area to federal and state representatives.

OBJECTIVES/PRODUCTS

- Ensure that JPACT/Metro Council have information on issues of bi-state significance before decisions regarding bi-state transportation projects are made; and
- Ensure efficient and effective use of planning and construction resources within the Portland/Vancouver Region.

Budget Summary

Requirements:			**Resources:**		
Personal Services	$	25,857	PL	$	12,656
Materials & Services	$	0	STP/ODOT Match	$	3,172
Interfund Transfers	$	10,143	ODOT Support	$	20,000
			Metro	$	172
TOTAL	**$**	**36,000**	**TOTAL**	**$**	**36,000**

Full-Time Equivalent Staffing:	
Regular Full-Time FTE	.270
TOTAL	**.270**

PROGRAM

The Regional Freight Program will help Metro meet its responsibility to plan for goods-movement needs, document freight-project priorities and support livability in the region. The program supports Metro's ability to coordinate with FHWA, local jurisdictions and other agencies on freight-mobility research and policy development, identify freight-project priorities and lead outreach activities that support freight mobility.

The Transportation Equity Act for the 21st Century (TEA-21) requires Metropolitan Planning Organizations to meet seven planning factors including planning for people and freight and supporting economic vitality by enabling global competitiveness, productivity and equity. The 2040 Growth Concept identifies the importance of industrial activity to the region by establishing special industrial districts as a priority land use. The Regional Framework Plan (RFP) and the Regional Transportation Plan (RTP) identify policies to ensure the efficient movement of freight to these industrial districts. The RTP further identifies project priorities to support movement of goods in the region.

The Regional Freight Program is one component of a series of transportation activities that address economic aspects of goods movement. The development of the MTIP criteria, RTP Business Partnership, RTP Implementation is complementary to the Regional Freight Program and also address economic and freight needs.

Relation to Previous Work

Over the past several years, Metro, working with the Port of Portland and the Oregon Department of Transportation, made a significant contribution to understanding and communicating goods movement needs by documenting regional freight-mobility issues and involving the private sector. In 2000-2001, Metro produced a brochure of regional freight needs within the region

In FY 2002, the Freight Program focused on making regional freight data available to prioritize local transportation needs. Available freight data is the result of previous research from:

- The regional truck forecasting model;
- Commodity Flow Study;
- National Highway System Intermodal Connectors Report for FHWA;
- Metro area shipper and carrier interviews; and
- Freight policies for the 2000 Regional Transportation Plan.

Previous work also includes coordination with other freight-related efforts in the region such as: Regional Industrial Land Study; City of Portland's St. John's Truck Study; Portland State University's Regional Connections Study and the I-5 Trade Transportation and Trade Partnership Study.

In FY 2002, a new Regional Freight Committee was created to facilitate discussion of regional freight issues, freight data and information sharing and document the region's freight project priorities. Participants included local and state planners involved in transportation planning and project programming as well as a private business representative.

RESPONSIBILITIES

- Maintain involvement of private-sector business representatives in identifying and assessing freight mobility issues;
- Identify freight mobility bottlenecks and advance project priorities to respond to freight mobility needs;
- Work with local jurisdictions and agency representatives to ensure regional freight needs are reflected in local plans, programs and project development;
- Coordinate with the Federal Highway Administration as new freight programs and policies emerge and represent our regional freight interest;
- Coordinate with freight-planning activities within Oregon to ensure consistency between state and regional planning. This includes participation in efforts such as the Statewide Freight Advisory Committee;
- Learn from experiences with freight programs elsewhere in the U.S. about programs and policies for application in the Portland/Vancouver Region;
- Coordinate with freight research and planning activities in adjacent states to efficiently utilize research efforts; and
- Coordinate with other Metro planning activities, including MTIP, RTP Implementation, RTP Business Partnerships, Congestion Relief and Corridor Studies.

OBJECTIVES/PRODUCTS

- Participation by private-sector businesses and stakeholders in discussions of freight needs, funding and policy opportunities (June 2003);
- Local transportation system and project plans reflect inclusion of freight movement-needs (June 2003);
- Develop priorities for the freight research program and confirm collaboration at the local, state, northwest region and federal level (June 2003);
- A scope of work for use of the supplemental STP funds allocated for the freight program in FY 2003-04 that reflects priorities established by the freight committee (June 2003); and
- Document freight-project priorities for the region in response in statewide requests and other programs (December 2002).

Budget Summary

Requirements:			**Resources:**		
Personal Services	$	49,707	PL	$	11,973
Materials & Services	$	0	STP/ODOT Match	$	9,966
Computer	$	778	ODOT Support	$	2,000
Interfund Transfers	$	24,515	Section 5303	$	15,000
			Tri-Met Contract	$	5,000
			Metro	$	31,061
TOTAL	**$**	**75,000**	**TOTAL**	**$**	**75,000**

Full-Time Equivalent Staffing:	
Regular Full-Time FTE	.570
TOTAL	**.570**

PROGRAM

The 2000 Regional Transportation Plan (RTP) identified significant transportation needs in this corridor but stipulated that additional work was needed before a specific project could be developed and implemented. This work program is designed to complete Phase I of the corridor refinement planning needed in the corridor spanning from inner southeast Portland, following Powell east to Gresham and Foster to Damascus. In FY 2003, this work will undertake the first phase of multi-modal alternatives analysis. The outcome is intended to be a problem statement, an issues and constraints analysis and include identification of feasible transit and roadway improvements for more detailed study in Phase II. The results and recommendations will then be incorporated into the Phase II Scope. Phase II would develop an appropriate range of improvement strategies to the level of detail necessary to commence the NEPA process and begin more advanced planning.

Relation to Previous Work

As provided by the State Transportation Planning Rule (TPR), the 2000 RTP calls for completion of a number of specific corridor refinement plans. Chapter 6 of the RTP has identified significant needs in these areas, but requires further analysis before a specific project can be developed. The TPR requires prompt completion of corridor-refinement plans in these corridors.

In FY 2001, the Corridor Initiatives Program prioritized completion of the corridor studies. Foster/Powell was one of the corridors identified as requiring a major, new planning effort by 2005. InFY 2002, Metro obtained a Transportation Growth Management grant to support completion of this work. It established the project scope and budget, coordinated with other planning efforts in the area, developed a public outreach program, negotiated and executed a contract with ODOT, issued RFPs for consultants and executed consultant contracts. Work on existing conditions analysis also commenced.

RESPONSIBILITIES

The project is designed to commence a corridor-planning process that will result in the identification of projects that would:

- Enhance opportunities for use of bicycles, walking and transit;
- Preserve or enhance the through movement function of the highway;
- Reduce reliance upon the automobile;
- Provide alternatives to major transportation improvements;
- Increase efficient use of land; and
- As project lead, Metro staff is responsible for managing consultants, coordinating committees and undertaking technical analysis (including travel forecasts) implementing a public-outreach program.

OBJECTIVES/PRODUCTS

- Undertake an existing condition analysis, including identification of available right of way, access points, and transportation needs (November 2002);
- Based upon the transportation needs, develop a broad range of transit and roadway alternatives, with consideration for bicycle and pedestrian facilities (January 2003);
- Analyze constraints and opportunities based upon the existing conditions, needs and alternative solutions (April 2003);

- Refine and select a limited number of alternatives for detailed review in Phase II (June 2003);
- Coordinate with on-going planning efforts in the corridor (on-going); and
- Provide opportunities for public participation at key study milestones (on-going).

Budget Summary

Requirements:			**Resources:**		
Personal Services	$	187,446	PL	$	81,590
Materials & Services	$	191,250	STP/ODOT Match	$	44,404
Interfund Transfers	$	76,654	ODOT Support	$	4,999
Computer	$	9,650	Section 5303	$	5,000
			TGM Grant *	$	246,758
			Tri-Met Contract	$	30,000
			Metro	$	52,249
TOTAL	**$**	**465,000**	**TOTAL**	**$**	**465,000**

Full-Time Equivalent Staffing:	
Regular Full-Time FTE	2.170
TOTAL	**2.170**

* Carryover from $300,000 grant.

PROGRAM

This work program is designed to complete the corridor refinement planning needed in the Highway 217 corridor. The RTP identified a significant transportation need in this corridor but specified that additional work was needed before a specific project could be implemented. In FY 2003, this work program will focus on completing the bulk of a multi-modal alternatives analysis. This program is intended to conclude in FY 2004 with selection of a preferred alternative(s), including a financing and phasing plan, for adoption by JPACT and the Metro Council. If appropriate, NEPA and more advanced planning could then commence.

This work program is contingent upon receipt of a FHWA Value Pricing grant.

Relation to Previous Work

As provided by the State Transportation Planning Rule (TPR), the 2000 Regional Transportation Plan (RTP) calls for completion of sixteen specific corridor refinements and studies. Chapter 6 of the RTP has identified significant needs in these areas, which require further analysis before a specific project can be developed. The TPR requires prompt completion of corridor refinements and studies.

In FY 2001, the Corridor Initiatives Program prioritized completion of corridor plans and refinements. In FY 2002, Metro submitted a proposal to the FHWA Value Pricing Pilot program for funds to support completion of the work. Metro, in consultation with agencies and jurisdictions, developed the scope and budget, obtained grant approval, executed contracts and developed a public participation program. It also completed a transportation analysis report, identified the wide range of alternatives, undertook public opinion research and established review committees.

RESPONSIBILITIES

The overall refinement plan will define projects and implementation plans which:

- Enhance the through movement function of the highway;
- Encourage increased use of transit;
- Enhance opportunities for use of bicycles and walking. Particular attention will be paid to multi-modal overcrossings and increasing connectivity within the regional centers;
- Reduce reliance on the automobile;
- Increase efficient use of land. Particular attention will be given to supporting development plans within the regional centers;
- Provide alternatives to major transportation improvements; and
- As project lead, Metro staff is responsible for managing consultants, coordinating advisory committees, undertaking technical analysis (including travel forecasts) and implementing a public-involvement program.

OBJECTIVES/PRODUCTS

Evaluate and refine the alternatives:

- Identify Initial Alternatives (September 2002);
- Evaluate Initial Alternatives (February 2003);
- Community workshops (April 2003);

- Public-opinion Research (December 2002); and
- Project Advisory Committee Meetings (on-going).

Budget Summary

Requirements:			**Resources:**		
Personal Services	$	224,441	PL	$	270,692
Materials & Services	$	455,500	STP/ODOT Match	$	132,154
Interfund Transfers	$	81,169	ODOT Support	$	35,000
Computer	$	3,890	Value Pricing Grant *	$	240,000
			Metro	$	87,154
TOTAL	**$**	**765,000**	**TOTAL**	**$**	**765,000**

Full-Time Equivalent Staffing:	
Regular Full-Time FTE	2.970
TOTAL	**2.970**

* Grant award pending.

PROGRAM

Resolution No. 00-2969B adopting the 2000 Regional Transportation Plan provided for additional work with the region's business community. Specifically, the resolution stated: "Metro will undertake additional analysis of the region's transportation problems and solutions with various regional business coalitions in the metropolitan area and that JPACT, MPAC and the Metro Council consider resulting modifications or refinements to the Regional Transportation Plan (RTP) within one year of this additional effort."

Relation to Previous Work

This work program is based upon information received from extensive outreach during the development of the regional transportation plan in FY 2001. Based upon that outreach, the business advisory committee prioritized projects and recommended studies, policies and processes for inclusion in the regional transportation planning process. Work with the business community continued during FY 2002, with targeted presentations/dialogs in partnership with the Regional Business Alliance for Transportation (RBAT) with business organizations throughout the region. Key transportation problems confronting businesses throughout the region were identified through interviews and other outreach methods. A series of transportation fact sheets and a regional freight brochure were produced and distributed. Staff continues to work with RBAT to identify steps to further engage, educate and motivate businesses in finding innovative approaches to financing the region's transportation system.

RESPONSIBILITIES

- Increase awareness on the part of public agencies of transportation needs and priorities of businesses in the metropolitan area;
- Create joint business/government ownership of transportation problems and a partnership to develop a more efficient, effective transportation system;
- Coordinate activities with the Regional Business Alliance for Transportation (RBAT);
- Participate in RBAT Transportation Summit and other related committees (communications, finance, TDM, etc.);
- Develop a common understanding regarding economic, transportation and land-use planning concepts and principles; and
- Establish a process for involving the regional business community in regional transportation planning decisions for the movement of both people and goods.

OBJECTIVES/PRODUCTS

- Based upon prior outreach and analysis, work with RBAT and other business groups to identify the transportation projects that support business development and provide a foundation for the region's economic vitality;

- Prioritize critical projects in the RTP that could be part of a second State investment program or business supported funding program;

- Provide research and data necessary for assessing a number of financing methods;

- Participate on RBAT sub-committees such as communications, Transportation Demand Management approaches, financing strategies, etc.; and

- Develop materials and or presentations as needed to support education/communication efforts.

Budget Summary

Requirements:			**Resources:**		
Personal Services	$	40,441	PL	$	20,460
Materials & Services	$	0	STP/ODOT Match	$	4,228
Interfund Transfers	$	10,281	Section 5303		18,225
Computer	$	2,503	Metro	$	10,312
TOTAL	**$**	**53,225**	**TOTAL**	**$**	**53,225**

Full-Time Equivalent Staffing:	
Regular Full-Time FTE	.210
TOTAL	**.210**

PROGRAM

The I-5 Corridor is critical to the metropolitan economy as well as national and international trade. Traffic congestion on I-5 affects goods moved by air, rail, barge and truck as well as passenger travel. Within the Portland/Vancouver region, I-5 has a number of bottlenecks; the most significant of which occurs between I-205 in Vancouver, Washington and I-84 in Portland. Within this corridor are the I-5 drawbridges crossing the Columbia River. These are one of the last and most active drawbridges on the interstate system. Because of the importance in the region of community livability, the environment, regional, national and international trade, plans must address a broad range of issues and include numerous stakeholders and the public.

The Transportation Equity Act for the 21st Century (TEA-21) 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. ODOT and WSDOT received funding through the National Corridors and Borders Program for the I-5 Transportation and Trade Partnership Study.

ODOT and WSDOT co-lead the I-5 Transportation and Trade Partnership in coordination with Metro, RTC and other jurisdictions and agencies. The two Governors have appointed a Task Force to develop recommendations for a Strategic Plan for the Corridor. Recommendations from the Strategic Plan will be carried forward for state, regional and local plan adoption. Recommended projects will be brought forward for environmental analysis.

Relation to Previous Work

The I-5 Transportation and Trade Partnership (previously called the I-5 Trade Corridor Study) builds upon work completed over previous years. In FY 1999-2000, business representatives evaluated corridor conditions and concluded that addressing the problems in the corridor should be a high priority.

In FY 2001 and 2002, the I-5 Partnership defined broad value and vision goals for the Corridor, identified and evaluated a range of multi-modal options, considered freight and passenger rail needs and identified related land-use policies. The strategic plan is scheduled for approval by the Task Force in June 2002. The public participated in the development of the strategic plan through comments at Task Force meetings, open houses and other forums.

The work program for Metro may include additional funding from ODOT to complete specific tasks of the on-going work effort. This potential additional budget is included in the budget summary.

RESPONSIBILITIES

- Identify public comment on Task Force recommendations that require Metro Council action, including changes to the RTP and MTIP;
- Amend the Regional Transportation Plan and Metropolitan Transportation Improvement Program to incorporate the I-5 Task Force recommendations, modified as determined by the Council to reflect public comment;
- Develop agreement among jurisdictional partners to implement land-use policies and programs recommended by the Task Force and approved by Metro Council;

- Participate in multi-jurisdictional forums and special committee meetings as necessary refine the phasing and implementation plan; and

- Assist in developing institutional or legislative changes necessary to finance and manage projects and programs recommended for the I-5 Corridor.

OBJECTIVES/PRODUCTS

The objective for FY 2003 will be to implement the I-5 Partnership Task Force recommendations for the I-5 Corridor. Implementation will require:

- Metro to meet public participation requirements prior to taking action on recommendations; and

- Metro continuing to participate in bi-state and jurisdictional partnership to resolve issues that may develop during adoption.

Products in FY 2003 for the I-5 Transportation and Trade Partnership are:

- Amended Regional Transportation Plan, approved by Metro Council to reflect I-5 Partnership recommendations (December 2002);

- Amendments to other elements of the Regional Framework Plan, as needed to reflect I-5 Partnership recommendations (December 2002); and

- Scope of work, schedule and plan for implementation of the I-5 recommendations, completed in partnership with other agencies and jurisdictions. (March 2003).

Budget Summary

Requirements:			**Resources:**		
Personal Services	$	152,615	PL	$	29,894
Materials & Services	$	500	STP/ODOT Match	$	33,303
Interfund Transfers	$	56,873	ODOT Contract	$	150,000
Computer	$	5,012	Metro	$	1,803
TOTAL	**$**	**215,000**	**TOTAL**	**$**	**215,000**

Full-Time Equivalent Staffing:	
Regular Full-Time FTE	1.740
TOTAL	**1.740**

PROGRAM

A transit-oriented development has three fundamental characteristics that combine to generate a high modal share for transit; a mix of moderate to high-intensity land uses; a physical or functional connection to the transit system and design features that reinforce pedestrian relationships and scale. The mission of the Transit-Oriented Development (TOD) Implementation Program is increase transit ridership and lessen risks and costs associated with the construction of TOD project. It ensures that some regionally significant TOD demonstration projects are undertaken and that joint-development tools are in place to help the region implement growth-management plans for station areas.

Relation to Previous Work

Work in FY 2003 builds directly upon previous FY 2002 work and toward the program's five and ten year goals. Projects that are in the pre-development stage will move into construction, and new projects will be selected for implementation.

RESPONSIBILITIES

The major responsibilities for the coming year include:

- Complete second phase of Russellville;
- Disposition of the Hillsboro Central site to a selected developer;
- Move through design development and into construction of a project at the Gresham Civic neighborhood;
- Complete pre-development activities for the second round of projects selected through the Regional RFP process; and
- Metro is seeking a TCSP grant to fund a project within the Kenton Station area on Interstate MAX.

OBJECTIVES/PRODUCTS

The program helps cause the construction by the private sector of high-density housing and mixed-use projects that encourage increased transit use. Projects are located at light rail stations on the Eastside MAX, Westside MAX and potentially within the Interstate, PDX and commuter-rail transit corridors. Public-private partnerships (coordinated through Development Agreements) are forged to develop projects with higher density, mixed uses where possible, and with a strong pedestrian environment by including street and sidewalk amenities, plazas, promenades and building massing and orientation that reinforce the street level activity. Land-sale proceeds from the projects are returned to the program for use in other TOD projects. Program activities also include providing technical assistance to agencies (local, national and international) working to implement TOD programs, plans and projects; to academicians studying TOD and public/private partnerships and to members of the private real-estate development community.

Budget Summary

Requirements:			**Resources: ***		
Personal Services	$	224,961	97 FTA (OR-90-X070 and OR-90-X073)	$	328,000
Materials & Services	$	63,555	Metro	$	37,000
Interfund Transfers	$	76,484			
TOTAL	**$**	**365,000**	**TOTAL**	**$**	**365,000**

Full-Time Equivalent Staffing:	
Regular Full-Time FTE	2.650
TOTAL	**2.650**

* It is anticipated that the balance of the original FTA grant OR-90-x070 (approximately $100,000) would be spent out in FY 2003. The other $228,000 also identified as FTA OR-90-X070, would be part of a $1.5 million grant amendment, pending FTA approval.

This budget summary does not include any land-acquisition activities.

PROGRAM

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

Periodically updated economic and demographic projections are required of Metropolitan Planning Organizations (MPO) by the federal government prior to allocation of transportation funds. Other forecasting requirements include the Regional Framework Plan and periodic reviews to maintain the 20-year land supply required for inside the urban growth boundary. Metro's long-range regional forecast (20 years) provides this foundation for the Regional Transportation Plan (RTP) and various other urban growth management and Regional Environmental Management issues. The regional forecast is also used by local governments and businesses as a moderate economic growth scenario and long-term planning tool. It is the only local source of bi-state metropolitan level forecast data for this region.

RLIS is a computer mapping system providing land records (assessors' tax database), urban development patterns (zoning, 2040 land-use concepts and data, developed and vacant land studies and other tax lot data) and environmental data (floodplains, parks and open spaces, slopes and contours and natural hazard mitigation data). RLIS was created and is maintained by the DRC as a source of information for the Portland area land, population and economy.

Relation to Previous Work

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

The DRC Group constructed and maintains the integrated regional economic/demographic growth simulation model of the Portland-Vancouver area. This structural economic model is an econometric representation of the regional economy. The model is used in mid-range (5-10 years) and long-range (10-30 years) forecasting and analysis to support the RTP, Growth Management Services planning and revenue forecasting. Other uses include growth simulation scenarios and impact analysis.

Urban Growth Modeling, Simulation and Analysis: The DRC developed a state-of-the-art land-use simulation model, MetroScope. This decision support tool is linked to the Travel Forecasting Model, making it possible to produce and analyze alternative growth scenarios.

RESPONSIBILITIES

The ongoing uses for the model for purposes of futures forecasting and scenario evaluation is to provide contextual information and quantitative support for policy makers and analysts investigating long-run growth options. The application of this model improves Metro's standing and regional reputation for the quality of its analysis and quantitative expertise. Continuing model development and reliable forecasts not only satisfies Metro's programmatic needs, but also provides useful planning information to our regional planning partners.

- Maintain timely and high quality economic and demographic analysis and reports to support Metro program needs;
- Provide quality GIS products and services to Metro programs, subscribing jurisdictions, Tri-Met, ODOT and Storefront customers (private sector businesses and the general public);
- Strengthen community (public and private) awareness of RLIS products and services;
- Continue to maintain the high accuracy of the RLIS database; and
- Provide timely information for meeting Performance Measurement requirements.

OBJECTIVES/PRODUCTS

- Revise the population/employment forecast to a 2000 to 2025 time span;
- Use MetroScope to develop alternate growth scenarios;
- Maintain timely and high quality economic and demographic analysis and reports to support Metro program needs;
- Seek grant funding for research using the MetroScope model;
- Use the Internet and the Electronic Storefront to market services and distribute data;
- Migrate RLIS UNIX applications to PC-Windows to empower desktop users with the data and the applications they need to work more efficiently;
- Integrate databases of the region's building permit issuing jurisdictions and county assessor's database with Metro's RLIS database; and
- Enhance Metro Intranet and Internet applications to provide interactive capabilities to Metro staff, regional partners and the public.

Budget Summary

Requirements:			**Resources:**		
Personal Services	$	500,356	PL	$	74,521
Materials & Services	$	215,000	Section 5303	$	69,300
Interfund Transfers	$	160,572	ODOT Support Funds	$	15,000
Computer	$	46,080	Tri-Met	$	37,500
			Metro	$	725,687
TOTAL	**$**	**922,008**	**TOTAL**	**$**	**922,008**

Full-Time Equivalent Staffing:	
Regular Full-Time FTE	6.010
TOTAL	**6.010**

PROGRAM

Metro, Mid-Willamette Valley COG, Lane COG and the Oregon DOT wish to conduct the first year of a longitudinal panel survey in FY 2003. Periodic surveys are necessary to ensure current traveler value systems are being reflected in the travel-demand models. It is also necessary to collect data that can be used to keep models sensitive to policy issues. Key issues include effects of e-business on travel, the relationship between housing/job relocations and transportation infrastructure as well as tracking of travel choices as a household undergoes transitions.

The program is very important, because results from travel-demand models are used extensively in the analysis of transportation policy and investment. Models must be kept current to ensure sound analysis. In addition, federal and state legislation (Intermodal Surface Transportation Efficiency Act, Clean Air Act Amendment and Oregon Transportation Planning Rule) specify data needs that require a high degree of modeling proficiency.

Relation to Previous Work

The last Oregon survey was conducted in 1994 as a cross-sectional revealed-preference style survey. The physical area covered included the Willamette Valley and Southern Oregon. A panel of survey experts was assembled in FY 2001. Their recommendations were used to formulate the survey methodology and to define the data elements that need to be collected.

RESPONSIBILITIES

The development of transportation and land-use models, for analysis and forecasting, requires data on household activities and travel. Besides the traditional information captured in surveys (activities, trip making choices, demographics, etc.), new areas have emerged that are important to understand. They include:

- E-communications and services may be substituting for or modifying travel behaviors;
- Housing-choice decisions and work relocation may be linked with transportation characteristics; and
- It is important to understand the effects of household transitions (aging, household size changes, auto acquisition, etc.) on the travel choices made within the household.

There is solid evidence that panel data can significantly enhance the ability to understand and forecast travel behavior. Panel-survey techniques are one of the few methods available to understand how traveler behavior is influenced by information acquisition, experimentation and learning. It provides an opportunity to identify behavioral change over time. In effect, the panel survey provides information to understand cause and effect relationships and the process of change.

The panel survey will encompass the Willamette Valley and Southern Oregon. The budget amount reflects only the sum needed to capture the Portland Metropolitan area (excluding Vancouver).

OBJECTIVES/PRODUCTS

- Identify data collection methodology and prepare the survey instrument;
- Conduct survey; and
- Prepare database containing the survey results.

Budget Summary

Requirements:			**Resources:**		
Materials & Services	$	500,000	To Be Determined	$	500,000
TOTAL	**$**	**500,000**	**TOTAL**	**$**	**500,000**

Full-Time Equivalent Staffing:

Regular Full-Time FTE	
TOTAL	

PROGRAM

This draft work program is being included as a place holder. The study details, funding and lead agency have not been determined.

The Sunrise Corridor has been the focus of a number of studies to determine long-term highway needs connecting I-205 in the Clackamas area to Highway 26, south of Gresham. This corridor is already traversed by Highway 212, a rural route that is increasingly congested and unsafe with growth in traffic and urbanization in Clackamas County.

The rural areas along the Sunrise Corridor are also under consideration for urban expansion, largely due to the concentration of "non-resource" lands that must be considered first for urbanization under state goals for protecting forest and farm land. This program links these objectives with a comprehensive transportation corridor and land-use concept plan for the Sunrise Corridor and Damascus areas.

Relation to Previous Work

The 2000 Regional Transportation Plan (RTP) and 1999 Oregon Highway Plan (OHP) call for a highway improvement in the Sunrise Corridor. This corridor is a primary connection between the Metro area and statewide destination to the east, along the Highway 26 corridor and serves as an important freight route.

The need for a Sunrise Corridor improvement was initially identified in the 1980s as part of the Access Oregon Highways program. A Draft Environmental Impact Statement (DEIS) for the corridor was completed in 1993, with three possible alignments. A Final Environmental Impact Statement was not completed, nor was the project funded. The corridor is also subject to statewide planning rules. Findings on location and compatibility for the rural portions of the facility must be made before this element of the 2000 RTP can be fully acknowledged by the state Land Conservation and Development Commission.

The Damascus area was identified as an "urban reserve" in the 2040 Growth Concept. This area is a prime candidate for any future urban expansion because of the concentration of "non-resource" lands that must be considered before forest and farmland when expanding the urban growth boundary. By definition, "non-resource" lands are relatively small parcels of one to five acres that cannot be effectively farmed or used for commercial forestry and are often developed with single-family housing. Subsequently, these areas present a challenging task if they are to be urbanized.

In 2002, the Metro Council is scheduled to decide on the regional land supply and the need to bring additional lands inside the boundary. Should the Damascus area be incorporated, planning activities for the urbanization can be coordinated with the Sunrise Corridor transportation planning. In 2001, the updated Metropolitan Transportation Improvement Program (MTIP) recognized this opportunity and allocated funding for completion of the highway study and necessary land-use analysis in the rural portions of the corridor.

RESPONSIBILITIES

Metro, the Oregon Department of Transportation (ODOT) and Clackamas County would serve in lead roles on this project. Metro would serve as lead on urban growth boundary and urbanization issues, including concept planning for the Damascus area. Metro may also provide technical support for the

transportation analysis of the DEIS alternatives and findings on rural goal exceptions. ODOT would lead the DEIS element of the project, coordinated with Damascus area concept planning. Clackamas County would play a key role in both elements. Other local partners could include adjacent jurisdictions with an interest in the project, advocacy groups and others with an interest in the outcome. The project may also include private contractors for transportation analysis, public outreach and the rural goal exception elements.

The project would be staged over a two-year period, with some elements of the highway and land use planning work completed concurrently. Because of the complex nature of the project, a detailed work plan is an essential first step.

OBJECTIVES/PRODUCTS

- Develop a detailed work plan for completing the various components of the project;
- Initiate DEIS for Phase 1, from I-205 to Rock Creek Junction;
- Initiate goal-exception process for remaining rural portion, upon adoption of amended urban growth boundary, and coordinated with the urban growth boundary master planning process;
- Complete urban growth boundary expansion master planning for the Pleasant Valley-Damascus area, including a conceptual street network that complements the Sunrise. This work would frame the DEIS for this portion of the Sunrise Corridor as a follow-up activity;
- Initiate DEIS for remaining portions of the corridor as a follow-up activity in subsequent years;
- Initiate RTP amendments to incorporate recommended transportation facilities needed to serve urbanizing areas;
- Enhance the through-movement function of the highway;
- Maintain and improve freight mobility and access to the Clackamas Industrial Area;
- Reduce congestion and improve safety within a corridor that currently experiences unacceptable congestion and delay; and
- Encourage increased use of transit.

Budget Summary

Requirements:		**Resources:**		
Personal Services	$	PL	$	1,356
Materials & Services	$	STP/ODOT Match	$	10,572
Interfund Transfers	$	ODOT Support	$	1,000
		Section 5303	$	10,000
		STP *	$	1,000,000
		Other Match *	$	114,455
		Metro	$	53,072
TOTAL	**$**	**TOTAL**	**$**	**1,190,455**

Full-Time Equivalent Staffing:
Regular Full-Time FTE
TOTAL

* Placeholder. Exact funding has not been determined.

CITY OF PORTLAND BURNSIDE TRANSPORTATION AND URBAN DESIGN PLAN

PROGRAM

The Burnside Transportation and Urban Design Plan will develop a vision for Burnside, make recommendations for transportation and design improvements and establish a blueprint for public and private investments.

Managed by the City of Portland Office of Transportation, the planning process will involve collecting and analyzing data about current conditions on Burnside, exploring a wide range of approaches to improvements, developing design concepts, and drafting a conceptual plan. The draft plan will include recommendations for design and transportation improvements, implementation strategies, phasing and budget.

The project planning process study area encompasses Burnside Street from Northwest 23rd Place to the intersection of East Burnside, 12th Avenue and Sandy Boulevard. The plan will also consider the adjacent street network within the context of improvements to Burnside Street.

Relation to Previous Work

There are many adopted plans and policies affecting Burnside that will be considered while developing the Burnside Transportation and Urban Design Plan. These include:

- A Vision Plan for the West End, 1999; Eastbank at Burnside;
- Lower East Burnside Redevelopment Plan, 1999;
- Old Town/Chinatown Development Plan, 1999;
- District Retail Strategies: Phase II, 2000;
- Bridge the Divide and Cap I-405 Vision Study, 1998;
- Good Neighbor Agreement (Civic Stadium), 2000;
- Goose Hollow/Civic Stadium Planning Committee;
- Goose Hollow Station Community Plan, 1996;
- Goose Hollow District Design Guidelines, 1996;
- Concept Design: The Midtown Blocks, 1999;
- Northwest District Association Plan, 2000; and
- Central City Transportation Management Plan.

RESPONSIBILITIES

The process for developing the Burnside Transportation and Urban Design Plan will consist of four tasks:

- The first task will include collecting and analyzing data about existing conditions and developing opportunities and constraints;

- The second task will develop several design scenarios. The scenarios will be refined into a preferred concept;

- The third task involves drafting the conceptual plan, implementation strategies and phasing recommendations; and

- The final step will be to present the plan to various appointed boards and then to the City Council for adoption.

OBJECTIVES/PRODUCTS

- Ensure adequate opportunities for participation and input by the public, property owners, business owners, neighborhoods and business associations;
- Ensure the plan responds to community values and issues;
- Provide high quality information and a structured involvement process to support informed decisions and consent;
- Develop and implement a process to reconcile potential differences with stakeholder groups between adopted plans and policies and plan recommendations; and
- Develop and implement a process to maintain ongoing communication of the planning process to the community and public and private stakeholders.

Budget Summary

Requirements:			**Resources:**		
Personal Services	$	199,699	STP	$	369,000
Materials & Services	$	309,255	PDOT Match	$	42,234
	$		PDC	$	97,720
TOTAL	**$**	**508,954**	**TOTAL**	**$**	**508,954**

Full-Time Equivalent Staffing:	
Regular Full-Time FTE	3.00
TOTAL	**3.00**

CLACKAMAS COUNTY HARMONY ROAD – 82ND TO HIGHWAY 224 CORRIDOR

This work program is designed to complete the corridor alternative analysis and environmental assessment needed for Harmony Road from 82nd Avenue to Highway 224. The proposed project is to construct an overcrossing over the UP railroad line, widen Harmony Road to five lanes and add bike lanes and sidewalks. The County has federal funding for the environmental assessment that will start in the summer of 2002. It is expected this environmental phase will take at least three years to complete. The goal is to start final design in FY 2006 and construction in FY 2008.

Currently, Harmony Road is operating at an unacceptable level of service during peak traffic hours. Existing traffic on Harmony Road is about 17,000 average daily trips (ADT). It is expected that traffic will increase at least 75% to about 30,000 ADT by year 2020. Adding to the congestion problem is the fact that Harmony Road crosses the main UP rail line at-grade near this intersection.
Major issues include:

- Potential conflicts at the existing at-grade rail crossing and the adjacent Harmony/Linwood/Lake intersections;
- Traffic congestion;
- Access control and management;
- Impact to Mt. Scott Creek; and
- Noise.

Relation to Previous Work

The Harmony Road project is in the County' s Transportation System Plan (TSP) that was adopted in the spring of 2000 and was incorporated into the Regional Transportation Plan (RTP) as part of the Financially Constrained System. The County previously adopted the Clackamas Regional Center Plan that identified the need to improve Harmony Road. In addition, the Harmony Road Corridor is being studied as part of the South Corridor SDEIS to improve transit access to the Clackamas Regional Center.

RESPONSIBILITIES

Evaluate and refine the following alternatives:

- Travel forecasts;
- Conceptual design;
- Cost estimates;
- Community workshops;
- Environmental issues and mitigation;
- Financial analysis; and
- Public-participation opportunities at key milestones.

OBJECTIVES/PRODUCTS

The purpose of the alternative analysis and environmental assessment is to ensure project and implementation plans meet the following goals:

- Reduce congestion and improve safety within a corridor that currently experiences unacceptable congestion and delay. The improvement would bring this major arterial up to an acceptable level of service to handle the existing and expected increase in traffic;
- This project will remove conflicts between the railroad and other transportation modes;
- Improvements at the Harmony/Linwood/Railroad intersections to facilitate future high-speed rail and rail freight mobility;
- Enhance the through-movement function of Harmony Road;
- Encourage increased use of transit;
- Enhance opportunities for use of bicycles and walking. Particular attention will be paid to multi-modal overcrossing and increasing connectivity between Milwaukie Town Center and Clackamas Regional Center;
- Reduce reliance upon the automobile;
- Increase efficient use of land. Particular attention will be given to supporting development plans within the regional center; and
- Determine any environmental concerns mitigation measures (if needed).

Budget Summary

Requirements:			Resources:		
Personal Services	$	40,000	STP	$	449,000
Materials & Services	$	660,000	County Match	$	251,000
TOTAL	**$**	**700,000**	**TOTAL**	**$**	**700,000**

CLACKAMAS COUNTY ITS PLAN

This work program is designed to develop an Intelligent Transportation System (ITS) Plan for Clackamas County and the major cities within the County. The RTP identified a significant transportation need for ITS plans region-wide and specifically for Clackamas County, resulting in earmarking funds for both an ITS plan followed by phase 1 implementation. In FY 2003, this work program will focus on completing the ITS Plan for the County and preparing for implementation beginning in FY 2004.

The Transportation Planning Rule (TPR) requires effective utilization of existing facilities. Effective utilization is accomplished through advanced traffic control, incident management and traveler information. ITS implementation is the key tool for managing facilities; thus, reducing and delaying the need for additional road widening and other improvements.

Relation to Previous Work

Policy 18.0 (page 1-58), Transportation System Management (TSM), within the 2000 Regional Transportation Plan (RTP) calls for using TSM techniques as a means of better managing the exiting transportation system. One of the TSM categories is Advanced Traffic Management System (ATMS) technique that uses computer processing and communications technologies to optimize performance of multi-modal transportation systems. A blueprint of the region's ATMS plan was done by ODOT in 1993. This project expands upon this plan. In addition, Cities of Portland and Gresham have developed ITS plans, and Washington County is in the process of developing their plan. These plans are being coordinated through the Region's ATMS TAC.

RESPONSIBILITIES

- Develop a strategic vision, project goals and objectives;
- Conduct public outreach;
- Assess existing conditions;
- Perform a needs assessment;
- Develop Clackamas County ITS strategies;
- Design Clackamas County ITS system architecture;
- Develop Clackamas County deployment and implementation plan; and
- Write summary document.

OBJECTIVES/PRODUCTS

The goal of the ITS Plan is to develop an inventory of existing traffic management infrastructure and identify the infrastructure necessary to manage the transportation system in the most effective way possible including the following objectives:

- Optimize the efficiency of the existing transportation system with respect to traffic control;
- Minimize delays and stops on the arterial system;
- Minimize vehicle emissions through proper arterial management;
- Provide enhanced detection of incidents to minimize delays to the traveling public;
- Provide traveler information for route choice, weather and traffic conditions; and
- Work with other agencies to coordinate management of adjacent facilities making the transportation system seamless across jurisdictional boundaries.

Budget Summary

Requirements:			**Resources:**		
Personal Services	$	17,000	CMAQ	$	171,000
Materials & Services	$	173,572	County Match	$	19,572
TOTAL	**$**	**190,572**	**TOTAL**	**$**	**190,572**

CLACKAMAS COUNTY SUNRISE CORRIDOR

This draft work program is being included as a place holder. The study details, funding and lead agency have not been determined.

This work program is designed to complete a Supplementary Draft Environmental Impact Statement (SDEIS) and final EIS as well as start preliminary engineering needed for Unit 1 of the Sunrise Corridor (I-205 to Rock Creek Junction). The RTP identified a significant transportation need in this corridor but specified that additional work was needed before a project could be implemented. JPACT and the Metro Council recently approved, as part of the Metropolitan Transportation Improvement Program funding, to continue preliminary engineering and land-use studies for the proposed improvements. In FY 2003, work will focus on completing the bulk of the Supplementary EIS. This program is intended to conclude in FY 2006 with selection of a preferred alternative and completion of the final EIS, including a financing and phasing plan.

Relation to Previous Work

As provided by the State Transportation Planning Rule (TPR), the 2000 Regional Transportation Plan (RTP) calls for completion of sixteen specific corridor refinements and studies. Chapter 6 of the RTP identified significant needs in these areas that require further analysis before a specific project can be developed.

A Sunrise Corridor Draft Environmental Impact Statement (DEIS) was prepared in 1993. However, a supplementary EIS is needed to update the design, update the environmental information and determine construction phasing of Unit 1. In addition, Metro will be completing the land-use planning elements for Unit 2. These elements would include finalizing the Sunrise Corridor exception findings and preparing the Damascus Concept Plan.

RESPONSIBILITIES

Evaluate and refine the following alternatives:

- Travel forecasts;
- Conceptual design;
- Cost estimates;
- Environmental issues and mitigation;
- Community workshops;
- Preliminary engineering;
- Financial analysis; and
- Public-participation opportunities at key milestones.

OBJECTIVES/PRODUCTS

The goal of the SEIS is to ensure the project meets the following criteria:

- Enhance the through-movement function of the highway;
- Maintain and improve freight mobility and access to the Clackamas Industrial Area – one of the busiest trucking centers in the state;
- Provide regional access from the Portland area to the US-26 corridor that links the metropolitan area to central and eastern Oregon;
- Reduce congestion and improve safety within a corridor that currently experiences unacceptable congestion and delay;
- Provide access to the Damascus and Boring areas. It is expected that future Urban Growth Boundary expansion will occur on exception land along this corridor;
- Increase efficient use of land. Particular attention will be given to supporting development plans within the Clackamas Regional Center, Clackamas Industrial Area, Sunnyside Area and Damascus;
- Provide alternatives to major transportation improvements;
- Encourage increased use of transit;
- Enhance opportunities for use of bicycles and walking; and
- Determine any environmental concerns and determine mitigation measures (if needed).

Budget Summary

Requirements:			**Resources:**		
Personal Services	$	300,000	STP *	$	1,000,000
Materials & Services	$	814,455	Local Match *	$	114,455
TOTAL	**$**	**1,114,455**	**TOTAL**	**$**	**1,114,455**

* Placeholder. Exact funding has not been determined.

ODOT I-5/99W CONNECTOR STUDY

PROGRAM

The I-5/99W Connector Study is to identify feasible alignments and design concepts within the southern corridor. These alternatives must be reasonable (from a land-use perspective) and feasible and prudent (from NEPA perspective). The studied alignments should represent a reasonable range (two to four) of alternatives consistent with a possible future NEPA process. The detail for identifying these alignment alternatives and designs should be at a planning or concept level; enough detail to understand broad feasibility and environmental effects.

The southern corridor was carefully chosen to avoid and/or minimize impacts to agricultural and forest-resource lands; natural resources such as streams, wetlands and riparian corridors; public facilities; regional trails, parks and open spaces; existing development; and, aggregate resource extraction activities. In addition, the boundary was defined to remain close to the Urban Growth Boundary (UGB), south of Tualatin and Sherwood, within exception lands as much as possible to allow the corridor to serve as a future "hard edge" to lands outside of the current UGB designated for future growth.

Relation to Previous Work

In 1995, the Oregon Department of Transportation completed the Western Bypass Study, which evaluated five alternatives for circumferential travel in the southwest Portland Metropolitan area, including the urban portion of Washington County and westernmost portions of City of Portland and Clackamas County. The study also included portions of rural Washington County. The recommended

alternative from this study was a combination of improvements to the existing transportation system in conjunction with construction of new arterial and collector road improvements, implementation of transportation system management and demand management strategies and expanded transit service in the study area.

- June 1997, the Metro Council adopted recommendations identified in the Western Bypass Study, including an amendment to add the I-5 to 99W Connector corridor to the 1995 Interim Federal Regional Transportation Plan. The amendment establishes need, mode, function and general location (transportation need, highway mode, statewide and regional function in the specified corridor) consistent with state land-use statutes for the proposed I-5 to 99W Connector. A future selected alignment within the corridor would be subject to further land-use review and actions.

- Senate Bill 626, codified into Oregon Revised Statute 383 (ORS 383), passed by the 1995 Oregon Legislature, authorizes the building, operation and maintenance of tollways by governments, private entities or a combination of the two. The law requires ODOT obtain authorization of the Legislative Assembly before entering into any agreements for construction or operation of any tollway facilities except two: (1) Newborn/Dundee Bypass, and (2) Tualatin-Sherwood Highway, linking Interstate 5 and Highway 99W. This restriction was subsequently amended to include Lewis and Clark Bridge in Columbia County and an unnamed project in a Portland urban area.

- August 14, 1996, the Oregon Transportation Commission (OTC) approved proceeding with siting studies and land-use and environmental-feasibility reviews of the Tualatin-Sherwood and Newberg/Dundee tollway projects. This decision came after the OTC considered a staff report and public testimony regarding the preliminary assessment of the financial feasibility of these projects as toll roads.

OBJECTIVES/PRODUCTS

The goal of this study is to evaluate an arterial improvement/truck route between I-5 and Highway 99W. The general area of the alignment would be south of Sherwood and north of Wilsonville. The intent is to examine a complementary project that would help meet the east-west needs of the connector.

The study will compare and contrast traffic, environmental and engineering issues for various alignment alternatives. It will focus on utilizing existing facilities and right-of-way as much as possible. Traffic analysis will identify arterial options for consideration. An initial conceptual engineering evaluation cost estimate, and environmental screening will be completed.

Study results will include identification of potential issues and mitigation opportunities. Additionally, selection of alternatives to be carried forward into NEPA will be identified. The product is intended to include agreement by resource agencies and DLCD on purpose and need as well as appropriateness of alternatives selected.

ACTIVITIES

- Decision Making Process: Set up and support a Steering Team made up of government officials and representatives from key agencies.

- Alternatives: Identify and evaluate several alternatives that have the potential to function as an arterial between I-5 and Highway 99W utilizing existing facilities and right-of-way as much as possible.

- Environmental Setting, Inventory, and Comparative Evaluation: Compile a summary map of the study area showing significant environmental (physical, social and cultural) features that influence the location of transportation improvements.

- Impacts and Cost: Reconnaissance-level review of environmental issues associated with each alternative. Conceptual engineering for each alternative. Develop preliminary/planning costs for each alternative.

- Significant Land-Use Characteristics: Compile a summary map showing significant land uses, jurisdictional boundaries, UGB, roadways, "Exceptions" lands, wildlife refuges, floodplains, etc..

- Summary Report: Findings and conclusions of the above analyses will be summarized in a single report of a size and format suitable for distribution to public and elected officials. Sufficient narrative, graphs, maps, data, etc., should be included so the reader understands the basis for the findings and conclusions without having to refer to more detailed technical papers or reports.

PRODUCTS AND TARGETS

- Technical memo documenting Steering Team process, involvement and outcome;
- Maps showing each alternative and its relationship to key environmental (physical, social and cultural) features;

- A technical paper describing conceptual design characteristics and cost estimates of each alternative selected for further study. The paper should describe the process used for narrowing the alternatives to those selected and document the basis for rejecting other alternatives;
- Environmental resource summary map;
- Technical report and appendices describing the environmental setting and documenting the comparative environmental evaluation of studied alternatives;
- Land-use features summary map and technical report; and
- Transportation technical report.

Budget Summary

Resources:		
High Priority Project (HPP) T21 Earmark	$	375,000
Match	$	93,750
TOTAL	**$**	**468,750**

ODOT I-5 TRANSPORTATION AND TRADE PARTNERSHIP

PROGRAM

The goal of the I-5 Transportation and Trade Partnership is to develop a bi-state strategic plan to manage and improve transportation within the I-5 Corridor between Portland and Vancouver. The corridor stretches between I-84 in Oregon and I-205 in Washington.

The strategic plan will address freeway, transit, heavy rail and arterial street needs within the corridor. The plan will also address how to manage demand for transportation within the corridor.

Relation to Previous Work

The strategic planning effort for the I-5 Corridor between Portland and 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:

- This corridor is a critical economic lifeline for the region and the state, serving two ports, and two transcontinental rail lines. It provides critical access to industrial land in both states and facilitates through-freight movement;
- There will be economic and livability consequences if we do nothing in the corridor;
- There is no silver-bullet. A solution for the corridor will need to include highway and transit improvements, demand management strategies and freight rail improvements. Even substantial improvements will only maintain today's level of congestion; and
- Those physical solutions will be costly and require innovative funding solutions in order to succeed.

The Leadership Committee recommended the region undertake a public process to develop a strategic plan for the corridor. In response to this recommendation, Governors Gary Locke of Washington and John Kitzhaber of Oregon appointed a Task Force to guide the public-planning process and to develop the strategic plan.

During FY 2001, the Governors' Task Force was established, along with a Community Forum consisting of representatives from neighborhoods, businesses and other interested groups. Both the Task Force and Forum met several times and developed Evaluation Criteria and Improvement Option packages for evaluation. Work also progressed on Land-Use Assessment and Rail Capacity Analysis.

OBJECTIVES/PRODUCTS

This strategic plan may result in a wide range of outcomes including:

- No improvements beyond those already planned within the corridor, but implementation of policies and programs to manage demand;
- Moderate improvements and implementation of policies and programs to manage demand; and
- Significant improvements and implementation of policies and programs to manage travel demand. During FY 2002, The I-5 Partnership will complete preliminary design of the Improvement Option packages and evaluate their performance. The Land-Use Assessment and Rail Capacity Analyses will be completed. An assessment of potential ridership of commuter rail service within the region will also be conducted. The Task Force will then develop draft recommendations on the strategic plan that will be circulated for review and feedback from the Forum and the public.

Preliminary findings of the Improvement Option packages have identified questions and concerns by the Governors' Task Force and public. These concerns prompted the Task Force to direct staff to conduct additional work and refinement of options.

Additional work in FY 2002 included the following:

- Develop alternative designs and traffic analysis of Bridge Influence Area (Columbia Boulevard interchange [OR] to SR 500 interchange [WA]) and refine river crossing options.
- Develop model IGA to preserve I-5 Corridor transportation system, (particularly interchange management areas and station areas) and outline key elements of Comprehensive Regional Accord to achieve integrated, regional transportation and land-use system.
- Develop recommendations for bi-state TDM/TSM actions to be implemented within the corridor, including exploration of use of congestion pricing.
- Develop a plan to address environmental justice and community concerns identified in study recommendations.
- Develop implementation and financing strategy.

Final recommendations from the Governors' Task Force are expected in late June 2002. The final Corridor Development and Management Plan will be submitted to FHWA.

IMPLEMENTATION OF IMPROVEMENTS

If the strategic plan calls for the implementation of improvements within the corridor, the improvements would then go through a process of project development, to design and engineer the projects for construction.

The recommendation strategies of the I-5 Partnership will be incorporated into the RTP.

Depending upon the scale of improvements and their likely impacts, the project development process could include a significant environmental impact analysis phase.

Several of the potential solutions, including a new or expanded crossing of the Columbia River, would require an environmental impact analysis. The scale of such a project would result in an Environmental Impact Statement process that could take several years to complete.

PARTNERS

- Oregon and Washington Departments of Transportation are sponsoring the project, with funding from the Federal Highway Administration.

- ODOT and WSDOT are working in partnership with other transportation agencies within the corridor, including the cities of Vancouver and Portland; Metro and the Southwest Washington Regional Transportation Council; the ports of Vancouver and Portland; Tri-Met and CTRAN as well as Clark County, Washington and Multnomah County, Oregon.

Budget Summary

Requirements:			**Resources:**		
ODOT	$	190,614	STP	$	250,000
Metro Contract	$	88,000	Match	$	28,614
TOTAL	**$**	**278,614**	**TOTAL**	**$**	**278,614**

RED ELECTRIC RECONNAISANCE STUDY

PROGRAM

The study will determine how the Red Electric Line might be incorporated into a continuous regional network of safe and convenient off-street bicycle and pedestrian routes.

Relation to Previous Work

In previous years, Metro and its regional partners have cooperated in planning the overall regional trail system and constructing initial bicycle and pedestrian improvements. Southwest Portland is particularly challenging for non-motorized traffic because the topography is rugged and the street system incomplete. Portland's Office of Transportation identified this route in the *Southwest Urban Trails Plan.* The Red Electric Line could potentially provide an east-west alternative transportation corridor for southwest Portland that connects to downtown Portland.

RESPONSIBILITIES

Portland Parks and Recreation will perform an evaluation of the Red Electric Line. Parks will determine whether a multi-use trail could be constructed along this long-abandoned rail alignment and propose conceptual design solutions to any constraints. The Red Electric is one of three routes at the east end of the Fanno Creek Greenway that will connect the Tualatin River to the Willamette River. Metro is managing a related project to study the Fanno Creek Greenway, and public involvement efforts will be coordinated.

OBJECTIVES/PRODUCTS

- Investigate topography, vegetation, development, land use/zoning and property ownership along the abandoned Red Electric rail alignment;
- Propose conceptual design solutions to any constraints revealed in site investigation;
- Present results of site investigation and design alternatives to neighbors and interested citizens for their input;
- Provide preliminary cost estimates for acquisition, design and construction of an approximately 4.5 mile long multi-modal trail between Willamette Park and Olsen Road; and
- Identify funding opportunities and propose plan for implementation.

Budget Summary

Requirements:			**Resources:**		
Personnel Services (PP&R)	$	120,000	STP	$	135,000
Materials & Services (PDOT)	$	30,451	Portland Parks Match		15,451
TOTAL	**$**	**150,451**	**TOTAL**	**$**	**150,451**

Full-Time Equivalent Staffing:	
Regular Full-Time FTE	
TOTAL	

WASHINGTON COUNTY ITS / ATMS

PROGRAM

The purpose of the Washington County ITS/ATMS (Intelligent Transportation System/Advanced Traffic Management System) Plan is to develop a coordinated strategy for using technological advancements to increase the efficiency of existing transportation infrastructure. A plan for all of Washington County will be developed, including the cities and rural areas and will coordinate with work within the Portland region through the Portland Regionwide Advanced Traffic System.

The work will identify key objectives and elements, such as traffic monitoring, traffic control and traveler information systems. Implementation strategies and equipment requirements will be identified and a list of projects developed. Staffing and budget requirements for implementing and sustaining the program will also be identified.

Relation to Previous Work

Washington County recently constructed a Traffic Management Center that will serve as the operational center of the Washington County ATMS program. The County, along with the Portland region, is making a conscious effort to shift from new construction to improved management of the existing system to increase capacity. Representatives from ODOT, City of Portland, Tri-Met, Metro; Clackamas, Multnomah and Washington Counties; Washington Department of Transportation, Federal Highway Administration and Portland State University have been involved in developing, implementing and coordinating ITS/ATMS projects through a program called TransPort. This program has developed traffic management, incident response and traveler information. Specifically, traffic is managed through tools such as ramp metering, vehicle and bicycle detection devices, signal monitoring and management as well as signal priority for transit and emergency services. Incident response is provided through communication with local emergency services and ODOT's COMET (Corridor Management Team). Traveler information is provided through local television and radio, the Internet, transit information kiosks and message signs.

RESPONSIBILITIES

The first year of funding, FY 2001-2002, allowed Washington County to conduct a *Needs Assessment* that identified the vision, challenges and benefits of ATMS. The issues addressed in this assessment included design and planning, institutional issues, administrative relationships, implementation issues, system integration and coordination, procurement practices, operational and maintenance responsibilities, staffing and training requirements and funding. With the *Needs Assessment* complete, the next phase is outlined below defining the responsibilities and work elements for this phase of the project:

- Assessment of Existing Conditions: A successful Implementation plan will integrate and build upon the existing infrastructure and plans to solve the local transportation problems. The purpose of this task is to assess and inventory the existing and planned system as well as address institutional issues. A mapped inventory of the existing and planned ITS elements and infrastructure in Washington County will be developed.

- Development of ITS Strategies for Washington County: A list of integrated strategies for implementation of ITS elements as identified in the earlier *Needs Assessment* will be developed. Focus will be centered on solving transportation problems within Washington County and assure the needs are compatible with current approved strategies for long-term infrastructure provision in the County.

- Development of Washington County's Regional Architecture: Those items identified in the *Needs Assessment* will be used as a basis for building the ITS countywide architecture. A system architecture is the framework that describes how system components interact to achieve total system goals. This includes both physical and logical architecture. Washington County will include specific auxiliary components that are found to be important to us, but not necessarily included in the National ITS Architecture.

- Development of a Deployment and Implementation Plan for Washington County: An implementation plan for prioritized ITS improvements in Washington County will be developed. This plan will serve as a road map, to guide Washington County to the vision established early in the planning process, using this plan as a blue print for deploying ITS projects.

  1. Washington County will engage the Steering Committee established with the *Needs Assessment* project. Together, it will develop a list of projects and select the best implementation strategies based upon transportation system needs while focused on the benefits. All selected projects shall be ranked and sorted by priority. The rank and prioritization of projects will focus on expected benefits and be based upon the success of other projects within the Portland metropolitan area and throughout the United States. Criteria ranking will include, but not be limited to, anticipated benefits, how the project addresses current needs, how the project provides consistency with the Comprehensive Plan and how the project fits in with regional goals.

  2. The projects with the highest priorities will be categorized by time schedule for deployment. The County will develop a complete list of projects including descriptions of those falling within the first five years of the implementation period. Each project will include a preliminary concept definition, implementation and operating characteristics, objectives, agencies involved and initial evaluation concepts as well as possible institutional and legal issues.

  3. Finally, an Operational Plan for deployment will be developed based upon regional goals and required improvements, with priority phasing for projects most likely to provide early, direct benefits.

     As part of this activity, the County will prepare an Expenditures and Business Plan to document the funding and financial aspect of the individual projects. The final list of prioritized, phased-in projects will include the following:
     - Project Components Description;
     - Expected Benefits;
     - Responsible Organizations;
     - Estimated Capital Costs;
     - Estimated Annual Operations and Maintenance Budget; and
     - Funding Sources.

OBJECTIVES/PRODUCTS

The overall objective of the described work elements is to increase efficiency of the existing transportation infrastructure and reduce congestion. Benefits include reducing travel times and fuel consumption, improving movement of goods and services and improving air quality. Additional benefits include improving safety, faster accident response, providing more information and choices for travelers and enhancing transit service. To best achieve these objectives, the County proposes to:

- Prepare an inventory map of existing conditions;
- Prepare a working paper on institutional issues;
- Draft ITS Strategies for Washington County;
- Develop a Washington County ITS System Architecture; and
- Develop a Washington County ITS Deployment and Implementation Plan.

Budget Summary

Requirements:		**Resources:**		
Personal Services	$	STP	$	76,000
Materials & Services	$	Match	$	8,699
TOTAL	**$**	**TOTAL**	**$**	**84,699**

Full-Time Equivalent Staffing:
Regular Full-Time FTE
TOTAL

TRI-MET STREAMLINE

PROGRAM

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

Relation to Previous Work

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

OBJECTIVES

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

PRODUCTS

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

STATUS

- Three bus routes through FY 2002 have been substantially "Streamlined":

  Line 4: Division/Fessenden is substantially completed and being evaluated. One new traffic signal remains to be installed. Route schedule reductions have already been taken in the range of ten percent (10%).

  Line 72: 82nd Avenue/Killingsworth is substantially completed. A significant element of this project is a half-mile northbound bus only lane on 82nd Avenue from the Clackamas Town Center.

  Line 12: Sandy/Barbur is in final stages of completion with some curb extensions and bus-stop improvements to be completed in the spring of 2002.

- Two routes are to be "Streamlined" in the FY 2003 budget year:

  Line 14: Hawthorne is a heavily-used urban route. Hawthorne Boulevard is to receive City of Portland streetscape improvements. Efforts will be combined to improve operation and ridership on this route. Planning work for this route will carryover from FY 2002 into FY 2003.

  Line 9: Powell/Broadway is a major route serving the urban northeast and a major State-operated arterial within the southeast. Powell Corridor is the subject of a regional corridor study. Streamline improvements on this route can help to initiate a long-term need to build transit ridership in this congested corridor. Planning work will carry over into FY 2003.

- Signal-priority emitters have been modified and are operational on all Tri-Met buses. Opticom installation is nearing completion at 225 City of Portland intersections.

Budget Summary

The Tri-Met portion of this comprehensive four-year program is $6,650,000. This program uses $1.5 million of the City of Portland's TEA-21 funded signal priority project for the installation of Opticom emitters on buses, which was largely expended in years one and two of the program. However, $200,000 of this budget is being carried over into this fourth year. Tri-Met will expend $750,000 in general funds for this program in the FY 2003 budget year. The City of Portland's contribution to this program has been expended.

This will be the last year anticipated for Federal participation in this program. If the program evaluation continues to show positive results, Tri-Met will "institutionalize" this program, applying these treatments to routes both within the City of Portland and within suburban areas. High frequency, high ridership routes will receive priority consideration under this on-going program.

TRI-MET REGIONAL JOB ACCESS AND REVERSE COMMUTE (JARC) PROGRAM

PROGRAM

OR-37-X001-01 of the Job Access and Reverse Commute (JARC) funds will be applied to the Portland Area-Wide Job Access Program administered by Tri-Met. Funds will be used to support and promote programs within the region that connect low-income people and those receiving Temporary Assistance to Needy Families (TANF) with employment and related support services.
The Portland Area-Wide Job Access Program includes over 20 programs designed to serve targeted low-income populations and employment areas (see below) in the region. Creating and improving access to work and job-training services for low-income job seekers is the focus of the programs. They include:

- U-Ride Shuttle in Tigard and rural Washington County;
- Washington County Ride Connection service to the Capital Resource Center;
- Swan Island Evening Shuttle;
- Rivergate Carpool Incentive Program;
- Tualatin Carpool Incentive Program;
- Installation of bike racks and lockers at transit centers;
- Community resource maps at transit centers identifying social service agencies, bike and bus routes and childcare information;
- Non-commute taxi voucher program (Clackamas and Multnomah County);
- Tualatin employer vanpool shuttle;
- Create-a-Commuter bike program;
- Alternative Commute Center ;
- Portland Community College Joblink Program and Workforce Shuttle;
- Improved bike and pedestrian access to Swan Island;
- South Metro Area Region Transit (SMART) service between Wilsonville and Portland;
- South Clackamas Transportation District Service (SCTD) service between Molalla and Canny; Clackamas and Washington County travel training programs;
- Trainings and presentations for case managers and their clients regarding transportation options;
- Free transit schedules and maps;
- Increased fixed-route transit service in targeted areas;
- Free *Commuter Choices* brochures, available in English and Spanish;
- *How to Ride* brochures and videos available in seven languages; and
- *Job Access* quarterly newsletter.

TARGET AREAS

The Job Access program works to increase the mobility of residents in lower-income neighborhoods and improve access to areas that provide a high number of entry-level employment opportunities. In The Portland Metropolitan Region, such areas include:

- Inner N/NE Portland;
- Rivergate Industrial Area;
- San Island Industrial Area;
- Rockwood Industrial Area;
- Outer SE Portland;
- Tualatin Industrial Area;
- Rural Washington County; and
- Clackamas County.

REGIONAL PARTNERS

Implementation of the Portland Area-Wide Job Access Program takes place through partnerships Tri-Met has formed within the region. Many partners provide direct services to the Job Access targeted audience as well as matching funds to the grant. Partners include:

- Adult and Family Services (AFS);
- Clackamas County Employment Training and Business Services;
- Housing Authority of Portland;
- Washington County Housing Authority;
- Metro Childcare Resource and Referral/AMA;
- Multnomah County Aging and Disabilities Services;
- Clackamas County Social Services;
- Steps to Success (Mt Hood and Portland Community colleges);
- Worksystem, Inc. (Southeast One Stop, Northeast One Stop, East County One Stop and Capital Career Center);
- City of Portland;
- City of Gresham;
- Tualatin Transportation Association;
- Westside Transportation Association;
- Ride Connection;
- Goodwill Industries;
- Oregon Department of Employment;
- Community Cycling Center;
- South Metro Rapid Transit District;
- Bicycle Transportation Alliance (BTA);
- Metro; and
- U.S. Federal Transportation Administration.

OBJECTIVES

Compliance with JARC Program Objectives

- According to the 1990 Census, 17% of the 1.3 million people that live in the Portland metropolitan region live below 150% of the poverty level. Among this 17%, 15,000 are currently receiving welfare.

- Access to transportation that meets their needs is among the top three challenges this target audience faces in moving out of poverty. The other two challenges identified include affordable childcare and acquiring job skills and training.

- Rides provided by Job Access funded programs and services totaled just over 800,000 between September 2000 and September 2001.

Budget Summary

Job Access programs are supported by grant funds provided from the FTA and regional match dollars from several partners. Elements of the work program and their respective funding source are shown below:

Line Item		FTA		Total
Project Marketing Staff	$	141,000	$	141,000
Customer Support and Information	$	18,000	$	18,000
Transportation Services	$	578,100	$	578,100
Non-Commute Trips	$	52,500	$	52,500
Service to Employment Area	$	443,800	$	443,800
Bicycle Program	$	75,500	$	75,500
Vehicles	$	320,000	$	320,000
Bicycle and Pedestrian Improvements	$	80,000	$	80,000
Alternative Transportation Center	$	30,000	$	30,000
Other operating	$	97,000	$	97,000
Match Project: Tri-Met Operating Costs	$	0	$	900,000
Match Project: AFS Capital Costs (bus pass & ticket purchases)	$	0	$	500,000
Match Project: City of Portland Capital Costs (Pedestrian Improvements)	$	0	$	500,000

TRI-MET REGIONAL TRANSPORTATION DEMAND MANAGEMENT PROGRAM

PROGRAM

OR-90-X89 of the Congestion Mitigation Air Quality (CMAQ) funds will be applied to the regional transportation Demand Management (TDM) program housed at Tri-Met. The funds will be used to support local jurisdictions with implementation of Region 2040 mode split goals, support regional carpooling matching, assist employers throughout the region to meet the Employee Commute Option (ECO) Rule trip reduction goals, and expand public/private partnership programs.

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

- PASSport - Employer and residential demonstration programs;
- Employer/employee Outreach - Technical assistance, training and alternative transportation promotion;
- TDM support services - Carpool matching and parking programs, emergency ride home, carpool check, employer fare incentives and vanpool subsidy;
- TDM marketing materials for employers and their employees;
- Public/private partnerships to increase TDM services at targeted employment centers;
- Technical assistance and partnerships with Transportation Management Associations, Chambers of Commerce and local jurisdictions to encourage alternative transportation in a specific area;
- Technical assistance to employers/jurisdictions for regulatory compliance with the Employee Commute Option (ECO) rule and Transportation Planning Rule; and
- Program funding and evaluation.

Relation to Previous Work

The TDM program is a key element of Region 2040, the regional land use and transportation plan. Under Region 2040, local jurisdictions are asked to reduce single occupant vehicle trips. In addition to the established TDM programs, such as carpool matching, Tri-Met will use OR-90-X89 CMAQ funds to assist local jurisdictions with innovative TDM strategies including such things as station cars, car-sharing, regional center management associations and focused partnerships in developing areas. In addition, Tri-Met will pass-through $75,000 to Metro to maintain a planner focused on regional coordination efforts.

RESPONSIBILITIES

- Employer Compliance Assistance: The regional TDM program has been key to the implementation of DEQ's ECO Rule. Tri-Met provides assistance to 75% of all ECO affected employers. OR-90-X89 CMAQ funds will help Tri-Met continue assisting employers with ECO plan maintenance, plan updates and worksite program improvements. Planning, marketing and educational programs will educate employees on how their mode-choice decisions affect regional air quality, land-use planning and improvements to the transportation network.

- Transportation Demand Management Program New Research and Development: OR-90-X89 will provide additional resources to explore a variety of new innovative alternative transportation options.

- TMAs and 2040 Projects: The focus of TMA and 2040 funds will be to enhance available programs/services and continue to involve the private sector in the responsibility of reducing commuter trips. The TMAs have worked effectively to maintain business involvement. New TMAs are being formed in Gresham and the Clackamas Town Center. These TMAs and the existing TMAs (WTA, Lloyd District, SIBA and Tualatin) will continue to pursue planning activities that encourage employer annual transit pass subsidies, privately funded community shuttles, and targeted marketing or educational materials.

OBJECTIVES/PRODUCTS

These TDM programs are compliant with CMAQ program objectives as follows:

- Follow up ECO survey results for 99 worksites indicate an average reduction of 7% annually in drive alone work trips and a 5.9% reduction in total auto work trips;

- In pre-ECO conditions, Metro estimates the TDM program reduced about 46,000 weekday trips (does not include transit use), the equivalent of 23 miles of new highway lanes. With ECO requirements, Tri-Met estimates an additional 13,900 weekday trips are avoided; and

- For every $1 of public money spent on TDM, it is estimated another $5-6 is leveraged from employers for alternative transportation subsidies for their employees (the majority comes from the subsidy of transit passes).

Budget Summary

The CMAQ assistance under OR-90-X089 for transportation demand management, combined with Tri-Met General Fund, will maintain Tri-Met's existing TDM program. Elements of the work program and their respective funding source are shown below.

Requirements:	**Resources:**		
Line Item	**Total**	**CMAQ**	**Tri-Met**
Program Manager	$ 66,000	$ 0	$ 66,000
Rideshare Specialist	$ 51,000	$ 45,000	$ 6,000
Metro Pass-Through (Planner)	$ 75,000	$ 66,750	$ 8,250
Outreach Representatives (9)	$ 433,000	$ 292,000	$ 141,000
Employer Materials	$ 10,000	$ 8,900	$ 1,100
Emergency Ride Home	$ 10,000	$ 8,900	$ 1,100
Vanpool Program*	$ 200,000	$ 183,500	$ 16,500
TMA Assistance	$ 40,000	$ 35,000	$ 5,000
Staff Development	$ 5,000	$ 0	$ 5,000
ECO Surveys	$ 35,000	$ 31,000	$ 4,000
Evaluation Staff	$ 104,000	$ 93,000	$ 11,000
TMA/2040 Program	$ 500,000	$ 445,000	$ 55,000
TOTALS	**$ 1,529,000**	**$ 1,209,050**	**$ 319,950**

SPR PROGRAM

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

Relation to Previous Work

Transportation improvement projects in the Portland MPO must be included in the Metro RTP before they can receive federal funding for project development. This is a continuing work task

MAJOR ACTIVITIES AND TASKS

Coordination and Support of Metro Programs

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

- Coordinate TIP Development: ODOT staff to work with Metro to assure the process for selecting federally-funded transportation projects is balanced, fair and provides for a range of needs.

- Support RTP Update: The current RTP update is one of the most significant revisions in recent years. ODOT staff to work closely with Metro to assure the update accurately reflects ODOT projects and incorporates the State's interest into regional policy making. ODOT staff will continue participation in refinement of the RTP at all levels.

- Support Metro Transportation/Land-Use Integration Efforts: ODOT staff to work with Metro to implement the 2040 Growth Concept Plan. ODOT staff will participate in the Community Solution Team (CST) process to assist in selection of projects to implement the Plan. ODOT works closely with Metro to assure that regional growth-management policy does not adversely impact the State's transportation system.

- Support Regional High Capacity Transit (HCT) Studies: ODOT staff to work with Metro to assess the utility of HCT and propose a regional policy response. HCT is responsible for analysis of alternative transportation modes and completion of project planning for major fixed-guideway transit facilities, including commuter rail, light rail (LRT) and busways.

- Support the Analysis of Alternative Funding: ODOT is a project partner in the Traffic Relief Options (TRO) study to assure the study adequately addresses issues and concerns of ODOT and Federal Highway Administration (FHWA). ODOT will develop a policy response to the findings of congestion-pricing strategy and continue to investigate alternative sources of funding.

- Assist Green Corridor Implementation Strategy: ODOT staff will assist in development of a strategy for assuring that ODOT facilities on the fringe of the urban growth boundary (UGB) can function as a green corridor as envisioned within the 2040 Growth Concept Plan.

- Assist in Transportation Model, Traffic Analysis and Methodology: ODOT staff to provide assistance with traffic input and analysis. ODOT staff, Metro and local governments will develop traffic analysis methodology to identify new land-use patterns. Traditional methods of analysis of traffic impacts are inadequate for these new patterns.

- Assist in Development of the Transportation Model and Traffic Analysis: Assist with analysis and input from ODOT traffic engineers.

Coordinate Transportation Planning Activities

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

- Local Land Use and Development Review: ODOT staff processes almost 5,000 land-use notices and provide comments on several hundred that potentially affect state highways. Staff response usually consists of a letter of record; however, it sometimes requires extensive negotiation and traffic analysis. Staff will continue to review and comment on local design options for improvements on state facilities.

- Local Transportation System Plan (TSP): ODOT staff to participate in development of TSPs for every jurisdiction within the region. The TSPs are critical in identifying the impact of future growth on the state highway system. ODOT staff to assist in development of these plans to assure consistency with the Oregon Transportation Plan (OTP), Oregon Highway Plan (OHP), Corridor Plans and the Transportation Planning Rule (TPR).

- Local Street Network and Access Management Bonding Program: ODOT staff to process these programs to maintain and improve the local transportation system and protect and promote state highway safety and efficiency. The Oregon Legislature created funding with state bonds financed by Oregon Highway Fund revenues. Both programs are expected to be expended by November 2002.

- OTIA Bonding Measure: ODOT staff to process this programs to maintain and improve the transportation system and promote state highway safety and efficiency. The Oregon Legislature created the funding with state bonds financed by Oregon Highway Fund revenues. This program is expected to be expended by 2008.

- Oregon Highway Plan (OHP) Coordination: ODOT staff to coordinate and participate with regional and local jurisdictions in selection of Special Transportation Areas (STA), Urban Business Areas (UBA) and expressways within the Portland metropolitan area. ODOT staff will continue to negotiate the transfer of state highways whose function is primary local or redundant. Staff will work with Metro and local jurisdictions to redefine national highway system (NHS), state freight route and the functional classifications system in conjunction with the adoption of local TSPs and RTP.

- Regional Air Quality Planning: ODOT staff to participate with DEQ to assure that the region's transportation projects comply with federal air-quality regulations.

Conduct Transportation Planning Studies

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

- Freeway Interchange Management Studies: Conduct studies of various freeway interchanges within the Portland metropolitan area to assess the potential to accommodate growth. The studies will identify any short term, relatively inexpensive improvements that can be made to add capacity. The studies will determine the feasibility of acquiring additional right-of-way for access control within the vicinity of the interchange.

- I-5 Partnership Study: Assist and participate in the I-5 Partnership Study.

- Urban Corridor Studies: Participate in studies of the Urban Corridor in the Portland metropolitan area. ODOT staff will prepare brief urban corridor plans for the region's major corridors. The studies will identify long-term management strategies for the corridor while identifying and prioritizing future improvements within the corridor. It will include technical analysis, policy development and ongoing public involvement. The study will include an evaluation of congestion pricing, HOV and HOT as well as Transit capital improvements on selected corridor as a possible strategy to accommodate future traffic growth. The Urban Corridor studies will provide recommendations on future level-of-service standards as specified in the OHP and the Metro RTP.

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

Budget Summary

Resources:		
SPR	$	790,100
TOTAL	**$**	**790,100**

03uwp
02/19/02

FY 2003 UNIFIED WORK PROGRAM FUNDING SUMMARY

	03PL ODOT (1)	03STP* Metro Q23 (2)	ODOT Mtch	FY03 ODOT Support Funds	FY03 Sec5303* 80X012	FY03 Lcl TriMet	carryover FHWA TRANSIMS 66-01*	TGM*	FHWA Value Pricing*	00FTA Sec 5307* 90-x083	OOFTA Sec 5309* 03-0080	FY00 HWA STP OPB Pilot	FTA-TOD(3) 97Sec5307 90-x073* 90-x070*	Other Anticipated Grants(4)	2003 SPR*	Other Funds	Local Match	TOTAL
METRO																		
RTP Update/Refinement	54,030	60,920	3,487	16,554	7,500	4,303											22,333	169,127
2040 Performance Indicators	38,784	15,000	858	5,000	10,000												20,358	90,000
Congestion Relief	10,028	51,615	2,953	5,000	15,000	5,000											40,904	130,500
Livable Communities on Big Streets		8,000	458	2,000	10,000	1,834											1,708	24,000
Transportation Imprvmnt Pgm	110,577	80,723	4,620	25,000	59,887	56,351											45,842	383,000
RTP Financing	5,448	24,175	1,384	15,347		512											17,134	64,000
Greenstreets	31,428	2,000	114														3,458	37,000
Livable Streets	73,755	13,000	744														62,501	150,000
Alternative Mode Implementati	44,084	8,000	458													75,000	458	128,000
OPB Pilot Program												42,173					4,827	47,000
Trans Model Improvement Prog							438,560										109,640	548,200
Model Development	185,496	77,990	4,463	23,200	20,000	9,000											14,963	335,112
Trans System Monitoring	4,278	50,000	2,861	10,000	20,000	10,000											7,861	105,000
Technical Assistance Program		43,908	2,513	29,900		8,500											38,558	123,379
Management & Coordination	132,000	112,742	6,452	15,000	20,000	2,000											83,004	371,198
Environmental Justice		3,000	172														14,828	18,000
S Corridor SDEIS										1,283,139							146,861	1,430,000
S Corridor Trans FEIS/PE										788,506						2,079,026	90,248	2,957,780
Wlsnvle/Bvtn Commuter Rail/PE											28,000						7,000	35,000
Transit Planning	19,741	29,000	1,659		5,000	55,000											4,600	115,000
Bi-State	12,656	3,000	172	20,000													172	36,000
Regional Freight Plan	11,973	9,427	539	2,000	15,000	5,000											31,061	75,000
Foster/Powell	81,590	42,000	2,404	4,999	5,000	30,000		246,758									52,249	465,000
Hwy 217	270,692	125,000	7,154	35,000					240,000								87,154	765,000
Business Partners	20,460	4,000	228		18,225												10,312	53,225
I-5 Trans & Trade Partnership	29,894	31,500	1,803													150,000	1,803	215,000
Transit Oriented Development													328,000				37,000	365,000
Data, Growth Monitoring	74,521			15,000	69,300	37,500											725,687	922,008
Longitudinal Survey														500,000				500,000
Sunrise Corridor/Damascus	1,356	10,000	572	1,000	10,000												53,072	76,000
Metro Subtotal	1,212,791	805,000	46,068	225,000	284,912	225,000	438,560	246,758	240,000	2,071,645	28,000	42,173	328,000	500,000	-	2,304,026	1,735,596	10,733,529
ODOT PLANNING ASSISTANCE															790,100			790,100
GRAND TOTAL	1,212,791	805,000	46,068	225,000	284,912	225,000	438,560	246,758	240,000	2,071,645	28,000	42,173	328,000	500,000	790,100	2,304,026	1,735,596	11,523,629

*Federal funds only, no match included

(1) The full $1,212,791 shown is based on assumption of $908,243.08 (fed) new PL plus $103,952.48 ODOT match and $179,994.79 carryover PL and $20,601.21 ODOT match

2. FY03 STP is comprised of $705,000 federal + $40,345.20 ODOT (1/2 match) plus carryover of $100,000 federal + $5,722.72 ODOT (1/2 match)

3. TOD budget does not include any land acquisition activities

4. See narratives for anticipated funding source

11,523,629

02/21/02

03 uwp regional projects

OTHER PROJECTS OF REGIONAL SIGNIFICANCE

FUNDING SUMMARY

Project	Jurisdiction	STP	CMAQ	HPP	37-x00101 JARC	Local Funds/ Match	TOTAL
ITS	*Clackamas Co*		171,000			19,572	190,572
Harmony Road	*Clackamas Co*	449,000				251,000	700,000
I-5/99W Corridor	*ODOT*			375,000		93,750	468,750
*I-5 Trade Corridor**	*ODOT*	250,000				28,614	278,614
Burnside Trans & Urba	*Portland*	369,000				139,954	508,954
Red Electric	*Portland*	135,000				15,451	150,451
ITS	*Washington*	76,000				8,699	84,699
Streamline	*Tri-Met*					750,000	750,000
TDM	*Tri-Met*		1,209,050			319,950	1,529,000
Job Access/JARC	*Tri-Met*				1,835,900	1,900,000	3,735,900
GRAND TOTAL		1,279,000	171,000	375,000		557,040	2,382,040

***funds obligated in fy 02**

2,382,040

SOUTHWEST WASHINGTON REGIONAL TRANSPORTATION COUNCIL (RTC)

UNIFIED PLANNING WORK PROGRAM

FOR

FISCAL YEAR 2003

(July 1, 2002 to June 30, 2003)

DRAFT

January 31, 2002

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

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

FY 2003 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 2003 UNIFIED PLANNING WORK PROGRAM: INTRODUCTION

Purpose of UPWP

The Unified Planning Work Program (UPWP) is prepared annually by the Southwest Washington Regional Transportation Council (RTC), as Metropolitan Planning Organization (MPO) for the Clark County region. 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 designated Regional Transportation Planning Organization (RTPO) for the three-county area of Clark, Skamania and Klickitat. RTC's UPWP was developed in coordination with Washington State Department of Transportation, C-TRAN and local jurisdictions. All regional transportation planning activities, as part of the continuing transportation planning process proposed by the MPO/RTPO, Washington State Department of Transportation and local agencies are documented in the UPWP. The financial year covered in the UPWP runs from July 1, 2002 through June 30, 2003.

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 and continuing until 2003, provides direction for regional transportation planning activities for FY 2003 and beyond. 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 had been the Intergovernmental Resource Center (IRC) that disbanded in 1992. In FY 2002 RTC continued to work closely with local jurisdictions on transportation plans, concurrency programs and congestion monitoring and with the Bi-State Transportation Committee to discuss recommendations on bi-state transportation issues.

UPWP Objectives

The UPWP describes the transportation planning activities and summarizes local, state and federal funding sources required to meet the key transportation policy issues of the upcoming year. The UPWP is reflective of the national focus to "encourage and promote the safe and efficient management, operation and development of surface transportation systems that will serve the mobility needs of people, freight and foster economic growth and development within and through urbanized areas". The Program reflects regional transportation problems and projects to be addressed during the next fiscal year. Throughout the year, the UPWP serves as the guide for planners, citizens, and elected officials to track transportation planning activities. It also provides local and state agencies in the Portland/Vancouver Metropolitan Area and RTPO region with a useful basis for regional coordination.

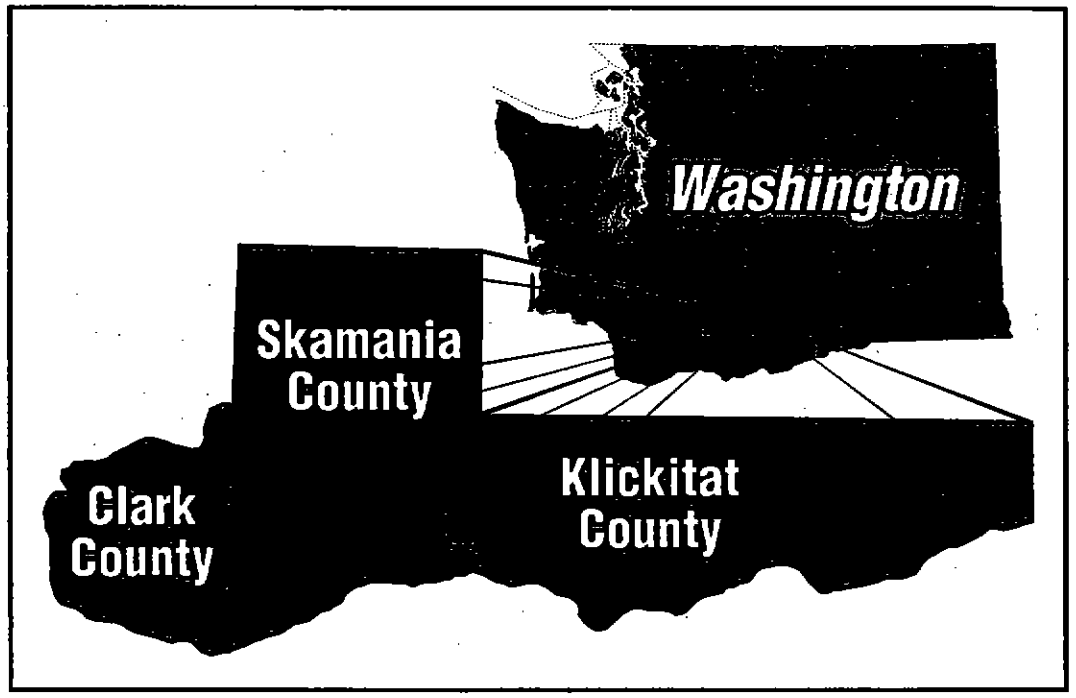
The proposed FY 2003 UPWP provides for the continuation of baseline program activities such as the Metropolitan and Regional Transportation Plans, the Metropolitan Transportation Improvement Program, data collection and analysis, travel model forecasting, program and project coordination. The Portland-Vancouver I-5 Transportation and Trade Corridor Study is set to conclude at the end of FY 2002. In FY2003 the region will work toward integration of I-5 Partnership recommendations into regional transportation plans and initiate the implementation of recommendations. The SR-35 Columbia River Bridge Study is set to conclude in FY2003 following completion of the Tier II report documenting alternatives that have been studied and Tier III work that will include a Type, Size and Location Report and Draft Environmental Impact Statement (DEIS). RTC will

continue the program management, coordination, outreach and education for the intelligent transportation system project deployment as programmed in VAST II. The I-5 High Occupancy Vehicle (HOV) facility opened on October 29, 2001 and will be evaluated throughout 2002. The RTC Board will need to make a decision on the one year-pilot project by the end of the year 2002. As the new GMA land use plans are developed in 2002, a major effort is anticipated in regard to revising the MTP in coordination with the GMA land use plans. As the state legislature again debates the merits and shape of a new state-wide transportation revenue package, RTC looks forward to a partnership with local and state elected officials that will work toward bringing needed transportation investments into this region.

Key Transportation Issues Facing The Region

- Continue to plan for and provide transportation system improvements to accommodate the growth in Clark County. Between 1990 and 2001, Clark County's population grew by 48 percent from 238,053 to 352,600. Transportation system investments have not kept pace with this growth.
- Update the Metropolitan Transportation Plan for Clark County to incorporate recommendations from recent planning studies and reports (e.g. Washington Transportation Plan, MTP Prioritization of Projects, I-5 Partnership, I-5 North and I-205 corridor plans), to reflect work to date on the comprehensive Growth Management plan update for Clark County and to provide an update to the MTP's financial plan with revenue projections and cost estimates.
- Seek funding to proceed with potential Environmental Impact Statement (EIS) work on the I-5 Partnership, I-205 and I-5 North corridors (subject to FHWA acceptance of Access Decision Reports).
- Ensure that the region has transportation projects that are "ready to construct" should transportation funds become available. Projects have to be moved through the planning and environmental review phases before construction can proceed.
- Implement Transportation Demand Management and Transportation System Management measures and strategies to make the most efficient use of the existing transportation system.
- Deployment of Intelligent Transportation System (ITS) projects, measures and strategies through implementation of the Vancouver Area Smart Trek program developed cooperatively in the Clark County region.
- Work to address increasing bi-state transportation needs in cooperation with Metro, Portland, WSDOT and ODOT through the Bi-State Transportation Committee.
- Implement the recommendations of the Portland-Vancouver I-5 Transportation and Trade Partnership. The I-5 Corridor Strategy Plan, incorporating recommendations of the Governors' Task Force, is due for completion in June 2002.
- Invest in transportation infrastructure to support the growth in family wage jobs in the region.
- Continue to review and provide technical assistance for local transportation concurrency programs.
- Address environmental issues relating to transportation, including seeking ways to reduce the transportation impacts on air quality and water quality and addressing environmental justice issues.
- Respond to potential 2002 state legislative transportation initiatives dealing with regionalism.
- Continue the congestion management monitoring program.
- Involve 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

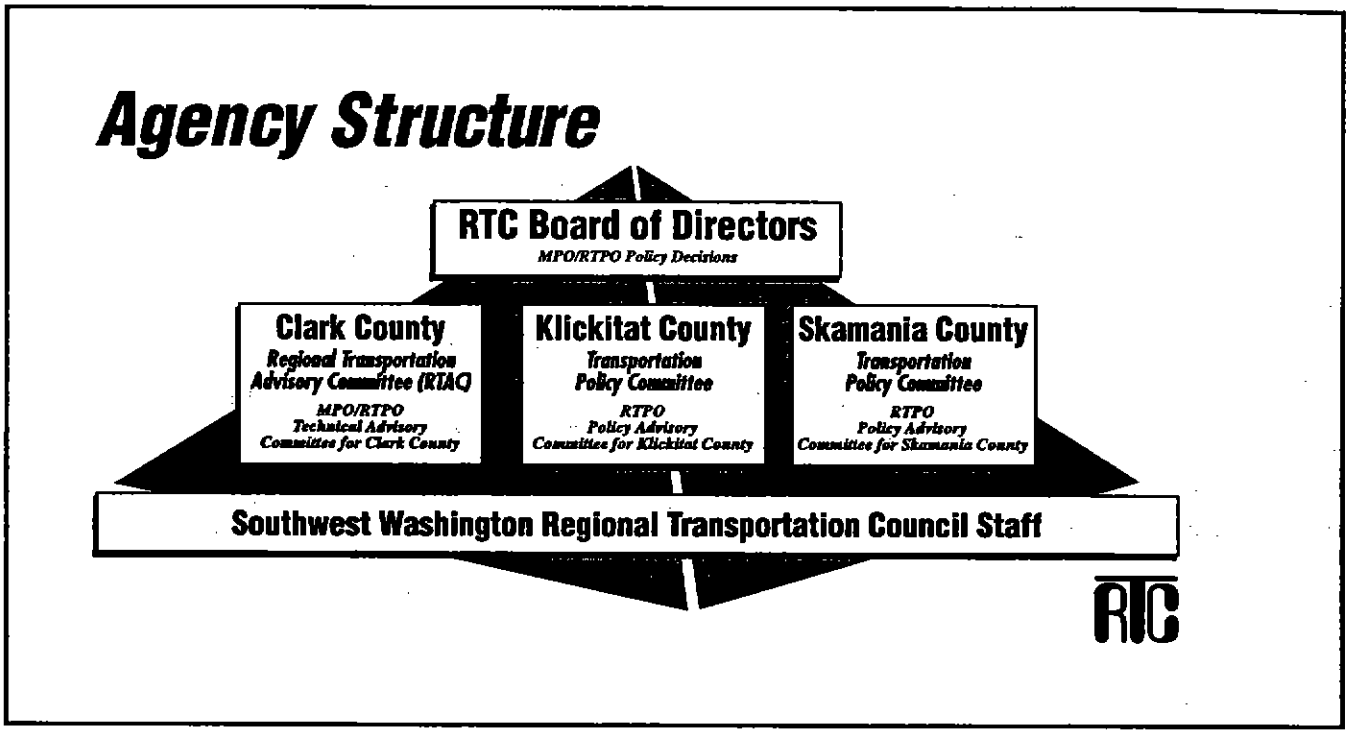


SOUTHWEST WASHINGTON REGIONAL TRANSPORTATION COUNCIL (RTC)

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
Sr. Transportation Planner	MTP, UPWP, I-205 and East-West Arterials Study
Sr. Transportation Planner	TIP, Project Programming, RTPO in Skamania and Klickitat Counties, traffic counts
Sr. Transportation Planner	HCT, Bi-State, Air Quality, Management Systems
Sr. Transportation Planner	HCT, Regional Travel Forecasting Model, Air Quality
Sr. Technical Transportation Planner	Regional Travel Forecasting Model
Sr. Technical Transportation Planner	Computer Systems, GIS, Cartography
Administrative Staff: 2½ Positions	General administrative and accounting duties

Participants, Coordination and Funding Sources

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

A. Clark County

The primary transportation planning participants in Clark County include the following: the Southwest Washington Regional Transportation Council (RTC), C-TRAN, Washington State Department of Transportation (WSDOT), Clark County, the cities of Vancouver, Camas, Washougal, Ridgefield, Battle Ground and La Center and the town of Yacolt, the ports of Vancouver, Camas-Washougal, and Ridgefield, and two federal agencies, the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA). In addition, the Department of Ecology (DOE) is involved in the transportation program as it relates to the State Implementation Plan for carbon monoxide and ozone. As the designated MPO for the Clark County Urban Area, RTC annually develops the transportation planning work program and endorses the work program for the entire metropolitan area. RTC is also responsible for the development of the Regional Transportation Plan, the Transportation Improvement Program, and other regional transportation studies, operational and near-term transit planning. C-TRAN regularly adopts a *Transit Development Plan* (TDP), which provides a comprehensive guide to C-TRAN's future development and has information regarding capital and operating improvements over the next six years. The TDP, required by RCW 35.58.2795, outlines those projects of regional significance for inclusion in the Transportation Improvement Program within the region. WSDOT is responsible for preparing *Washington's Transportation Plan*; the long-range transportation plan for the state of Washington. RTC cooperates and coordinates with WSDOT, at the Southwest Region and Headquarters' level, in ensuring that transportation needs identified in regional and local planning studies are incorporated into statewide plans. RTC and WSDOT also cooperate in involving the public in development of transportation policies, plans and programs. WSDOT, the Clark County Public Works Department and City of Vancouver Public Works Department conduct project planning for the highway and street systems related to their respective jurisdictions. The coordination of transportation planning activities includes local and state officials in both Oregon and Washington. Coordination occurs at the staff level through involvement on advisory committees (RTC's RTAC and Metro's TPAC). Mechanisms for local, regional and state coordination are described in a series of Memoranda of Agreement and Memoranda of Understanding (MOU). These memoranda are intended to assist and complement the transportation planning process by addressing:

1. The organizational and procedural arrangement for coordinating activities such as procedures for joint reviews of projected activities and policies, information exchange, etc.

2. Cooperative arrangements for sharing planning resources (funds, personnel, facilities, and services).

3. Agreed upon base data, statistics, and projections (social, economic, demographic) on the basis of which planning in the area will proceed.

Memoranda of Understanding (MOUs) between RTC and Southwest Washington Air Pollution Control Authority (SWAPCA) now renamed the Southwest Clean Air Agency (SWCAA), and RTC and C-TRAN, the local public transportation provider, were adopted by the RTC Board on January 4, 1995 (Resolutions 01-95-02 and 01-95-03, respectively). A Memoranda of Understanding between RTC and Washington State Department of Transportation was adopted by the RTC Board at their August 1, 1995 meeting (RTC and WSDOT MOU; RTC Board Resolution 08-95-15). An MOU between RTC and Metro was adopted by the RTC Board at their April 7, 1998 meeting (RTC Board Resolution 04-98-08) and this agreement is ratified annually with adoption of the UPWP.

Issues of Interstate Significance

Both RTC and Metro have recognized that bi-state travel is an important part of the Portland-Vancouver regional transportation system and it is in the best interest of the region to keep this part of the system functioning efficiently. Currently, several locations on the I-5 and I-205 north corridors are at or near capacity during peak hours resulting in frequent traffic delays. The need to resolve increasing traffic congestion levels and to identify long-term solutions continues to be a priority issue. Also of bi-state significance is the continued implementation of air quality maintenance plans for ozone and carbon monoxide. The Bi-State Transportation Committee was established in 1999 to ensure that bi-state transportation issues are addressed.

RTC Board of Directors

City of Vancouver	Mayor Royce Pollard
Cities East	Mayor Jeff Guard (Washougal)
Cities North	City Council Member Bill Ganley (Battle Ground)
City of Vancouver	Thayer Rorabaugh (Transportation Services Manager)
Clark County	Commissioner Judie Stanton
Clark County	Commissioner Craig Pridemore [Vice-President]
Clark County	Commissioner Betty Sue Morris
C-TRAN	Lynne Griffith (Executive Director)
ODOT	Kay Van Sickel
Ports	Commissioner Arch Miller (Vancouver) [President]
WSDOT	Donald Wagner (Southwest Regional Administrator)
Metro	Metro Councilor Rod Monroe
Skamania County	Commissioner Bob Talent
Klickitat County	Commissioner Ray Thayer

Regional Transportation Advisory Committee Members

WSDOT Southwest Region	Deb Wallace
Clark County Public Works	Bill Wright
Clark County Planning	Patrick Lee
City of Vancouver, Public Works	Matt Ransom
City of Vancouver, Community Development	Tamara DeRidder
City of Washougal	Mike Conway
City of Camas	Eric Levison
City of Battle Ground	Paul Haines
City of Ridgefield	City Clerk
C-TRAN	Dale Miller
Port of Vancouver	David Blum
ODOT	Thomas Picco
Metro	Christina Deffebach
Regional Transportation Council	Dean Lookingbill

B. Skamania County

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

Skamania County Transportation Policy Committee

Skamania County	Commissioner Bob Talent
City of Stevenson	Mary Ann Duncan-Cole, City Clerk
City of North Bonneville	John Kirk, Mayor
WSDOT, Southwest Region	Donald Wagner, SW Regional Administrator
Port of Skamania County	Anita Gahimer, Port Manager

C. Klickitat County

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

Klickitat County Transportation Policy Committee

Klickitat County	Commissioner Ray Thayer
City of White Salmon	Mayor Roger Holen
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

1 REGIONAL TRANSPORTATION PLANNING PROGRAM

1A. METROPOLITAN TRANSPORTATION PLAN

The Metropolitan Transportation Plan (MTP) serves as the Regional Transportation Plan (RTP) for the Clark County metropolitan region to promote and guide development of an integrated, multimodal and intermodal transportation system that facilitates the efficient movement of people and goods, using environmentally sound principles and fiscal constraint. The Plan for Clark County covers a county-wide-area, the area encompassed by the Metropolitan Area Boundary, and covers a 20-year planning horizon. The most recent update to the *Metropolitan Transportation Plan (MTP) for Clark County* was adopted in October, 1999 which extended the Plan's horizon year to 2020. A minor amendment to the Plan that added the I-5 HOV lane and updated the base year travel model information from 1996 to 1999 was adopted in December 2000. The MTP needs to be consistent with the Washington Transportation Plan (WTP) to provide a vision for an efficient future transportation system and to provide direction for sound transportation investments. An update to the MTP is scheduled in late 2002 to meet federal requirements. The update will be synchronized with update to the County's comprehensive plan that is due in mid-2003.

Work Element Objectives

(i) Plan Development, Review and Amendment

1. Regular MTP amendment and/or update to reflect changing trends, conditions, regulations and study results and to maintain consistency between state, local and regional plans. Regular update and amendment of the Metropolitan Transportation Plan (MTP) is a requirement of the state Growth Management Act (GMA) and federal TEA-21. The state requires that the Plan be reviewed for currency every two years and federal law requires the Plan to be updated at least every three years. Whenever possible, major update to the MTP for Clark County will be scheduled to coincide with update to the County and local jurisdictions' comprehensive growth management plans. Plan updates will also acknowledge federal transportation policy interests and reflect the latest version of the Washington 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 results from the 20-year regional travel forecasting model as well as results from a six-year highway capacity needs analysis. The Plan also reflects the transportation priorities of the region in that it contains a prioritized list of mobility projects.

2. Comply with state standards and incorporate the provisions of HB 1487 (the "Level of Service Bill") and revised RCW 47.80 (SHB 1928 codified) to have the MTP include the following components:

    a. A statement of the goals and objectives of the Plan. (See WAC 468.86.160)

    b. A statement of land use assumptions upon which the Plan is based.

    c. A statement of the regional transportation strategy employed within the region.

    d. A statement of the principles and guidelines used for evaluating and development of local comprehensive plans.

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

    f. Designation of the regional transportation system.

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

h. A description of the performance monitoring system used to evaluate the plan, including Level of Service (LOS) parameters consistent with federal management systems, where applicable, on all state highways at a minimum. (See WAC 468-86-200, (2))

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

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

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

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

3. To comply with TEA-21, seven general planning elements must be addressed in the regional transportation planning process. The planning process for a metropolitan area shall provide for consideration of projects and strategies that will:

a. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency

b. Increase the safety and security of the transportation system for motorized and nonmotorized users

c. Increase the accessibility and mobility options available to people and for freight

d. Protect and enhance the environment, promote energy conservation, and improve quality of life,

e. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight,

f. Promote efficient system management and operation; and

g. Emphasize the preservation of the existing transportation system. These will be addressed in the MTP.

4. Involve the public in MTP development and review.

5. Any amendment to the Plan will reflect updated results from the Congestion Management System process. The latest update to the Clark County region's *Transportation System Monitoring and Congestion Management Report* was adopted May 1, 2001 (RTC Board Resolution 05-01-06). Transportation Management Areas (TMAs), such as Clark County, must maintain a Congestion Management System (CMS) as part of the Metropolitan Planning Organization's (MPO) planning process.

6. The MTP will continue to address bi-state travel needs and review of major bi-state policy positions. Issues include High Occupancy Vehicle (HOV) policies and implementation, LRT expansion, Traffic Relief Options (TRO), congestion management policies and ongoing efforts to address transportation

needs in the I-5 corridor through the Portland-Vancouver I-5 Transportation and Trade Partnership and Bi State Transportation Committee.

7. The MTP addresses regional corridors, associated intermodal connections and statewide intercity mobility services.

8. The MTP should address any identified Transportation Control Measures (TCMs) to maintain federal clean air standards and the MTP should be evaluated for its conformity with the Clean Air Act Amendments of 1990.

9. The MTP addresses freight transportation issues and describes the State's Freight and Goods System.

10. The MTP considers concurrency management and its influence on development of the regional transportation system, system management and operations, Intelligent Transportation System (ITS) applications, and Transportation Demand Management (TDM) as a tool to allow for the most effective use of the existing transportation systems

(ii) SEPA/NEPA Review

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

12. Environmental review of the proposed MTP, prior to MTP adoption, as necessary.

13. Address the impacts of the Endangered Species Act as it related to transportation system development.

14. Coordination with environmental resource agencies in MTP development.

(iii) System Monitoring

15. The MTP is used as the document in which system performance monitoring is reported. System performance analysis is coordinated with WSDOT Southwest Region and Headquarters Service Center to provide input to statewide transportation plans and programs.

16. Progress on Plan implementation will be addressed.

Relationship To Other Work Elements

The MTP takes into account the reciprocal effects between land use, growth patterns and transportation system development. It also identifies the mix of transportation strategies needed to solve future transportation system problems. The MTP for Clark County is interrelated to all other work elements. In particular, the MTP provides planning support for the Metropolitan Transportation Improvement Program and relates to management systems.

FY 2003 Products

1. An update to the MTP is due in late 2002 to meet federal requirements. The MTP update will reflect the transportation planning process in the region and will address the seven planning factors (refer to listed factors on page 2) as required by federal law. This interim MTP update will precede the update to Clark County's Comprehensive Growth Management Plan now due in mid-2003. Following 2003 Comprehensive Plan adoption, the MTP will once again be updated to accurately reflect the latest land use and comprehensive plan vision. It is hoped the late 2002 MTP update can provide valuable input to

the Comprehensive Plan update process. RTC is working closely with the County in the Comprehensive Plan update process.

2. In summary the following list of items are anticipated to be included in the MTP update: 1) review of MTP Vision and Goals, 2) certification of transportation elements of local comprehensive growth management plans, 3) MTP base year update to 2000, 4) MTP horizon year update from 2020 to comply with federal requirements and the GMA process, 5) comprehensive revision of functional classification of the highway/arterial system, 6) review of the designated regional transportation system, 7) identification of transportation deficiencies in the 20-year horizon, 8) re-assessment of financial plan assumptions, 9) address maintenance, preservation, safety improvements and operating costs, 10) incorporate Intelligent Transportation System (ITS) and Transportation Demand Management (TDM) strategies into the plan, 11) incorporate results and recommendations from recent and ongoing transportation planning studies that affect the regional transportation system, and 12) update the list of transportation improvements to be included in the regional air quality conformity analysis.

3. The MTP update will incorporate recommendations from recent and ongoing transportation studies and programs such as adopted levels of service for the state system of regional significance (adopted by RTC Board in November 2001 to comply with requirements of HB 1487), the Portland-Vancouver I-5 Transportation and Trade Partnership, the Modified Access Decision Report at the I-5/NE 134th Street Interchange, the Modified Access Decision Report on I-5 between NE 179th Street and Ridgefield Interchanges, the SR-500 Corridor (from I-5 to Andresen Road) Environmental Assessment (EA), the Commute Trip Reduction program, Intelligent Transportation System (ITS) improvements recommended through the Vancouver Area Smart Trek (VAST), and local jurisdiction's transportation plans including the Vancouver Transportation System Plan. The updated MTP will also reflect the latest Washington Transportation Plan (WTP) due for adoption in February 2002 and Highway System Plan (HSP). The Plan update will acknowledge federal transportation policy interests, including safety and security of the transportation system, transportation planning for rural areas, reverse commute, welfare to work, environmental justice and integration of environmental review into the planning process.

4. A review of the prioritization of projects listed in the Metropolitan Transportation Plan was completed in December 2001. Results from this prioritization process will be incorporated into the MTP update.

5. An updated financial plan will describe the application of fiscal constraint in development of the MTP. The financial plan will provide an analysis of revenue estimation and clearly document operations, maintenance and system preservation costs as well as system improvement costs. The Blue Ribbon Commission on Transportation (BRCT) recommendations may have some impact in assessing finance options. Information from C-TRAN's Transit Development Plan (TDP) will be included with transit financing information.

6. Documentation of conformity with the requirements of the Clean Air Act Amendments (CAAA) will be provided with MTP update and/or amendment. Transportation improvement projects proposed in the MTP and assumed in air quality conformity analysis will be clearly listed in the MTP update.

7. A fully maintained Traffic Congestion Management System serves as a tool for performance evaluation and support for transportation policy decisions, as well as identification of transportation strategies to relieve and/or manage congestion. Latest results of Congestion Management Monitoring (CMM) work will be reflected in any MTP update or amendment. An annual report on Congestion Monitoring will be published by RTC and submitted to the WSDOT Planning Office by July 31 of each year (see Congestion Management Monitoring element).

8. Review of local jurisdictions' transportation plans and transit plans for consistency with MTP. A report will be submitted to WSDOT Planning Office by November 2002. Inconsistencies between local jurisdiction, transit, Metropolitan Transportation plans will be identified and programmed into the next update of the appropriate plan. Inconsistencies between MPO and Washington State Transportation Plans will also be identified and programmed into the next update of these plans.

FY 2003 Expenses:	$
RTC	100,481
Total	100,481

FY 2003 Revenues:	$
Fed. CPG	72,000
RTPO	14,000
Local	14,481
	100,481

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 a Metropolitan Transportation Improvement Program (MTIP), consistent with the requirements of TEA-21.
2. Periodic 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 program and school safety program.
4. Address programming of Congestion Mitigation/Air Quality (CM/AQ) funds, with consideration given to emissions reduction benefits of such projects.
5. Coordinate with local jurisdictions as they develop their Transportation Improvement Programs and participate in Clark County's Transportation Improvement Program Involvement Team (TIPIT) Committee and the City of Vancouver's TIP process. The Clark County Committee is citizen-based and seeks public input on developing and funding of transportation projects.
6. Develop a realistic financial plan for the MTIP that addresses costs for operation and maintenance of the transportation system. The MTIP is to be financially constrained by year.
7. Analysis of MTIP air quality impacts and Clean Air Act conformity documentation.
8. Monitoring of MTIP implementation and obligation of project funding.
9. 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 will draw from data from the transportation database and regional travel forecasting model output. It relates to the Public Involvement element described in section 3 of the UPWP. The MTIP program requires special coordination with local jurisdictions and implementing agencies in the Clark County region.

FY 2003 Products

1. The 2002-2004 MTIP was scheduled for adoption in the spring of 2002 and will only be amended, as needed, in FY 2003.
2. MTIP amendments, as necessary.
3. Prioritization of regional transportation projects for the statewide competitive program conducted by the Transportation Improvement Board (TIB). The prioritized projects will be developed for recommendation by RTAC and adoption by the RTC Board.
4. MTIP Clean Air Act conformity analysis and documentation, as required.
5. Reports on tracking of MTIP implementation and on obligation of funding of MTIP projects.
6. Provide input to update the State Transportation Improvement Program (STIP).
7. Opportunity for public involvement in MTIP development.

FY 2003 Expenses:	$
RTC	29,022
Total	29,022

FY 2003 Revenues:	$
Fed. CPG	20,000
RTPO	5,000
Local	4,022
	29,022

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 have been modified in TEA-21, but the new federal act continues to recognize the value of the CMS by directing TMAs to continue the data collection and monitoring elements of the CMS. It is also a requirement that a process be in place to assess transportation system performance and alternative strategies for addressing congestion. The CMS focuses on vehicular travel, auto occupancy, transit, and TDM performance in congested roadway corridors. Monitoring of the CMS continues with this work program element. Information produced as part of the CMS program provides valuable information to decision-makers in identifying the most cost-effective strategies to provide congestion relief.

Work Element Objectives

1. Provide a CMS structure to provide effective management of existing and future transportation facilities and to evaluate potential strategies for managing congestion. The CMS monitoring process should provide the region with a better understanding of how the region's transportation system operates. The CMS is intended to be a continuing, systematic process that provides information on transportation system performance.

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

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

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

5. 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.

6. Coordinate with local jurisdictions and local agencies to ensure consistency of data collection, data factoring and ease of data storage/retrieval. Coordination is a key element to ensure the traffic count and turn movement data supports local and regional transportation planning studies and Concurrency Management programs

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

8. Measure and analyze performance of the transportation corridors in the CMS network. This system performance information is used to help identify system needs and solutions. The data is also used to support Growth Management Act concurrency analysis.

9. Coordinate with Metro on development of CMS plans.

10. Coordinate with WSDOT on development of the Washington Transportation Plan (WTP) and Congestion Relief strategies.

11. Report on Congestion Monitoring efforts to the WSDOT Planning Office annually.

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 2003 Products

1. Update traffic counts, turning movements, vehicle classification counts, travel delay and other key data for numerous locations throughout Clark County. Data updates will come from new counts and the compilation of traffic count information developed by the state and local transportation agencies. New and historic data is made available on RTC's web site (http://www.wa.gov/rtc). Traffic count data is separated into 24 hour and peak one-hour (a.m. and p.m. peak) categories. In FY2003, two-hour peak period traffic counts will be collected, analyzed and stored to help future regional travel forecast model enhancement and update.

2. New traffic count data will be used to update the corridor congestion ratio for each of the CMS corridors. The congestion ratio is converted into a congestion index which works like the traditional level-of-service measure except that the index assesses the overall performance of a full corridor (which may include multiple intersections and parallel roads) instead of just a single intersection. The index is used to classify each corridor according its relative level of congestion, to identify the need for further evaluation, and to determine the effectiveness of alternative strategies.

3. Review and collect other data for CMS corridors including auto occupancy, roadway lane density, vehicle classification, transit ridership, transit capacity, travel time and speed. Any new data collected needs to support the CMS, concurrency and other regional transportation planning program should be identified.

4. Update of congestion ratio.

5. Comparison between most recent data and prior year data to support identification of system needs and solutions and monitoring of impacts of implemented improvements.

6. The first Transportation System Monitoring and Congestion Management Report was adopted by the RTC Board in April, 2000. The second report was published in April 2001. In FY2003, the Report will be reviewed and updated, as necessary, including a comparison to previous reports. In addition to a comprehensive summary of transportation data, the Report includes analysis and presentation of data to provide a better understanding of regional transportation system capacity and operations and potential for its improvement. It also includes analysis of the potential for transportation demand management to limit infrastructure needs and to improve transportation efficiency. The Report provides an update of performance information for the identified regionally-significant multimodal transportation corridors critical to the mobility needs of the region. Initially, there were twenty-one transportation corridors identified and monitored through the CMS, additional corridors were added in FY99.

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

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

9. Provide a report on Congestion Monitoring to the WSDOT Planning Office by July 31 of each year.

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

FY 2002/03 Expenses:	
	$
RTC	126,850
Consultant	35,000
Total	161,850

FY 2002/03 Revenues:	
	$
CM/AQ	140,000
Local	21,850
	161,850

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 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 transit management (communications network), freeway management (fiber optics cable, variable message signs, video cameras, data stations) and arterial management (signal timing/coordination).

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) a traveler information system and business plan, 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.

4. Manage and provide support for the VAST Steering Committee for oversight in the development and deployment of projects contained in the 20-year VAST Implementation Plan. Ensure that VAST integration initiatives and consistency with the ITS architecture are addressed. The RTC Board established a Steering Committee that has executed a memorandum of understanding that defines how our region will work together to develop, fund, and deploy ITS projects contained in the 20-year plan. The Committee is comprised of Vancouver, Camas, Clark County, the Washington State Department of Transportation Southwest Region, the Southwest Washington Regional Transportation Council, C-TRAN and the Oregon Department of Transportation. The Committee's oversight role will include project review and endorsement prior to funding, and monitoring and tracking of projects during

implementation. The Steering Committee will also act as liaison with other key ITS stakeholders and assist in regional ITS policy formulation.

5. Expansion of ITS stakeholders to include emergency service providers, including police and fire to participate in the VAST process and begin discussion on the development of an incident management plan for the region.

6. 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.

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

8. Technical assistance in ITS implementation.

9. Develop strategies to secure appropriate funding for continuation of the VAST program.

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 2003 Products

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

2. Development of a 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. Facilitation of the activities of the Steering Committee.

5. Management of consultant technical support activities as needed.

6. Complete the Communication Operations Plan for VAST that provides the specific detail needed to fully implement ITS. It will include defining the fiber optic needs and communication hubs required for ITS and providing the map of the communications network for ITS.

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

8. Development of the ITS Business Plan and Implementation Plan updates.

9. Development of improved tools to analyze costs and benefits of ITS investment.

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

FY 2003 Expenses:		FY 2003 Revenues:	
	$		$
RTC: VAST Program Coordination/Management	112,243	CMAQ (2001 Carry-over)	40,000
		MPO Local Match (13.5%)	6,243
		CMAQ (33% of 2003)	52,800
		MPO Local Match (20%)	13,200
Total	**112,243**		**112,243**

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

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

The Transportation Equity Act for the 21st Century (TEA-21) recognizes the importance of trade corridors to the national economy and has designated I-5 within the Portland/Vancouver region as a Priority Corridor under the National Trade Corridors and Borders Program. 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 interstate system. In FY 2001/2002, a Task Force appointed by Governors Gary Locke of Washington and John Kitzhaber of Oregon to guide both development of a corridor strategic plan and public involvement. The strategic plan that will contain recommendations for the corridor is scheduled for approval by the Task Force in June 2002. As part of the Partnership process there have been significant public outreach efforts and the public has participated in the development of the strategic plan through comments at Task Force meetings, open houses and other outreach activities.

ODOT and WSDOT are working in partnership with the cities of Vancouver and Portland, Metro and the Southwest Washington Regional Transportation Council, the ports of Vancouver and Portland, Tri Met and C-TRAN, Clark County in Washington, and Multnomah County in Oregon to help the Governors' Task Force in their work to arrive at a set of recommendations for the Corridor. ODOT and WSDOT received funding through the National Corridors and Borders Program for the Portland-Vancouver I-5 Transportation and Trade Partnership.

During FY 2003, the set of recommendations will need to be adopted as part of the regional transportation planning process and integrated into regional transportation plans. Also, efforts to improve the corridor's transportation system should proceed to analysis of environmental impacts of recommended projects should funding become available for the task. These are the next steps needed to carry forward I-5 corridor recommendations to implementation.

Work Element Objectives

1. To incorporate recommendations from the I-5 Corridor Development and Management Plan (CDMP) into the regional transportation plans and programs for the region ensuring that purpose and need is addressed as well as location.

2. To guide the MTP update, with I-5 recommendations, through the MTP update process including necessary public outreach.

3. To participate in meetings and work on efforts to move the recommendations forward for environmental impact analysis as the next step in corridor plan implementation.

4. To implement a bi-state strategic plan addressing multiple modes of transportation that will manage and improve transportation in the I-5 corridor between Portland and Vancouver to support land use goals and support the community's economic vision.

5. Coordinate with bi-state regional partners on land use policies and programs.

6. Refine a phasing and implementation plan.

Relationship To Other Work

Work in FY2003 builds upon work completed in previous years. Implementing a strategic plan for transportation improvements in the I-5 corridor is critical to the long-term development of the region's transportation system. Recommendations from the Partnership should be incorporated into the MTP for Clark County.

FY 2003 Products

1. Update to the MTP to include I-5 corridor recommendations.

FY 2003 Expenses:		**FY 2003Revenues:**	
	$		**$**
RTC	127,168	Federal STP (RTC TMA funds)	110,000
		Local Match	17,168
Total	127,168		127,168

1F. I-5 NORTH ACCESS MODIFICATIONS

In early 2002, WSDOT is to submit two Access Decision Reports for the I-5 North Corridor to the Federal Highway Administration (FHWA). The region awaits FHWA response to the "Modified Access at the NE 134th Street Interchange" and "Modified Access on I-5 between NE 179th Street and Ridgefield Interchanges". If FHWA accepts the modified access reports, then work would need to proceed on environmental analysis of the identified transportation improvements. This work would be contingent on FHWA acceptance of the modified access points and on funding availability for the work.

Undetermined Budget and no revenue source at this time

1G. I-205 ACCESS MODIFICATIONS

In early 2002, WSDOT is to submit an Access Decision Report for the I-205 Corridor between the Glenn Jackson Bridge and NE 83rd Street (Padden Parkways) to the Federal Highway Administration (FHWA). The region awaits FHWA response to the modified access request. If FHWA accepts the modified access report, then work would need to proceed on environmental analysis of the identified transportation improvements. This work would be contingent on FHWA acceptance of the modified access points and on funding availability for the work.

Undetermined Budget and no revenue source at this time

IH. SKAMANIA COUNTY RTPO

Work by the RTPO on a transportation planning work program for Skamania County began in FY 90. The Skamania County Transportation Policy Committee meets monthly to discuss local transportation issues and concerns. The SR-14 Corridor Management Plan was completed in FY98. The Skamania County Regional Transportation Plan (initially adopted in April, 1995) was reviewed and an update adopted by the Skamania County Transportation Policy Committee in March 1998 and by the RTC Board in April 1998. In 2000, a review of the adopted Regional Transportation Plan for Skamania County was carried out but no changes were made. In FY2003, a significant work activity will include update of the Regional Transportation Plan for Skamania County. In FY2003 development and traffic trends will be monitored and the regional transportation planning database for Skamania County will be further developed. RTC staff will continue to provide transportation planning technical assistance for Skamania County.

Work Element Objectives

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

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

Relationship To Other Work Elements

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

FY 2003 Products

1. Continued development of a coordinated, technically sound regional transportation planning process in Skamania County.
2. Continued development of a technical transportation planning assistance program.
3. Update to the Regional Transportation Plan for Skamania County.
4. Report to WSDOT Planning Office on consistency between RTP, WTP and local plans by November 1, 2002.

FY 2003 Expenses:

	$
RTC	16,915
Total	16,915

FY 2003 Revenues:

	$
RTPO	16,915
	16,915

1I. KLICKITAT COUNTY RTPO

Work by the RTPO on a transportation planning work program for Klickitat County began in FY 90. The Klickitat County Transportation Policy Committee meets monthly to discuss local transportation issues and concerns. The SR-14 Corridor Management Plan was completed in FY98. The Klickitat County Regional Transportation Plan (initially adopted in April, 1995) was reviewed and an update adopted by the Klickitat County Transportation Policy Committee in March 1998 and by the RTC Board in April 1998. In 2000, a review of the adopted Regional Transportation Plan for Klickitat County was carried out but no changes were made. In FY 2003 development and traffic trends will be monitored. In FY2003, significant work activities will include an update to the Regional Transportation Plan for Klickitat County. In 1998 Klickitat County established a Klickitat County Citizen Advisory and Public Transportation Benefit Authority (PTBA) Board who met to consider public transit in the County. A November 1998 vote for establishing a PTBA failed (48% to 52%) and currently the County is fulfilling transit needs through grant funding. The regional transportation planning database for Klickitat County will be further developed and RTC staff will continue to provide transportation planning technical assistance for Klickitat County.

Work Element Objectives

1. Continue regional transportation planning process.
2. 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. The transportation database for Klickitat County, developed since the inception of the RTPO, is used as input to the Regional Transportation Plan.
5. 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 Transportation Equity Act for the 21st Century (TEA-21). This will include continued assistance in development of federal and state-wide grant applications and, if there are regionally significant projects, development of the Regional TIP.
10. Implement HB 1487 (the Level of Service Bill), as it applies to Klickitat County, based on the Guidance developed by the statewide Stakeholders Committee.
11. Consider the improvement of transportation for people with special needs as directed by the state's Agency Council on Coordinated Transportation (ACCT).
12. 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.

13. Coordination with Klickitat County in conducting the SR-35 Columbia River Crossing Feasibility Study.

14. Assistance to Klickitat County in conducting regional transportation planning studies.

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

Relationship To Other Work Elements

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

FY 2003 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 Regional Transportation Plan for Klickitat County.

4. Report to WSDOT Planning Office on consistency between RTP, WTP and local plans by November 1, 2002.

FY 2003 Expenses:	$	FY 2003 Revenues:	$
RTC	18,723	RTPO	18,723
Total	18,723		18,723

1J. STATE ROUTE 35 COLUMBIA RIVER CROSSING FEASIBILITY STUDY

The SR-35 Columbia River Bridge Feasibility Study is the result of a local grass roots effort by a wide range of individuals who are interested in the near and distant future of the White Salmon/Bingen, Washington and Hood River, Oregon region. The SR-35 Columbia River Crossing Feasibility Study will examine the feasibility of a future Columbia River crossing between White Salmon/Bingen and Hood River. 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 first phase, the Scoping Phase, of this study was initiated in FY 1999. The Scoping Phase developed a scope for conducting the full feasibility study. The full feasibility study began in the summer of 2000. The State Route 35 Columbia River Crossing Feasibility Study received $942,000 of federal High Priority funding from the Transportation Equity Act for the 21st Century (TEA-21). The study is managed by RTC in partnership with WSDOT and ODOT and is being carried out in close coordination with the Klickitat and Skamania County Transportation Policy Committees. Parsons Brinckerhoff provides consultant assistance for the feasibility study. The study supports the regional goals contained in the Klickitat County Regional Transportation Plan.

Work Element Objectives

1. Provide an increased understanding of the current and future river crossing conditions and needs. Respond to local concerns about the functionality of the existing bridge.
2. Conduct an evaluation of the feasibility of an improved crossing, select a preferred crossing corridor and type, develop a preliminary design to a level needed to carry out NEPA environmental analysis and produce a Draft Environmental Impact Statement (DEIS). The feasibility study will be executed in a three-tier process, with the first two tiers concluding with a decision point determination. Advancement to each subsequent tier will generally involve higher levels of alternatives evaluation and refinement.
3. Conduct a public and agency participation program that builds a decision-making structure for selecting short term and long term solutions and builds local consensus and momentum to work toward long term crossing solutions

Relationship To Other Work Elements

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

FY 2003 Products

1. Completion of Tier II Summary Report documenting the range of alternatives studied and analyzed.
2. Completion of a draft Type, Size, and Location report.
3. Completion of Project Newsletters
4. Completion of technical memorandums

FY 2003 Expenses:	$	FY 2003 Revenues:	$
RTC	79,975	Federal High Priority	310,100
Parsons Brinckerhoff	272,650	ODOT & WSDOT Match	77,525
ODOT	17,500		
WSDOT	17,500		
Total	387,625		387,625

Note: Assumes 35% of Study budget will be used in FY2003.

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. Use of the data includes measuring system performance, evaluating level of service standards, calibration of the regional travel forecasting model, functional classification of roadways, routing of trucks, technical support for studies by local jurisdictions and air quality analysis. Work will continue on maintaining and developing a Geographic Information System (GIS) transportation database and technical assistance will be provided to MPO/RTPO member agencies and other local jurisdictions, as needed. RTC will continue to assist local jurisdictions in implementing and updating Growth Management Act (GMA) plans. The GMA requires that transportation infrastructure is provided concurrent with the development of land. The regional travel model serves as the forecasting tool to estimate and analyze future transportation needs. EMME/2 software is used to carry out travel demand and traffic assignment steps. RTC continues to use Metro's model with a refined zone system for Clark County and coordinates closely with Metro to ensure the model is kept up to date. As in FY2002, an important part of this element in FY2003 will be use of the 2000 census data to enhance regional travel data and forecasting.

The element also includes air quality planning. In an effort to improve and/or maintain air quality, the federal government enacted the Clean Air Act Amendments in 1990. The Southwest Clean Air Agency (SWCAA) has developed, as supplements to the State Implementation Plan, two Maintenance Plans; 1) for Carbon Monoxide (CO), and 2) for Ozone (O_3). In October 1996 the CO Maintenance Plan and in April 1997 the Ozone Maintenance Plan were approved by the Environmental Protection Agency (EPA). Mobile source strategies contained in the Maintenance Plans were endorsed for implementation by the RTC Board of Directors (Resolution 02-96-04). The Vancouver region is classified as a "maintenance" area for both carbon monoxide and ozone. Prior to this, the region was classified as a 'moderate' nonattainment area for carbon monoxide air pollutants and a 'marginal' nonattainment area for ozone. Mobile emissions are a significant source of the region's air quality problems. As a result, transportation planning and project programming cannot occur without consideration for air quality impacts; indeed, transportation conformity requirements contained in the Federal Clean Air Act Amendments and the State Clean Air Act mandate that transportation plans and programs are to be a part of air quality improvement strategies. The MPO will monitor federal and state activity on the Clean Air Act and seek to implement any necessary transportation measures to maintain national ambient air quality standards. RTC assists the region's air quality planning program in providing demographic forecasts, development of a Vehicle Miles Traveled (VMT) grid, and monitoring changes in VMT. RTC also analyzes air quality implications through the EPA Mobile Emissions model and measures project-level air quality impacts.

Work Element Objectives

1. Maintain an up-to-date transportation database and map file for transportation planning and regional modeling including maintenance and update of the region's highway network GIS layer, as necessary and incorporate transit ridership statistics and transit-related data developed by C-TRAN into the regional transportation database which are used for input to regional plans, travel forecasting model and for map-making. Collect, analyze and report on regional transportation data. Data sources include census data, Census Transportation Planning Package, Nationwide Personal Transportation Study (NPTS) data, travel behavior survey data, and County GIS information.

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

3. Analyze growth trends and relate these to future year population and employment forecasts. RTC coordinates with Metro on their work and procedures for forecasting the region's population and

employment data for future years and work with Clark County jurisdictions to allocate the region-wide growth total to Clark County's transportation analysis zones.

4. Continue to incorporate transportation planning data elements into the Arc/Info GIS system and use ArcView to enhance RTC's GIS capabilities.

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

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

7. Update computer equipment and software, as needed to integrate into our new office location and to share networking with the County and City. Integrate into the County's Exchange system in order to share schedules region wide, facilitating meeting plans.

8. Continue use of the regional travel forecast model to identify deficiencies in the regional transportation system.

9. Work with local agencies to provide access to regional travel forecasting model and to expand model applications for use in regional plans, local plans, transportation demand management planning and transit planning. When local agencies and jurisdictions request assistance relating to use of the regional travel forecasting model for sub-area studies, procedures outlined in the adopted Sub-Area Modeling guide (February, 1997) is used.

10. 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.

11. Increase the ability of the existing travel forecasting procedures to respond to information needs placed on the forecasting process. The model needs to be able to respond to emerging issues, including concurrency, peak hour spreading, latent/design demand, performance standards analysis, air quality, growth management, and life-style, as well as the more traditional transportation issues.

12. Develop and maintain the regional travel model to include: periodic update to provide recent base year, six year and twenty year horizons together with necessary re-calibration, network changes, speed-flow relationships, link capacity review, turn penalty review, land use changes, and interchange/intersection refinements.

13. Continue research into regional travel forecasting model enhancement.

14. 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 TRANSIM development and RTC will assist Metro to develop the model.

15. Expand RTC's travel modeling scope through development of micro-simulation model applications that are increasingly important in evaluating new planning alternatives, such as HOV operation and impact, ITS impact evaluation, and concurrency analysis.

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

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

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

19. Assist local jurisdictions in conducting their Concurrency Management Programs by modifying the travel model to apply it to defined transportation concurrency corridors in order to determine available traffic capacity, development capacity and identify six-year transportation improvements.

20. Provide technical support for implementation of the Commute Trip Reduction program including geo-coding maps as requested by work-sites, site-specific survey evaluation and additional technical support as requested.

Air Quality Planning

21. Monitor federal guidance on the Clean Air Act and state Clean Air Act legislation. In FY2003 this may include dealing with issues concerning reverting to the one-hour from the eight-hour ozone standard and possible impact on AQMA status. The EPA has noted that the Portland-Vancouver area is affected by this change.

22. 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.

23. Program any identified TCMs in the Transportation Improvement Program (TIP), as necessary.

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

25. Coordinate with Southwest Washington Air Pollution Control Authority 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 TIP. Also, the MOU seeks to ensure that inter-agency coordination requirements in the State Conformity Rule are followed.

26. Coordinate and cooperate with air quality consultation agency on the review, update, and testing of new mobile emissions model to ensure accuracy and validity of mobile model inputs for the Clark County region and ensure consistency with state and federal guidance.

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

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

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

30. 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.

31. Use the upgraded Excel spreadsheet version of TCM Tools when evaluating TCMs. TCM Tools was developed for the Puget Sound region and allows for measurement of the effectiveness of potential TCMs in terms of travel and emissions reductions. In addition, TCM Tools can be used to quantify the Carbon Monoxide air quality benefits of projects proposed for TIP programming.

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

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

Transportation Technical Services

34. Enhance technical transportation services provided to member agencies. It is recognized that the management of traffic congestion is as important as planning/building additional highway lanes. In addition, the complexity of the analytical tools and need for comprehensive data lead to the concept of conducting this analysis on a coordinated regional basis. A proposed priority technical activity to be expanded includes utilizing the travel forecasting model to assist member jurisdictions in conducting concurrency analyses that would precede their issuing a concurrency permit. The groundwork for conducting this analysis was initiated in 1999 through a project with the City of Vancouver that modified the travel model and applied it to a set of defined transportation concurrency corridors. This analysis was used to determine available traffic capacity, development capacity and six-year transportation improvements. Additional technical services proposed for development, depending on financial resources may include population and employment forecasting, 20-year capital facilities analysis, impact fee analysis, and micro traffic simulation. In FY 2003, technical service activities will include the investigation of a micro traffic simulation model and process to be applied to concurrency analysis, updated population and employment transportation analysis zone forecasts matched to the new GMA forecast and their integration 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 the development of the MTP, TIP and Transit Development Plan. Traffic counts are collected as part of the Congestion Management Monitoring program and are coordinated by RTC. This is an ongoing data activity that is valuable in understanding existing travel patterns and future travel growth. The program is also a source of county-wide historic traffic data, and is used to calibrate the regional travel forecasting model in EMME/2. Development and maintenance of the regional travel forecasting model is vital as the most significant tool for long-range transportation planning. It relates to the MTP, TIP, management systems, traffic count, transit planning, and air quality planning.

FY 2003 Products

1. Update of the regional transportation database with data from the 2000 US Census and its Census Transportation Planning Package (CTPP) as well as the Nationwide Personal Transportation Study (NPTS).

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

3. Metro's 2025 population and employment forecast and Clark County comprehensive plan update to 2023 will be used to update the regional travel forecasting model. Updated land use and demographic data will be input to the regional transportation database. RTC will assist in allocation of future population and employment forecast data to Clark County transportation analysis zones. The model base year will be updated to 2000 during FY2002/3. A six-year model is also updated regularly to help growth management planning efforts and concurrency program development. The twenty year horizon

currently is at 2020 (early 2002) but will be updated, along with Growth Management Act plans, for the region for years 2023 for land use planning and to 2025 for transportation planning efforts to ensure that the requirements of the state and federal agencies regarding planning horizon years are met.

4. Integrated transportation planning data and GIS Arc/Info data.

5. Maintenance and update of the geographically correct highway network and local street system in a GIS coverage. Review and update of the functional classification system will follow census data and federal Urban Area Boundary (UAB) revision that is anticipated in spring, 2002.

6. Integrate freight traffic data into the regional transportation database as it is collected and analyzed. Metro leads the commodity flow modeling in the region.

7. Update traffic count database.

8. Technical assistance to local jurisdictions.

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

10. Purchase of updated computer equipment with RTPO revenues.

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

12. Regular Transportation Model Users' Group (TMUG) meetings.

13. Refine travel forecast methodology using UFOSNET, the EMME/2 program and post-processing techniques using such tools as VISSIM for micro-simulation of traffic in selected corridors. The process to translate MTX travel demand models into UFOSNET will continue. Testing of the new model coding will be carried out throughout the year. Once the conversion is completed and validated, then the MTX will be replaced. Also, RTC will continue to utilize UFOSNET for GIS interface and GPS applications, as well as for more efficient and accurate network review.

14. Documentation of regional travel forecasting model procedures.

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

16. Review and update of model transportation system networks, including highway and transit. A framework to estimate TDM and ITS impacts will be explored.

17. In 2003, work will continue on examining the threshold between one-hour peak auto assignment analysis and multiple-hour peak auto assignment analysis. Future year RTC models may shift to use of a multiple hour peak.

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

Air Quality Planning

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

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

21. 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.

22. 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.

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

Transportation Technical Services

24. RTC will continue to serve local jurisdictions' needs in travel modeling and analysis. Coordination among all member jurisdictions is an important task.

25. An annual travel model update procedure for base year and six-year travel forecasts is now established to use for the concurrency programs of the City of Vancouver and Clark County. This requires update of the model base year annually.

26. Travel Demand Forecast Model Workshops will be held for planners and other staff, such as managers in Public Works at Cities and County, in order to improve their understanding of travel demand modeling issues and new advances to promote efficiencies in use of the model in our region, as the need arises.

27. Use of six-year (2008) model for concurrency management programs and six-year transportation strategy. Updating the intermediate year will include deriving population and housing forecasts from development already in place as well as approved development. Also, employment data will be updated to include permitted industrial and commercial development as well as inclusion of self-employed.

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

29. Technical assistance to support update of the Growth Management Comprehensive Plan for Clark County due in mid-2003 and in development of the City of Vancouver's Transportation System Plan.

FY01 Element Expenses:	
	$
RTC	154,140
Computer Equipment (use of RTPO revenues)	7,000
Total	161,140

FY01 Element Revenues:	
	$
Fed. CPG	125,000
RTPO	11,000
Local	25,140
	161,140

2B. ANNUAL CONCURRENCY UPDATE

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

Work Element Objectives

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

Relationship To Other Work Elements

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

FY 2003 Products

1. Technical analysis relating to local Concurrency Management Programs.

FY 2003 Expenses:		FY 2003 Revenues:	
	$		$
RTC	20,000	Clark County/City of Vancouver	20,000
Total	20,000		20,000

Note: Budget not yet determined.

REGIONAL TRANSPORTATION PROGRAM COORDINATION AND MANAGEMENT

3A. REGIONAL TRANSPORTATION PROGRAM COORDINATION AND MANAGEMENT

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

Work Element Objectives

Program Coordination and Management

1. Coordinate, manage and administer the regional transportation planning program.
2. Organize meetings and develop meeting packets, agenda, minutes, and reports/presentations for the RTC Board, Regional Transportation Advisory Committee (RTAC), Bi-state Transportation Committee Skamania County Transportation Policy Committee and Klickitat County Transportation Policy Committee.
3. Promote RTC Board interests through the participation on statewide transportation committees and advisory boards. Specific opportunities for this are through the legislative process that is expected to follow the Blue Ribbon Transportation Commission's recommendations, the Washington State Transportation Commission and the Statewide MPO/RTPO Coordinating Committee.
4. Provide leadership, coordination, and represent RTC Board positions on policy and technical committees within the Portland-Vancouver region that deal with bi-state, air quality, growth management, high capacity transit, and transportation demand management issues and programs. Specifically, the key committees include the following: C-TRAN Board, Metro's Joint Policy Advisory Committee on Transportation (JPACT), Metro's Transportation Policy Advisory Committee (TPAC) and the Bi-State Transportation Committee.
5. Coordinate and promote regional and bi-state transportation issues with the Washington State Legislative delegation and with the Washington State Congressional delegation. An emphasis is placed on involving our region's state or federal delegation in the RTC regional transportation process wherever possible. Resources would also be devoted to providing information and coordination on regional transportation issues, policies, and priorities with the individual lobbyists that represent our region in Olympia.
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 regional transportation plans with local transportation plans and projects.
8. Coordinate with the Growth Management Act (GMA) planning process. In fall 2003, the local GMA plan update should be completed. The actions of the Western Washington Growth Management Hearings Board as they relate to transportation planning will be tracked. RTC will review and certify the transportation elements of local comprehensive plans to ensure they conform to the requirements of the Growth Management Act and are consistent with the MTP.

9. Coordinate with environmental resource agencies to ensure a coordinated approach to environmental issues relating to transportation is taken. The MPO should be represented at EIS scoping meetings relating to transportation projects and plans.

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

11. Participate in transportation seminars and training.

12. Coordinate the movement of RTC office accommodation to the new Clark County Administration building where transportation staff from Clark County, City of Vancouver and RTC will work together. RTC's move is anticipated to be in March 2003.

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

14. Maintain and upgrade the MPO/RTPO computer system, including review of hardware and software needs to efficiently carry out the regional transportation planning program. Provide computer training opportunities for MPO/RTPO staff.

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

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

17. Develop bi-state transportation strategies and participate in bi-state transportation studies. In FY 2003 this will include taking recommendations from the I-5 Partnership's Governors' Task Force and proceeding to the next step in implementing improvements in the I-5 north corridor between Portland and Vancouver.

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

Bi-State Transportation Committee

19. Hold meetings of the Bi-State Transportation Committee to serve as the communication forum to address all transportation issues of bi-state significance. The two interstates now serve the needs of over 56,000 daily commuters who travel from Clark County to Portland to work. In addition to the commuters, the two interstates must serve business, commercial, freight and other personal travel needs. The charge of the Committee is to insure that one to six-year transportation investments are identified, and that a consensus is reached on implementation and financing. The second element of the charge is to set a long-term strategy in place to meet future transportation system needs of the two corridors. The major topics to be addressed in 2002 include Delta Park, the Columbia River channel deepening and the recommendations of the I-5 Partnership Study.

Public Involvement

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

21. 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.

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

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

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

25. 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.

26. Participate in the public involvement programs for transportation projects of the local jurisdictions of Clark County such as the County's Transportation Improvement Program Involvement Team and the City of Vancouver's TIP Committee.

27. Communicate with local media.

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

29. 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.

30. Respond to requests from various groups, agencies and organizations to provide information and give presentations on regional transportation topics. These requests provide an important opportunity to gain public input and discussion on a variety of transportation issues.

Federal Compliance

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

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

33. Certification of the transportation planning process as required by federal law.

34. In 1990 the federal government enacted the Americans with Disabilities Act (ADA). The Act requires that mobility needs of persons with disabilities be comprehensively addressed. The MPO/RTPO undertakes planning activities, such as data gathering, data analysis and map-making, needed to support C-TRAN and local jurisdictions' implementation of ADA's provisions. C-TRAN published the 1997 C-TRAN ADA Paratransit Service Plan in January, 1997 and in 1997 achieved full compliance with ADA requirements.

35. Participate as a staff member of C-TRAN's Special Services Advisory Committee (SSAC). The SSAC makes recommendations for the accessibility and paratransit plan required by ADA.

36. 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. FTA Circular 4702.1 outlines reporting requirements and procedures for transit agencies and MPOs to comply with Title VI of the Civil Rights Act of 1964. RTC and C-TRAN will work cooperatively to provide the necessary Title VI documentation, certification and updates to the information. C-TRAN Title VI documentation was updated with the release of 1990 Census data in FY 1992.

37. Continue to review Clean Air Act Amendments conformity regulations as they relate to regional transportation planning activities and the State Implementation Plan (SIP). Participation in SIP development process led by the Washington State Department of Ecology (DOE). Implementation of strategies for maintaining clean air standards by such means as Transportation Control Measures (TCMs) to promote emissions reductions. MTP updates address the need to ensure that mobile emissions budgets established in the Ten-Year Air Quality Maintenance Plan for Carbon Monoxide and the Ten-Year Air Quality Maintenance Plan for Ozone can be continue to be met.

38. 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 2003 Products

Program Coordination and Management

1. Meeting minutes and meeting presentation materials for transportation meetings organized by RTC.
2. Year 2003 Budget and Indirect Cost Proposal.
3. Participation in relevant Metro's regional transportation planning activities.
4. RTC re-location to new office accommodations where Clark County, City of Vancouver and RTC transportation staff will be co-located.

Bi-State Transportation Committee

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

Public Involvement

6. Documentation of public involvement and public outreach activities carried out by RTC during FY 2003. The documentation can be made available to the public and interested agencies.
7. Ensure that the significant issues and outcomes relating to the regional transportation planning process are effectively communicated to the media, including local newspapers, radio and television stations through press releases and press conferences.

Federal Compliance

8. Certification of the MPO planning process. RTC usually signs annual certification documents and includes the certification statement in the MTIP.

9. An adopted FY2004 UPWP, annual report on the FY2002 UPWP and FY 2003 UPWP amendments, as necessary

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

11. Title VI and Executive Order 12898 (Environmental Justice) compliance documentation, as required by federal agencies.

FY 2003 Expenses:	$
RTC	134,347
Total	134,347

FY 2003 Revenues:	$
Fed. CPG	97,278
RTPO	17,504
Local	19,565
	134,347

4. TRANSPORTATION PLANNING ACTIVITIES OF STATE AND LOCAL AGENCIES

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

4A. WASHINGTON STATE DEPARTMENT OF TRANSPORTATION, SOUTHWEST REGION

Washington State Department of Transportation, Southwest Region, publishes the *Washington State Department of Transportation, Southwest Region, FY 2003 Unified Planning Work Program* that provides details of each of their planning elements.

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

1. Complete the Access Decision Reports that resulted from the I-5/I-205 North Corridor Study, and initiate NEPA process at I-5 and NE 134th Street, NE 179th Street and NE 219th Street.
2. Work with RTC and the City of Vancouver to complete the I-205 Strategic Corridor Pre-Design Study (SR-14 to NE 83rd Street) to include an Access Decision Report, and initiate NEPA process when funded.
3. Investigate completion of the I-205 LRT Feasibility Study.
4. Complete Phase Two of the Portland-Vancouver I-5 Transportation and Trade Partnership, managed jointly by WSDOT and ODOT. The Study addresses problems related to I-5 Corridor freight movement. Secure funding for development of subsequent implementation analysis. (See additional explanation in RTC UPWP section).
5. Coordinate with local agencies, RTC and ODOT on I-5 HOV Operations Evaluation.
6. Work with RTC, ODOT and local governments on the SR-35 Bridge Study.
7. Coordinate with tribes located in the region on Washington Transportation Plan (WTP), Highway System Plan (HSP), Route Development Plans (RDPs), and other work plan elements.
8. Work with the RTPO's and MPO's on the refinement to the WTP and update of the HSP.
9. Continue multimodal and intermodal planning in coordination with the MPO's and transit agencies and tribes located in the region.
10. Conduct planning in partnership with the MPO's on air quality analysis, transportation system performance, congestion management, intelligent transportation systems (ITS), livable communities, least cost planning, and major investment studies.
11. Work with local agencies to review development proposals to assess and mitigate potential impacts on the transportation system.
12. Coordinate with local jurisdictions on Growth Management Area planning efforts to update comprehensive land use plans, transportation plans and capital facilities plans.
13. Research freight issues and coordinate with the State Freight Principals Group and the Office of Freight Strategies.
14. Coordinate with bi-state partners on policies and issues related to the regional transportation system.
15. Investigate SR-14 and additional RDP needs.
16. Provide data for the Transportation performance Measurement System (TPMS) being developed by WSDOT Headquarters Planning Office in coordination with regional planning offices.

17. Coordinate with RTC, C-TRAN, Clark County and cities on development of a transportation demand management program for inclusion in the MTP.
18. Work with the Program Management section in supporting development of the Capital Improvement and Preservation Program (CIPP).
19. Continue to analyze mobility and safety deficiencies, and mitigation implementation on the State Highway system.
20. Work closely with RTC and Clark County on integration of local updated comprehensive plans with the Metropolitan Transportation Plan.
21. Provide public information and opportunities for public involvement in elements of the WSDOT planning program.
22. Develop the local environmental justice plan in coordination with a statewide EJ program that may be developed.
23. Continue to implement elements of the local Commute Trip Reduction program.

WSDOT WORK ELEMENTS:

Planning and Administration
Washington Transportation Plan
Public Transportation Planning
Multimodal/Intermodal Planning/Coordination
High Occupancy Vehicle (HOV)/High Capacity Transportation (HCT) Coordination
Commute Trip Reduction Program
Transportation Demand Management (TDM)
State Highway System Plan
Deficiency Analysis
Benefit/Cost Analysis
MPO/RTPO Regional and Local Planning
MPO/RTPO Coordination and Planning
Regional or Local Studies
Development Review
Access/SEPA/NEPA
Local Comprehensive Plans/County Planning Policies and Other Policy Review
Route Development Planning
Route Development Planning
Corridor and Special Studies
Corridor Management Planning
Public Information/Community Involvement
Data and Research
Data Collection/Analysis
Travel Demand Forecasting
Commute Trip Reduction

4B. C-TRAN

In addition to coordinating work with RTC, C-TRAN has identified the following planning elements for FY2003:

Transit System Development

Service Planning: C-TRAN continuously strives to maximize efficiencies within the transit system. As a result, C-TRAN typically modified service delivery on a semi-annual basis.

Growth Management Act (GMA) Comprehensive Plan reviews are underway in Clark County at this time. C-TRAN continues to participate in the process on several levels, coordinating with jurisdictions to advocate for comprehensive plans that support multiple modes of transportation, including transit. The GMA review process also informs C-TRAN about areas of growth and future needs in the region in the next 20 years.

Transit-Oriented Development serves to make transit use more convenient for the passenger, thus encouraging transit ridership. Examples of such development include siting other services such as residences, daycare, banking, and/or shopping adjacent to transit facilities. C-TRAN is planning partnership activities with other public and private organizations to encourage the siting of transit-oriented development.

Fishers Landing Transit Center opened in the summer of 2000. This 560-space facility services transit for Eastern Clark County, and is already nearing capacity. The facility includes a community room, which is being used on a regular basis. Planning efforts will focus on the need for the second phase of development of the remaining available land, including additional parking capacity and transit-oriented development partnerships.

7th Street Transit Center Redevelopment: Current and planned development in the downtown Vancouver business district is creating a vibrant urban core, and the 7th Street Transit Center is strategically located to service this expanded need for transit and a pedestrian-oriented environment. Potential upgrades include bus scheduling, high capacity bus shelters and additional passenger amenities, increased through-pedestrian access, vendor activities, widened sidewalks or plaza space, public/private partnerships, and a potential connection to an I-5 pedestrian crossing, all encompassing the best use of C-TRAN property (including the pocket plaza and C-TRAN office/operations space) in the multi-block area. There is some discussion about opening up the transit center area for general purpose traffic.

Park and Ride Development: Consistent with the findings of the 1999 Park and Ride Study, the development of a Park and Ride facility in the I-5 corridor is progressing. C-TRAN has purchased land, may participate in a Clark County Road Improvement District (RID), and is pursuing public and public/private partnerships to establish transit-oriented development with the ultimate goal of including pedestrian/transit-friendly housing, shopping, commercial services, and support services.

Portland-Vancouver I-5 Transportation and Trade Partnership: Draft recommendations from the Governors' Task Force identify the desire to extend Tri-Met's MAX light rail system into and through the City of Vancouver. In addition, expanded express bus is desired as an interim measure. Finally, a supporting network of fixed route and paratransit service needs to be defined. Final recommendations, along with a financial plan, are expected in mid-2002. During FY 2003, I-5 Partnership recommendations may begin to be implemented.

Origin-Destination Study: Identification of the origins and destinations of transit riders will enable further efficiencies within the regional transit service structure. Future data from VAST will further contribute to identifying areas where additional efficiencies can be realized.

Transportation Demand Management

Commute Trip Reduction (CTR) Program: C-TRAN continues to be the lead agency for implementing the Washington State Commute Trip Reduction Program intended to reduce single occupant vehicle trips to Clark County's largest employers. Coordination with Clark County and other jurisdictions will continue. It is expected that new performance measures and program guidelines will be implemented state-wide during 2001, bringing new opportunities and challenges for CTR.

Job Access and Reverse Commute: C-TRAN coordinates with Clark County employment service providers to determine the transit needs to access work places, and is pursuing the development of a plan to augment countywide access for welfare to work programs. C-TRAN can coordinate fixed route bus service and vanpool service with employers, agencies, or individuals.

Intelligent Transportation System (ITS)

VAST (Vancouver Area Smart Trek) is a cooperative program by transportation agencies in Clark County (the Cities of Vancouver and Camas, Clark County, the Washington State Department of Transportation Southwest Region, the Southwest Washington Regional Transportation Council, the Port of Vancouver and C-TRAN) to develop and implement a 20-year Intelligent Transportation System (ITS) Plan. ITS uses advances in technology to improve the safety and efficiency of our transportation system. The VAST program partnership is being coordinated with similar efforts underway in the Portland metropolitan area to ensure ITS strategies throughout the region are integrated and complementary.

Transit Operations and Management: Individual C-TRAN components are as follows:

- Install Automated Vehicle Location (AVL) equipment on each bus to provide inputs into operations and traveler information systems. 2002/2003
- Provide transit traveler information on the Internet. 2003
- Provide transit traveler information at key bus stops. 2004+
- Install automated fleet maintenance management system. 2003/2004
- Integrate transit operations system with regional traffic management systems. 2003/2004
- Integrate paratransit service dispatch with fixed-route service dispatch. 2003/2004
- Install automated passenger counters on all vehicles to provide continual ridership data for planning. 2002/2003
- Provide transit traveler information to mobile devices including pagers and hand held PC's. 2004+
- Install automated fare system. 2004+
- Provide transit priority treatment to C-TRAN buses at traffic signals. 2003

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. A "state of the system" report is issued periodically and full system evaluation and update is also carried out periodically.
- Update to the Comprehensive Plan for Clark County as required by the state's Growth Management laws. Adoption of a full update to the Plan, including re-consideration of Urban Growth Areas, is expected to be completed by fall, 2003. The County will be working with regional partners to fully meet the requirements of HB 1487 (the LOS Bill) as part of the Plan update.

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

- An Arterial System Classification Map was adopted in 1996 and relates to the GMA to guide improvements required of developments for existing and future roadway cross-sections. The classification system will be updated as necessary concurrently with the Comprehensive Plan review to ensure transportation system and land use consistency.

- Balancing Transportation Concurrency and Growth Management: developing effective short-term strategies to implement long range transportation and land use plans in Clark County. This study is federally-funded through the Transportation and Community and System Preservation Pilot Program (TCSP) in the amount of $380,000.

- 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 FY2003.

- In connection with the on-going I-5 Transportation and Trade Partnership, Clark County will continue its work on developing land use amendment policies seeking to protect major investments in the regional transportation system.

- A transportation concurrency corridor in the Salmon Creek area of Clark County has failed under the weight of rapid and regionally significant land use development. In response, the Board of County Commissioners enacted a development moratorium and directed staff to conduct a planning study of possible solutions to the Salmon Creek concurrency failure.

- To protect the classified arterials and the serve local trips on the local street system, Clark County will examine local (non-arterial) circulation planning in several unincorporated urban areas. Clark County recently adopted such a plan for an industrial area near the Padden Parkway / Interstate 205 interchange.

- In order to improve the information base for transportation investment decisions and planning-level transportation improvement cost estimation, Clark County will start work on a Transportation System Database once the County Road Administration Board (CRAB) releases the new road information system to the county.

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

CITY OF VANCOUVER has identified the following planning studies:

- City of Vancouver Transportation System Plan (TSP).

- Development and adoption of Transportation Improvement Program.

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

- Access Management Code development and implementation.
- Southeast Neighborhood Traffic Management Plan (SENTMP).
- Annual Concurrency program review and development.
- Support for subarea analysis as needed for city comprehensive plan review effort.
- NE 18th Street Environmental Assessment and Design.
- Vancouver Area Smart Trek (VAST) coordination.
- Adaptive traffic signal control evaluation.
- Green Fleet Car Sharing pilot program evaluation.

CITY OF CAMAS has identified the following planning studies:

- Growth Management Plan Update.
- Transportation Impact Fees Update. .

CITY OF WASHOUGAL has identified the following planning studies:

- Growth Management Plan Update together with Capital Improvement Plan.

CITY OF BATTLE GROUND has identified the following planning studies:

- Transportation System Plan Update as part of the Growth Management Plan update. Work will include update to the traffic impact fees program, access management, identification of truck routes and update to the Capital Facilities Plan.
- Establish traffic calming standards.
- Battle Ground's Parks Plan Update that contains a pathways element.
- I-5 North Interchanges. WSDOT is to submit an Access Point Decision Report to Federal Highway Administration in early 2002 requesting FHWA acceptance of an additional interchange on I-5 at 219th Street and modification to the existing I-5/NE 179th Street interchange. The City of Battle Ground will participate in the planning process for these interchanges and, depending on the FHWA decision, will be prepared to participate in environmental analysis of the projects.

TRANSPORTATION ACRONYMS

ABBREVIATION	DESCRIPTION
AA	Alternatives Analysis
AADT	Annual Average Daily Traffic
AASHTO	American Association of State Highway and Transportation Officials
AAWDT	Annual Average Weekday Traffic
ACCT	Agency Council on Coordinated Transportation
ADA	Americans with Disabilities Act
ADT	Average Daily Traffic
AIP	Urban Arterial Trust Account Improvement Program
APC	Automatic Passenger Counter
APTA	American Public Transportation Association
APTS	Advanced Public Transportation System
AQMA	Air Quality Maintenance Area
AVL	Automated Vehicle Location
AVO	Average Vehicle Occupancy
BEA	Bureau of Economic Analysis
BMS	Bridge Management System
BRCT	Blue Ribbon Commission on Transportation
CAA	Clean Air Act
CAAA	Clean Air Act Amendments
CAC	Citizens' Advisory Committee
CBD	Central Business District
CBI	Coordinated Border Infrastructure Program
CDMP	Corridor Development and Management Plan
CFP	Capital Facilities Plan
CFP	Community Framework Plan
CIT	Community Involvement Team
CM/AQ	Congestion Mitigation/Air Quality
CMS	Congestion Management System
CO	Carbon Monoxide
CORBOR	Corridors and Borders Program (federal)
CREDC	Columbia River Economic Development Council
CTPP	Census Transportation Planning Package
CTR	Commute Trip Reduction
C-TRAN	Clark County Public Transportation Benefit Area Authority
DCTED	Washington State Department of Community, Trade and Economic Development
DEIS	Draft Environmental Impact Statement
DEQ	Oregon State Department of Environmental Quality
DLCD	Oregon Department of Land Conservation and Development
DNS	Determination of Non-Significance
DOE	Washington State Department of Ecology
DOL	Washington State Department of Licensing
DS	Determination of Significance
EA	Environmental Assessment
EAC	Enhancement Advisory Committee

TRANSPORTATION ACRONYMS

ABBREVIATION	DESCRIPTION
ECO	Employee Commute Options
EIS	Environmental Impact Statement
EJ	Environmental Justice
EMME/2	EMME/2 is an interactive graphic transportation planning computer software package distributed by INRO Consultants, Montreal, Canada.
EPA	Environmental Protection Agency
ETC	Employer Transportation Coordinator
ETRP	Employer Trip Reduction Program
FEIS	Final Environmental Impact Statement
FFY	Federal Fiscal Year
FHWA	Federal Highways Administration
FONSI	Finding of No Significant Impact
FTA	Federal Transit Administration
FY	Fiscal Year
GIS	Geographic Information System
GMA	Growth Management Act
GTF	Governors' Task Force
HCM	Highway Capacity Manual
HCT	High Capacity Transportation
HOV	High Occupancy Vehicle
HPMS	Highway Performance Monitoring System
I/M	Inspection/Maintenance
IMS	Intermodal Management System
IPG	Intermodal Planning Group
IRC	Intergovernmental Resource Center
ISTEA	Intermodal Surface Transportation Efficiency Act (1991)
ITS	Intelligent Transportation System
IV/HS	Intelligent Vehicle/Highway System
JPACT	Joint Policy Advisory Committee on Transportation
LAC	Local Advisory Committee
LAS	Labor Area Summary
LCDC	Oregon Land Conservation and Development Commission
LCP	Least Cost Planning
LMC	Lane Miles of Congestion
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

TRANSPORTATION ACRONYMS

ABBREVIATION	DESCRIPTION
NAAQS	National Ambient Air Quality Standards
NCPD	National Corridor Planning and Development Program
NEPA	National Environmental Policy Act
NHS	National Highway System
NOX	Nitrogen Oxides
O/D	Origin/Destination
ODOT	Oregon Department of Transportation
OFM	Washington Office of Financial Management
OTP	Oregon Transportation Plan
PAG	Project Advisory Group
PCE	Passenger Car Equivalents
PE/DEIS	Preliminary Engineering/Draft Environmental Impact Statement
PHF	Peak Hour Factor
PM10	Fine Particulates
PMG	Project Management Group
PMS	Pavement Management System
PMT	Project Management Team
POD	Pedestrian Oriented Development
Pre-AA	Preliminary Alternatives Analysis
PSMP	Pedestrian, Safety & Mobility Program
PTBA	Public Transportation Benefit Area
PTMS	Public Transportation Management System
PTSP	Public Transportation Systems Program
PVMATS	Portland-Vancouver Metropolitan Area Transportation Study
RACMs	Reasonable Available Control Measures
RACT	Reasonable Available Control Technology
RID	Road Improvement District
ROD	Record of Decision
ROW	Right of Way
RPC	Regional Planning Council
RTAC	Regional Transportation Advisory Committee
RTC	Southwest Washington Regional Transportation Council
RTFM	Regional Travel Forecasting Model
RTP	Regional Transportation Plan
RTPO	Regional Transportation Planning Organization
RUGGO	Regional Urban Growth Goals and Objectives
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

TRANSPORTATION ACRONYMS

ABBREVIATION	DESCRIPTION
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
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
TMS	Transportation Management Systems
TMZ	Transportation Management Zone
TMUG	Transportation Model Users' Group
TOD	Transit Oriented Development
TPAC	Transportation Policy Advisory Committee
TPP	Transportation Partnership Program
TPR	Transportation Planning Rule (Oregon)
Tri-Met	Tri-county Metropolitan Transportation District
TRO	Traffic Relief Options
TSM	Transportation System Management
TSP	Transportation System Plan
UAB	Urban Area Boundary
UGA	Urban Growth Area
UGB	Urban Growth Boundary
UPWP	Unified Planning Work Program
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 2003 SUMMARY OF EXPENDITURES AND REVENUES: RTC

SOUTHWEST WASHINGTON REGIONAL TRANSPORTATION COUNCIL
FY 2003 UNIFIED PLANNING WORK PROGRAM - SUMMARY OF REVENUES/EXPENDITURES BY FUNDING SOURCE

	Work Element	FY 2003 Federal CPG	FY 2003 State RTPO	Federal CM/AQ	Federal High Priority	Federal STP	State	Local Funds	Other Match	MPO Funds (RTC Local Match)	RTC TOTAL
I	**REGIONAL TRANSPORTATION PLANNING PROGRAM**										
A	Metropolitan Transportation Plan	72,000	14,000							14,481	100,481
B	Metropolitan Transportation Improvement Program	20,000	5,000							4,022	29,022
C	Congestion Management System Monitoring 1			140,000						21,850	161,850
D	Vancouver Area Smart Trek 2			92,800						19,443	112,243
E	I-5 Transportation Partnership 3					110,000			17,168		127,168
F	I-5 North Corridor Access Modifications 4										
G	I-205 Corridor Access Modifications 5										
H	Skamania County RTPO		16,915							0	16,915
I	Klickitat County RTPO		18,723							0	18,723
J	SR-35 Study 6				310,100		77,525				387,625
	Sub-Total	92,000	54,638	232,800	310,100	110,000	77,525	0	17,168	59,796	954,026
II	**DATA MANAGEMENT, TRAVEL FORECASTING, AIR QUALITY AND TECHNICAL SERVICES**										
A	Reg. Transp. Data, Forecast, Air Quality & Tech. Services	125,000	11,000							25,140	161,140
B	Annual Concurrency Update 7							20,000			20,000
	Sub-Total	125,000	11,000	0	0	0	0	20,000	0	25,140	181,140
III	**TRANSPORTATION PROGRAM COORDINATION AND MANAGEMENT**										
A	Reg. Transp. Program Coord. & Management	97,278	17,504							19,565	134,347
	TOTALS	**314,278**	**83,142**	**232,800**	**310,100**	**110,000**	**77,525**	**20,000**	**17,168**	**104,500**	**1,269,513**

Jan. 30, 2002

NOTE

1 Assumes use of 2002/03 CMAQ funds, $35,000 of which is used for data collection by contractor.

2 Assumes $40,000 carried-over 2001 CM/AQ funds and 1/3 of $160,000 2003 CM/AQ funds will be used in FY2003. 2001 CM/AQ is matched 13.5%, 2003 CM/AQ is matched 20%.

3 Assumes use of 2003 STP TMA funds.

4 No budget yet identified for this element.

5 No budget yet identified for this element.

6 Assumes 35% of Study budget available in FY2003.

7 Study budget assumed to be $20,000 for FY2003

STAFF REPORT

CONSIDERATION OF RESOLUTION NO. 02-3167 FOR THE PURPOSE OF APPROVING THE FY 2003 UNIFIED WORK PROGRAM.

Date: February 15, 2002 Presented by: Andrew C. Cotugno

PROPOSED ACTION

This resolution would: 1) approve the Unified Work Program continuing the transportation planning work program for FY 2003; 2) authorize submittal of grant applications to the appropriate funding agencies; and 3) extend the Memorandum of Understanding with the Regional Transportation Council (RTC).

EXISTING LAW

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

FACTUAL BACKGROUND AND ANALYSIS

The FY 2003 Unified Work Program (UWP) describes the transportation planning activities to be carried out in the Portland-Vancouver metropolitan region during the fiscal year beginning July 1, 2002. Included in the document are federally funded studies to be conducted by Metro, Regional Transportation Council (RTC), the Oregon Department of Transportation (ODOT), Tri-Met and local jurisdictions. Continuing commitments include implementing the adopted Regional Transportation Plan (RTP), identifying solutions to improve goods flow in the I-5 Corridor; completing the South Corridor preliminary engineering (PE) and Final Environmental Impact Statement (FEIS), and increasing the communication of transportation system performance, needs and proposed plans. In addition, it includes a greater emphasis on freight planning and further advancements in travel modeling in cooperation with Los Alamos National Laboratories. Environmental Justice also will be an emphasis area.

BUDGET IMPACT

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

Approval will mean that grants can be submitted and contracts executed so work can commence on July 1, 2002, in accordance established Metro priorities.

KT:rc:rmb