STAFF REPORT

CONSIDERATION OF RESOLUTION NO. 99-2756 FOR THE PURPOSE OF APPROVING THE FY 2000 UNIFIED WORK PROGRAM AND RESOLUTION NO. 99-2761 CERTIFYING THAT THE PORTLAND METROPOLITAN AREA IS IN COMPLIANCE WITH FEDERAL TRANSPORTATION PLANNING REQUIREMENTS

Date: January 28, 1999 Presented by: Andrew C. Cotugno

PROPOSED ACTION:

This resolution would: 1) approve the Unified Work Program (UWP) continuing the transportation planning work program for FY 2000; 2)authorize the submittal of grant applications to the appropriate funding agencies; and extend the Memorandum of Understanding with RTC and certify that the Portland metropolitan area is in compliance with federal transportation planning requirements.

TPAC has reviewed the Unified Work Program and certification requirements and recommends approval of Resolutions 99-2756 and 99-2761.

FACTUAL BACKGROUND AND ANALYSIS

The FY 2000 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, 1999. Included in the document are federally-funded studies to be conducted by Metro, Regional Transportation Council (RTC), the Oregon Department of Transportation (ODOT), the City of Portland and local jurisdictions. Major commitments continue for adopting the Regional Transportation Plan, completing the South Willamette River Crossing Study, initiating a Highway 217 Corridor Study and continuing the I-5 Trade Corridor Study 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.

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

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, 1999 in accordance with established Metro priorities.

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF APPROVING THE FY 2000 UNIFIED WORK PROGRAM	RESOLUTION NO. 99-2756 Introduced by Councilor Jon Kvistad, JPACT Chair

WHEREAS, The Unified Work Program describes all federally-funded transportation planning activities for the Portland-Vancouver metropolitan area to be conducted in FY 2000; and

WHEREAS, The FY 2000 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 2000 Unified Work Program is required to receive federal transportation planning funds; and

WHEREAS, The FY 2000 Unified Work Program is consistent with the proposed Metro budget submitted to the Tax Supervisory and Conservation Commission; now, therefore,

BE IT RESOLVED,

That the Metro Council hereby declares:

1. That the FY 2000 Unified Work Program is approved.

2. That the FY 2000 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 2000.

ADOPTED by the Metro Council this _____ day of _____, 1999.

_____
Jon Kvistad, Presiding Officer

Approved as to Form:

_____
Daniel B. Cooper, General Counsel

99-2756.RES
KT:lmk
3-2-99

FY 99-00
Unified Work Program

Transportation Planning in the Portland-Vancouver Metropolitan Area

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

FINAL DRAFT – MARCH 11, 1999

FY 99-00

Unified Work Program

Transportation Planning in the
Portland-Vancouver Metropolitan Area

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

1999-10252-TRN

Table of Contents

OREGON PORTION

Southwest Washington Regional Transportation Council Portion

(See Next Page)

FY 2000 UPWP for Clark County: Index

FY 99-00
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 Trans-Equity Act for the 21st Century (TEA-21) "Transportation Management" areas, the Land Conservation and Development Commission Transportation Planning Rule (TPR) requirements and the Metro Charter for this MPO area. In combination, these requirements call for development of a multi-modal transportation system plan, integrated with land use decisions and plans for the region, with an emphasis on development of a multi-modal transportation system, which reduces reliance on the single-occupant automobile and consistent with realistic financial constraints.

The Unified Work Program (UWP) includes, primarily, the transportation planning activities of Metro and other area governments with reference to land use planning activities, for fiscal year July 1, 1999 through June 30, 2000.

DECISION-MAKING PROCESS

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

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

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

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

recommending to the Metro Council adoption of or amendment to any element of the Charter required Regional Framework Plan.

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

- transportation
- land use (including the Metro Urban Growth Boundary and urban reserves)
- open space and parks
- water supply and watershed management
- natural hazards
- coordination with Clark County, Washington
- management and implementation

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

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

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

Planning Priorities Facing the Portland Region

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

- Implementation of changes to local comprehensive plans to comply with the Regional Framework Plan;
- Planning for designated Urban Reserve Agreements;
- Initiation of an affordable housing program;
- Implementation of the Regional Framework Plan.

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

- Adoption and publication of the Regional Transportation Plan with technical findings and material for broad public dissemination.

- Development of a financing strategy for the RTP.

- Initiation of I-5 North and Highway 217 Corridor studies.

- Update to the State and Metropolitan Transportation Improvement Programs for the period 2000-2003.

- Implementation of projects selected through the STIP/MTIP update.

- Determination of whether to pursue a Congestion Pricing Pilot Project.

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

- The state requirement to reduce vehicle miles traveled (VMT) per capita by 10 percent over the next 20 years.
- Recently adopted maintenance plans for ozone and carbon monoxide with establishment of emissions budgets to ensure future air quality violations do not develop.
- Adoption of targets for single occupant vehicle travel in the RTP and local plans.
- Consideration of congestion pricing pilot project.
- Completion of the Regional Transportation Plan update to implement the Region 2040 growth concept.

In order to implement these transportation needs, finance remains a significant priority. The appropriate course of the region to pursue will be dictated by the outcome of the 1999 Oregon Legislature.

PROGRAM DESCRIPTION

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

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

RELATION TO PREVIOUS WORK

A major update to the RTP began in FY 97 and will conclude in FY 00. The purpose is twofold. First, the plan must be updated to meet requirements set forth in the State Transportation Planning Rule. Among other provisions, the rule seeks to reduce reliance on the automobile and promote the use of alternative modes of transportation. Second, revisions must reflect the ongoing Region 2040 planning effort and serve as the transportation element of the Regional Framework Plan. During FY 98-99, the RTP update focused on policy revisions, technical research and system alternatives analysis. The final draft will be adopted by Council ordinance in Fall 1999. As a result, the focus of the project in FY 00 will shift to emphasis on public review and comment, Council adoption and implementation through local transportation plans.

The current RTP update represents the most dramatic change since the plan was originally adopted in 1982 and, upon completion will significantly affect local transportation plans. As a result, the update process has been developed to foster extensive involvement of the public and local jurisdictions at every step. This includes ten technical work teams made up of local planners, engineers and citizen experts, and until recently, a 21 member RTP Citizen Advisory Committee (CAC) that met monthly to discuss each step of the update. The CAC's final recommendations were forwarded to both JPACT and the Metro Council in FY 98. In addition, regular joint RTP workshops of TPAC/MTAC and JPACT/MPAC were held to ensure an ongoing dialogue on the policy implications of the update.

The policy component of the RTP update was completed, and the Metro Council approved major policy revisions by resolution in July 1996. During FY 98-99, the updated policy component from the RTP was the basis for creating Chapter 2 of the Regional Framework Plan (RFP). The RTP policies also serve as the foundation for Title 6 of the Urban Growth Management Functional Plan (UGMFP), which was adopted in November 1996, and amended in conjunction with the RFP adoption in December 1997. Though the policy intent of these documents is consistent, the RTP policies were edited and reformatted during FY 98 to more closely match the format of the framework plan. These format revisions will appear in the final draft of the updated RTP.

In FY 2000, program emphasis will shift toward implementation. This includes publication of the adopted plan, completion of a technical appendix detailing the methodology used in developing the plan, ongoing work on corridor refinement plans and support for local transportation planning efforts (see Local Plan Coordination Program).

OBJECTIVES

- Local TSP Implementation. Metro will work closely with local governments during the next fiscal year to ensure that regional policies and projects are reflected in local plans.

- Management Systems. Congestion (CMS) and Intermodal (IMS) management systems plans were completed in FY 98. Key activities for FY 00 will be to incorporate information into planning activities, system monitoring based on management system performance measures, local project review for consistency with the systems, and ongoing data collection and input to keep the systems current.

- Street Design and Connectivity. Metro will conduct a follow-up study on street connectivity standards to determine the mode split benefits for transit, bicycling, and pedestrians; and refine estimates for VMT

reduction. The study will assist local governments in meeting Regional Framework Plan mode split targets. Metro has also proposed an environmental street design handbook to guide transportation improvements in sensitive areas. Work on the handbook would be completed during FY 2000.

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

- Public Involvement. All activities require early, ongoing and responsive public involvement techniques. Final hearing and adoption actions will occur early in FY 99. Comment/response documents will be developed and records compiled for submittal with update study findings to DLCD. Metro's Public Involvement Procedures will also be updated based on lessons learned from the RTP update and other studies.

PRODUCTS AND TARGETS

1. Meet or exceed provisions of the state TPR for development of multi-modal policies, plans and programs in the updated RTP. As the transportation functional plan for the Regional Framework Plan, the RTP will include the following components:
    - Modal elements for motor vehicles, public transportation, pedestrians, bicycles and freight;
    - Street design provisions that integrate modal considerations and relate transportation to 2040 land use policies;
    - Transportation system management, parking and demand management strategies;
    - Financial forecast, and corresponding system implementation strategies; and,
    - Specific corridors and sub-areas where refinement plans are warranted.
2. Satisfy Federal TEA-21 planning requirements in the updated RTP.
3. Initiate a broad public outreach effort prior to adoption of the updated RTP.
4. Publish an adopted Regional Transportation Plan with corresponding "public release" version for regional distribution.
5. Complete and publish the RTP Technical Appendix for regional distribution.
6. Complete follow-up studies on street design and connectivity.
7. Create and publish the proposed "Green Streets" environmental design handbook.
8. Create and publish a summary of local transportation system planning requirements based on the updated RTP.
9. Coordinate and provide technical assistance in local transportation system plan development and adoption.
10. Continue to coordinate regional corridor refinement plans identified in the RTP with ODOT's corridor planning program.
11. Maintain and update the RTP database consistent with changes in the population and employment forecasts, travel demand projections, cost and revenue estimates and amendments to local comprehensive plans. Produce a corresponding "annual report" highlighting key information and trends.
12. Participate with local governments on state TGM grants related to implementation of the updated RTP and development of local transportation system plans.

	FY 2000		FY 2000
Expenditures:		**Resources:**	
Personal Services	$ 389,890	FY 00 PL	$ 275,072
Materials & Services	26,550	FY 00 Metro STP/ODOT Match	156,164
Contractual/Environmental Street Design	105,000	FY 00 Section 5303	18,148
Printing	22,900	ODOT Supplemental	23,000
Capital Outlay	0	FY 00 Tri-Met	25,000
Interfund Transfers	134,912	Other*	76,271
Computer	26,068	Metro	131,665
TOTAL	**$ 705,320**	**TOTAL**	**$ 705,320**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	5.34
TOTAL	**5.34**

* Work budgeted with these funds will commence only if funding is received.

PROGRAM DESCRIPTION

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.

RELATION TO PREVIOUS WORK

The Transportation Efficiency Act for the 21st Century (TEA-21) requires Metropolitan Planning Organizations to meet seven planning factors that include planning for people and freight and to support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency. 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 Regional Transportation Plan further identifies project priorities to support the movement of goods in the region.

The Regional Freight Program will identify the relationship between the livability of the region and goods movement and increase the understanding in the region of how transportation projects can support goods movement and livability. The program will increase the public's understanding of the relationship between goods movement and livability and will identify transportation and land use actions, strategies, or projects, as appropriate, to support goods movement in the region and support livability. It will also identify the activities that an on-going freight planning program will require.

The Regional Freight Program, as noted, brings together previously completed and on-going efforts in order to create a picture of regional freight planning needs, project priorities and their value in supporting livability.

OBJECTIVES

The Regional Freight Program will have an umbrella role for the various freight planning activities in the region. Metro and other agencies have completed several distinct freight planning efforts, each a useful addition to better understanding good movement needs. Previously completed studies include:

- The Intermodal Management System database
- Regional Truck Model
- 2040 Means Business Study
- 2040 Commodity Flow Study
- Updated Commodity Flow Study

In FY 2000, the Freight Program will use previously completed study results, coordinate with other on-going studies and initiate new studies in areas where more information is needed to a create a freight plan for consideration by a broad audience. The Regional Freight Program will also identify the on-going requirements to maintain the Freight Program. These include plans to update the commodity flow study and further refine the truck model. The Program will continue to increase the extent and variety of data in the Intermodal Management System database and further the techniques to better share data from one source to another. This will help improve our understanding of accident data, pavement condition, traffic delay and other factors affecting goods movement

The Regional Freight Program will coordinate with and incorporate results from other studies, as they become available. These studies include corridor Studies in the I-5 and Highway 217 Corridors and the St Johns Truck Study. The Freight Program will also coordinate with other research efforts in the region, such as the Regional Connections Study and other ongoing survey and research efforts. The program will also incorporate the results of previous freight rail studies and support further consideration of freight rail needs.

The Regional Freight Program will initiate a study of commercial transportation vehicles to better understand their needs, specifically trucks that are smaller than six axles and that were not considered in previous studies. The study would try to:

- Evaluate the affect of congestion on the regional economy due to commercial vehicle delay (including

small trucks and vans);
- Estimate the demand for commercial traffic;
- Analyze commercial access to markets, labor, and intermodal facilities through the multi-modal transportation system;
- Propose transportation demand management strategies to more efficiently move commercial traffic;
- Identify land use actions or arrangements that benefit the efficient movement of goods in commercial vehicles;
- Provide background information and data on commercial transportation in the Portland area and other selected metropolitan areas;
- Promote a public discussion of the needs, issues, and trends associated with commercial transportation in the Portland area;

The Regional Freight Program will develop an appropriate forum for distributing information about the region's freight needs to the general public and business community. By incorporating the Freight Program will describe the benefits of freight projects identified in the Regional Transportation Plan and how they support livability in the region. The document will be available to support future funding applications.

Services, Products and Activities provided by the Program:

- Documentation of goods movement needs in the region and how they support livability
- Identification of on-going requirements to support freight planning
- Involvement of the general public and business community in understanding goods movement needs

The Freight Program will target elected officials, jurisdiction staff, and the general public and business community in better understanding the value of freight projects and their priority in the region. It will also help Metro and other agencies understand their responsibilities to maintain the data needed for on-going freight planning efforts. The study is targeting commercial, industrial and business users of the multi-modal transportation system. The needs of those impacted by commercial traffic will also be sought. The study recommendations will be forwarded for consideration in future implementation actions, including funding through the RTP, TIP and TSPs, where appropriate.

PRODUCTS AND TARGETS

- Establish an umbrella for pulling together various freight planning efforts into a regional context.
- Evaluate, prioritize and document alternative strategies to address the various needs for freight projects, including commercial vehicle traffic, rail needs, and truck needs that reflect economic considerations
- Increase understanding between livability and goods movement, including the relative role of commercial transportation to the Portland economy, in order to enhance public policy and funding decisions.
- Communicate goods movement needs to public and business community in a way that is relevant to business decisions.
- Recommend additions/modifications to the Regional Transportation Plan, as needed, if proposals for new projects or strategies to address goods movement needs and support livability arise.

	FY 2000		FY 2000
Expenditures:		**Resources:**	
Personal Services	$100,699	FY 00 PL	68,355
Materials & Services	35,900	FY00 STP/ODOT	41,020
Capital Outlay	0	FY 00 Section 5303	15,000
Interfund Transfers	34,343	ODOT	14,200
Computer	2,348	Metro	$34,715
TOTAL	**$173,290**	**TOTAL**	**$173,290**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	.59
TOTAL	**.59**

PROGRAM DESCRIPTION

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

RELATION TO PREVIOUS WORK

The most substantial program modification will be a possible increase in processing TIP updates and amendments that rely on multiple funding sources. This increases the complexity of the programming process and the reporting of funding decisions to clearly indicate the region's full commitment to any given project.
Migration to a new database format should create more simplified reporting procedures and enhanced access to timely material. However, the transition may also create unanticipated problems in completing updates and amendments. (Additionally, the prior year program was "mature" in as much as it dealt mostly with closeout of ISTEA.)

OBJECTIVES

MTIP/STIP Update Focus - The immediate focus of TIP Update-related activity at the start of fiscal year 2000 will be preparation of the 1999 Air Quality Conformity Determination (see Conformity topic, below). Metro staff will coordinate adoption of the Final FY 2000 -03 MTIP/STIP in July/August/September 1999 through TPAC/JPACT/Metro Council and the Oregon Transportation Commission. It is likely that pedestrian, TDM and transit oriented programs will be adopted in the FY 2000 MTIP/STIP and that these will require follow-up solicitation for new project nominations that may stretch into the early part of FY 2000. This action would finalize all aspects of the FY 2000 MTIP/STIP process. Thereafter, in January 2000, Metro staff will begin coordination with ODOT, the TIP Subcommittee, and the public, to initiate a new 21-month TIP update process. This update will culminate in FY 2001 with adoption of the FY 2002-05 MTIP/STIP. Two elements of this next Update will occur in FY 2000.

First, in January 2000, Metro and ODOT staff will begin work to agree upon anticipated revenues. Factors effecting the revenue projections will include results of the 1999 Legislative session, outcome of anticipated regional highway/transit revenue ballot measures; and actual FY 2000 Federal highway/transit appropriations. Ramifications of these events on anticipated revenue will be shared with agencies and the public.
Second, as revenue projections are identified, staff will assess whether modification of project selection criteria for allocation of new funds is warranted. Adoption of new criteria will entail significant public involvement activity.

As revenue and selection criteria are finalized, Metro will coordinate with ODOT to solicit nomination of candidate transportation projects for technical and policy-based evaluation and ranking. Solicitation, technical rankings, public outreach, and program adoption will occur in FY 2001.

Amendment Focus - staff is requested to process both administrative and policy-based TIP amendments at any time. Provisions of Metro Resolution No. 85-592 govern all TIP amendment activity. Administrative amendments require only monthly notification to TPAC and quarterly notification to JPACT. They are limited to currently approved projects, or those that fall within previously defined program scopes. Policy amendments are processed only by Resolution action and are needed to include significant new projects into the TIP. Virtually all TIP amendments, whether administrative or policy-based, require significant coordination with effected/requesting jurisdictions and ODOT Region 1 and Salem Headquarters. Federal review of the MTIP/STIP amendment process specifically notes the need for enhanced public involvement during the amendment process.

Database Maintenance Focus - Provide ODOT and local jurisdictions essential funding information to better schedule project implementation activities. Metro will monitor past and current funding allocations and project schedules to manage cost overruns and underruns. Metro will produce quarterly reports documenting funding authorizations, obligations, and reserves by funding category and jurisdiction. An Annual Report will be prepared

during October/November updating the TIP to reflect current costs, schedules, priorities, actual appropriations and other funding actions approved throughout the year. The Report will address progress and/or delays in implementing major projects as mandated by TEA-21.

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

Updating of the TIP hardware/software platform began in FY 99 and will be complete in FY 2000.

Conformity Focus - Preparation of the 1999 Air Quality Conformity Determination will occur almost wholly within FY 2000. The Determination is composed of both a Quantitative and Qualitative element. The Determination must account for projects programmed in the STIP and must also incorporate the final update of the RTP Constrained 20-year network. Federal and State Conformity regulations mandate public involvement during adoption of the Determination.

Under adopted State regulations, Metro staff are responsible for coordinating interagency consultation to determine the regional conformity status of individual projects that may not be included in a conforming MTIP/STIP, or whose concept and scope have significantly changed. Such consultation must also make provision for appropriate public participation.

PROGRAM PRODUCTS, ACTIVITIES AND CLIENTELE SERVED

- FY 2000-03 Metropolitan Transportation Improvement Program.
- 1999 Air Quality Conformity Determination for RTP and MTIP.
- Quarterly Reports reflecting ongoing update of approved project authority and obligation status.
- Processing administrative and policy-based amendments.
- Consultation with ODOT and local jurisdictions to expedite obligation of approved funds.
- Sponsorship of and participation in allied public involvement initiatives mandated by Federal, State and Metro policies and regulations.

PRODUCTS AND TARGETS

- Publish FY 2000-03 MTIP and FY 2000-03 MTIP public release version.
- Initiate, with ODOT, development of the FY 02-05 MTIP/STIP.
- Submission of technically accurate Conformity Determination addressing both TIP and RTP networks.
- Prepare and distribute hard copy and electronic editions of reports in July, January and May and an Annual Summary in November.
- Linkage of MTIP and STIP authority and obligation databases.
- Timely, efficient processing of all requested TIP amendments.

	FY 2000		FY 2000
Expenditures:		**Resources:**	
Personal Services	$ 58,885	FY 00 PL	$ 19,631
Materials & Services	700	FY 00 Section 5303	15,000
Capital Outlay	0	FY 00 ODOT Supplemental	10,800
Interfund Transfers	19,589	FY 00 Tri-Met	19,499
Computer	26,826	Metro	41,070
TOTAL	**$ 106,000**	**TOTAL**	**$ 106,000**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	.683
TOTAL	**.683**

PROGRAM DESCRIPTION

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

PRODUCTS AND TARGETS

1. Develop regional priorities for funding through federal sources.
2. Coordinate with Tri-Met's Transit Choices for Livability.
3. Adopt a "strategic" element of the RTP.
4. Work with local partners to set project priorities and seek funding alternatives/solutions.

	FY 2000		FY 2000
Expenditures:		**Resources:**	
Personal Services	$ 37,964	FY 00 ODOT PL	$ 49,001
Materials & Services	2,300	FY 00 ODOT/Metro STP/Match	27,510
Contractual	25,000	Metro	1,489
Interfund Transfers	12,736		
Computer	0		
TOTAL	**$ 78,000**	**TOTAL**	**$ 78,000**
Full-Time Equivalent Staffing			
Regular Full-Time FTE	.41		
TOTAL	**.41**		

PROGRAM DESCRIPTION

The State Transportation Planning Rule (TPR), the Transportation Equity Act for the 21st Century (TEA-21), and Title 6 of Metro's Urban Growth Management Functional Plan (UGMFP) outline areas of local transportation planning consistency and compliance with Metro's Regional Transportation Plan. A major work element for FY 00 is Metro involvement to ensure that consistency and compliance as local system plans are developed. Metro is responsible for review and coordination of other agencies' plans, projects, and studies for consistency with regional transportation policies as identified in the RTP and the UGMFP. Metro's review authority is specifically identified in the Transportation Planning Rule. Under TEA-21, inter-agency coordination is also required with transit agencies, Port authorities, State departments of transportation, and air quality agencies.

RELATION TO PREVIOUS WORK

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

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

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

The significant changes from FY 1998-99 relate to the actual projects or phases of projects for which Metro is coordinating. More time will likely be spent on the LPC program in FY 00 due to the completion of the RTP and the ongoing development activities of local TSPs and UGMFP compliance reports.

OBJECTIVES

As Metro completes the RTP update, local jurisdictions will continue activities on their Transportation System Plans (TSPs). Under the Transportation Planning Rule, the 24 cities and three counties within the Metro district must complete their TSPs within one year following completion of Metro's TSP (RTP). Metro has initiated the coordination /review process with these jurisdictions. Metro will generally participate on advisory committees, interpret regional transportation policy for local implementation, review and comment on these local TSPs.

Similarly, local governments must submit UGMFP compliance actions by February 1999 or request extensions. Transportation Planning staff will be responsible for review and comment of those compliance activities into early FY 2000.

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

The LPC program also recognizes Metro's involvement in studies conducted by other jurisdictions or agencies, which may result in RTP or TIP action. Next year Metro staff will continue to participate in a number of projects led by ODOT, Tri-Met, the Port, and local jurisdictions.

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

In addition, Metro regularly participates in anywhere from five to ten "immediate need" studies to address unanticipated issues (e.g., the Washington County Commuter Rail Study in FY 99).

LOCAL PLAN COORDINATION

The LPC Program is generally subject to the timetables of local jurisdictions or agencies. Therefore, Metro's products will be focused on participation and timeliness of review.

PRODUCTS AND TARGETS

For all activities involved in this program, Metro will:

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

	FY 2000		FY 2000
Expenditures:		**Resources:**	
Personal Services	$ 194,765	FY 00 PL	$ 144,465
Interfund Transfers	66,180	FY 00 Metro STP/ODOT Match	64,128
Computer	2,055	Metro	54,407
TOTAL	**$ 263,000**	**TOTAL**	**$ 263,000**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	2.467
TOTAL	**2.467**

PROGRAM DESCRIPTION

The Alternative Mode Implementation Plan is a new program for FY 2000. The purpose of the program is twofold. First, the program will guide implementation of the pedestrian, bicycle and public transportation mode policies in the Regional Transportation Plan (RTP). Second, the program will guide implementation of the regional transportation demand management and regional parking policies in the RTP.

The focus of the FY 99-00 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. Metro is the lead agency for coordinating, implementing and monitoring pedestrian and bicycle-related policies incorporated into the Regional Transportation Plan. Metro also acts as lead agency in the analysis of transportation demand management (TDM) techniques applicable in the Portland region. Services, products and activities provided by the Alternative Mode Implementation Plan Program relate to both the Regional Transportation Plan Program and the Local Plan Coordination Program. Target groups served or affected by the program include local cities and counties, state and regional agencies and the public at-large.

OBJECTIVES

The Alternative Mode Implementation Plan is a new program for FY 2000. In FY 98-99, a number of alternative mode objectives were included in the Regional Transportation Plan Program. Major tasks in the 1998-99 RTP work program that relate to alternative mode implementation include the following:

- Pedestrian Program. Metro activities include finishing pedestrian components of the RTP, including key pedestrian projects; providing expertise to corridor studies; and, project development activities related to street design.

- Bicycle Program. Metro is responsible for coordinating regional bicycle activities including: updating the "Bike There" map; finalizing RTP bicycle projects; revising the Regional Bicycle Plan; collecting regional bicycle data; developing a bicycle travel behavior methodology to better anticipate bicycle ridership; providing expertise to the Hwy. 217 and I-5 North Corridor Studies, and providing public outreach and education.

- Transportation Demand Management (TDM) Program. Metro works with Tri-Met, DEQ, local jurisdictions and private employers to continue to fund and implement TDM strategies. A key aspect is to further develop parking reduction strategies to help meet the TPR parking per capita reduction requirement of 10 percent over the next 20 years.

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

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 choices.

PRODUCTS AND TARGETS

The following tasks and products will be completed in FY 2000:

1. Provide assistance to local jurisdictions with local pedestrian and bicycle system planning related to city and county transportation system plan (TSP) updates;

2. Work with employers and local governments to develop and implement pedestrian and bicycle elements of the Employee Commute Options (ECO) Rule;

3. On-going development and expansion of a regionally-based pedestrian, bicycle and traffic safety/education program;

4. Provide pedestrian and bicycle facility planning and design expertise in the following areas:
   - Urban Growth Management Functional Plan (UGMFP) implementation;
   - Coordination with the Regional Parks and Greenspaces Department to plan and implement multi-use trails;
   - Coordination with regional studies such as the I-5 North and Hwy. 217 Corridor Studies;
   - 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.

5. Provide assistance to local efforts to improve pedestrian access to transit;

6. Initiate development of a bicycle network travel demand model;

7. Participation (in-kind sponsorship) in annual Bridge Pedal and Bike Month events;

8. Staff and act as chairman of the TPAC sub-committee on Transportation Demand Management (TDM);

9. Work with the TDM sub-committee to identify Transportation Management Associations;

10. Produce an annual report on Congestion Mitigation/Air Quality (CMAQ) projects;

11. Coordinate with state-wide transportation demand management efforts;

12. Coordinate with Tri-Met staff on the following programs:
    - Annual Tri-Met Service Plan;
    - Transportation Choices for Livability (TCL) Program implementation;
    - Five-Year Capital Improvement Program.

	FY 2000		FY 2000
Expenditures:		**Resources:**	
Personal Services	$ 78,933	FY 00 STP/ODOT Match	31,717
Materials & Services	0	FY 00 Section 5303	25,852
Interfund Transfers	26,067	Tri-Met	43,001
Computer	0	Metro	4,430
TOTAL	**$ 105,000**	**TOTAL**	**$ 105,000**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	.975
TOTAL	**.975**

PROGRAM DESCRIPTION

In 1996, work commenced on a joint Metro/ODOT study of congestion pricing. The study was funded by a $1,290,000 grant from FHWA under section 1012 (b) of the Intermodal Surface Transportation Efficiency Act (ISTEA). The overall goals of the study are to: (1) develop a replicable process for gaining public and political understanding about congestion pricing as a demand management tool to reduce congestion; and (2) to provide for a comprehensive evaluation and possible implementation of congestion pricing, beginning with a pre-project study to evaluate alternatives.

To accomplish the program goals, the study was divided into two distinct but overlapping components: Technical Work and Public Involvement. While there is a recognized separation between these two components, an important aspect of this study is on the integration of these efforts.

Major issues being addressed include:

- Definition and evaluation of pricing alternatives, including their geographic location, technology to be used, fee level, costs, revenues and population served;
- Determination of the impacts of congestion pricing on business, land development and low income drivers;
- A recommendation as to whether congestion pricing is an appropriate traffic management tool in the region and, if so, the parameters of a demonstration project as appropriate.

RELATION TO PREVIOUS WORK

In FY 96-97, contracts were signed with ODOT, who is the pass-through agency for federal funds, and between Metro and six participating agencies for securing the required 20 percent local match. In addition, based on a Request for Proposals, contracts were executed with ECO Northwest and Cogan Owens Cogan for the technical and public involvement work efforts, respectively. The work program, which started in July 1996 is broken into two phases: a 22 month phase one and a six month phase two. Phase one focused on the development of a large number of possible pricing options (around 40); development of evaluative criteria; successive reviews based on those criteria and selection of 3-5 preferred alternatives. It also provided for significant upgrading of Metro's Travel Forecasting model to include price sensitivity. Phase II encompasses the final evaluation and public review of 3-5 alternatives and recommendation on a demonstration project.

A Task Force comprised of 13 business, academic and community leaders and the Metro Executive Officer and the Chairman of the Oregon Transportation Commission (who participate ex-officio), was appointed by JPACT and the Metro Council. The Task Force was charged with oversight of the study and making recommendations to the Metro Council and the OTC. A Project Management Group (PMG) of high level officials at the various jurisdictions is responsible for coordination of policy issues and review of major work products. A Technical Advisory Committee (TAC) meets twice a month to advise Metro and the PMG on technical matters relating to the pre-project study.

Significant Accomplishments FY 98-99

- completion of the upgraded Travel Forecasting model
- evaluation of the 8 alternatives based on modeling and other analysis
- selection of 3-5 preferred alternatives
- further specification of the 3-5 alternatives
- evaluation and modeling of the 3-5 preferred alternatives
- selection of the preferred alternative

Public outreach efforts included:

- speakers bureau presentations at City Councils and civic organizations to educate about proposed alternatives and obtain feedback for use in the selection process
- fact sheets and newsletters with information about congestion pricing projects around the world, techniques that might be used in this area, detailed information about the 8 options, information about the top 3-5 projects

selected for final review and the opportunities for public input.
- public meetings to discuss 3-5 preferred alternatives
- a random public opinion survey to assess public attitudes about Phase II congestion pricing alternatives
- a media campaign including paid newspaper and radio advertisements to inform people about upcoming decision points and public involvement activities
- production of a video about the study which highlights the 3-5 options for presentation on cable access and other public forums

Throughout the study, technical and public involvement efforts were closely coordinated and feedback integrated.

PRODUCTS AND TARGETS

FY 2000's program will focus on specific program objectives to complete the remaining work on Phase I and Phase II work elements. Technical tasks include:

- final report preparation
- submission of recommendations to JPACT, Metro Council and the Oregon Transportation Commission, and USDOT
- if directed by the Metro Council and JPACT at the conclusion of the study, follow-up activities intended to lead to a possible demonstration project or application in the Portland area.

During this period the public outreach effort will continue to be a high priority in order to maximize education about the final alternative selection and follow up activities. Public involvement activities will include:

- distribution and publication of the final report
- outreach to media about the study findings and follow up activities

	FY 2000		FY 2000
Expenditures:		**Resources:**	
Personal Services	$ 8,964	FY 96 Congestion Pricing	$ 32,960
Materials & Services	4,175	Metro	8,240
Contractual/Cogan	25,000		
Interfund Transfers	3,061		
Computer	0		
TOTAL	**$ 41,200**	**TOTAL**	**$ 41,200**
Full-Time Equivalent Staffing			
Regular Full-Time FTE	.102		
TOTAL	**.102**		

PROGRAM DESCRIPTION

The South Willamette River Crossing Study will identify multi-modal river crossing improvements in the area between the Marquam Bridge and the I-205 Bridge. Bridges in the study area and their approaches do not meet the needs of motorists, pedestrians and bicyclists trying to cross the river. The condition of the Sellwood Bridge, which is approaching the end of its life span, increases the need for this study.

RELATION TO PREVIOUS WORK

Changes in the Program from FY 1998-99: In the 1998-99 fiscal year, the study completed the technical evaluation of crossing options, selected by Metro Council in 1997. This effort involved sharing the results of the evaluation with the public and elected officials through a variety of medium and developing recommendations for inclusion in the Regional Transportation Plan.

OBJECTIVES

In FY 2000, the efforts in the South Willamette River Crossing Study will focus on the completing the process of adopting the recommendations and documenting the study.

Metro Council's recommendations for long-term crossing improvement strategies for the South Willamette River corridor will affect neighborhoods, businesses and jurisdictions located in the corridor as well as environmental groups and other agencies with interests in the area.

PRODUCTS AND TARGETS

- Adopting Metro Council recommendations for river crossing improvement strategies that are supported by affected public, jurisdictions and agencies, including recommendations for the future of the Sellwood Bridge.
- Completing a successful public involvement program that is broad-based and addresses the diverse public opinions and objectives in the corridor.
- Incorporating a recommended improvement strategy into the Regional Transportation Plan.
- Recommending revisions to the designated National Highway System to better reflect the function of Highway 43 through the study area.
- Establishing commitment from affected jurisdictions for carrying recommendations into the next stage of implementation, including possibly funding an environmental impact statement(s) on the preferred improvement project (s).
- Completing the written documentation of the study assumptions and findings in support of the recommendations.

	FY 2000		FY 2000
Expenditures:		**Resources:**	
Personal Services	$ 15,061	FY 00 PL	$ 6,031
Materials & Services	1,250	FY 00 STP/Match	8,348
Interfund Transfers	5,084	Metro	9,221
Computer	2,205		
TOTAL	**$ 23,600**	**TOTAL**	**$ 23,600**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	.205
TOTAL	**.205**

PROGRAM DESCRIPTION

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

The study will use previously developed information on regional center development plans, the Western Bypass Study, commuter rail and other studies as the basis to begin the study in the corridor. However, the program was essentially a new separate study beginning FY 99 and will be responsible for updating or developing all relevant data and information, as necessary.

RELATION TO PREVIOUS WORK

- Scoping (in consultation with local governments and interested parties)
- Development of background data on travel patterns, engineering constraints and environmental issues
- Stakeholder interviews to determine issues and interests
- Definition of problems and needs in the corridor, including the role of multi-modal access needed to support 2040 Growth Concept land use goals and to facilitate regional travel.
- Analysis of travel patterns in the corridor including extensive review of origin-destination data
- Preparation of an engineering constraints analysis (in conjunction with ODOT)
- Interviews with area shippers to identify freight issues
- Development of a wide range of alternatives for all modes in addition to demand management

OBJECTIVES

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

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

PRODUCTS AND TARGETS

- Establish a technical and policy review process.
- Establish a public involvement process that keeps the public actively involved through regularly scheduled meetings with a Citizens Advisory Committee, general mailings and other outreach efforts.
- Develop evaluation criteria and methodology for selecting a preferred strategy, including budget and intergovernmental agreement implications.
- Conduct preliminary evaluation of the improvement scenarios with respect to criteria, including but not limited to cost, financing and travel performance.
- In conjunction with advisory groups, select smaller group of 3-5 alternatives for detailed study.
- Perform engineering, detailed cost and travel performance analysis of 3-5 alternatives.

- Select preferred alternative in conjunction with advisory groups that defines the 20 year strategy within the 217 corridor including:

  1) Recommendations for motor-vehicle operations, including strategies for general purpose, express and HOV lanes;

  2) Freight preferential treatments, as appropriate;

  3) Arterial, collector, and local street improvements to the degree necessary to preserve Highway 217 function and level-of-service;

  4) Preferential treatment for transit within the study area; and

  5) Appropriate TSM/TDM strategies to manage demand and enhance system operations.

	FY 2000		FY 2000
Expenditures:		**Resources:**	
Personal Services	$ 245,993	FY 00 PL	$194,348
Materials & Services	16,300	FY 00 STP/ODOT Match	93,954
Contractual/MIS	35,000	FY 00 ODOT Supplement	20,000
Interfund Transfers	84,138	FY 00 Tri-Met	5,000
Computer	19,379	Metro	87,508
TOTAL	**$ 400,810**	**TOTAL**	**$ 400,810**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	3.274
TOTAL	**3.274**

PROGRAM DESCRIPTION

The I-5 corridor is critical to the metropolitan economy and to national and international trade. From Canada to Mexico, I-5 is an important trade route. Within the Portland/Vancouver region, I-5 has a number of bottlenecks. Traffic congestion on I-5 affects goods moved by air, rail, barge and trucks and passenger travel. The most significant portion of the bottleneck occurs in the I-5 corridor from I-205 in Vancouver, Washington and to its junction with I-84 in Portland. Plans to address this bottleneck will require bi-state involvement. Because of the importance in our region of community livability, the environment and our role in national and international trade, plans to address the bottleneck must address a broad range of issues and include numerous stakeholders and the public.

TEA-21 recognizes the importance of trade corridors, such as I-5, to the regional and national economies. The region can apply for available funding in the TEA-21's National Corridors and Borders Program to help identify and implement the most appropriate investments for the I-5 corridor.

RELATION TO PREVIOUS WORK

The I-5 Trade Corridor Study will build on work previously completed in FY 99 by ODOT and WSDOT. This effort established a Leadership Committee, representing different regional and community perspectives on the corridor. The committee's purpose is to help determine the appropriate level of investments for the I-5 corridor. ODOT and WSDOT are providing the Leadership Committee members with information from ODOT's I-5 North Reconnaissance Study, RTC's HOV Study and Commuter Rail Study, Port of Portland's Hayden Island Bridge study, and Metro's South/North LRT Draft and Final Environmental Impact Study. The Study will refine the analysis of existing and projected conditions in the corridor using Metro's new Truck Forecast Model and the commodity flow data from Metro and the Port of Portland's commodity flow study.

OBJECTIVES

In FY 2000, Metro will work with the Leadership Committee and other jurisdictions on both sides of the river to reach conclusions on:

- The extent of the effect of congestion in the I-5 corridor on the regional economy
- A range of feasible improvements in the corridor
- The feasibility of funding these improvements and
- An approach that ODOT and WSDOT and local jurisdictions should take to implement the improvements.

The Leadership Committee will consider a range of improvements including: additional capacity with a new interstate bridge; additional capacity at interchanges and arterial improvements leading to I-5; transit; neighborhood mitigation; and operational improvements. The study will also identify opportunities presented by truck only lanes, railroad improvements, additional multi-modal investments in the corridor, and transportation demand management opportunities.

Services, Products, Activities:

- Leadership Committee recommendations on the appropriate level of investment in the I-5 corridor to support the regional and national economies, the Region 2040 Growth Concept and local land use plans and environmental objectives.
- An approach to implementation of the recommendations, including a public participation program consistent with Metro's Public Involvement Policies and a funding plan.
- A definition of the problems and needs in the corridor, including the effect of congestion on the regional and national economy, and mobility and access issues from a transportation and land use framework.
- Coordination with other affected jurisdictions and agencies in technical analysis and public outreach.
- Commitment from Metro Council and other jurisdictions on a multi-year strategy for addressing I-5 corridor needs.

I-5 Trade Corridor improvements would affect travel patterns and land use development in the area between the I-84 Interchange and the I-5 North Clark County line in the State of Washington. The Study improvements would affect residential access for North and Northeast Portland and Clark County residents, access by shippers and haulers to the Port of Portland, the Port of Vancouver and other industrial areas along and near the corridor and interstate commerce.

PRODUCTS AND TARGETS

- Completion of the first phase of the I-5 trade corridor study with a recommendation from the Leadership Committee on the appropriate level of investment in the corridor.
- Endorsement from other agencies and jurisdictions on the Leadership Committee recommendations.
- Initiation of Phase 2 which will involve developing more detailed descriptions of the options and their analysis in a corridor strategy.
- Understanding of the funding feasibility of the options.
- Maintaining a high degree of coordination with affected residents, businesses and allied jurisdictions in defining the problems and needs in the corridor including the role of multi-modal improvements.
- Understanding of intra and inter-state freight movement needs in the corridor.
- Understanding of the role of multi-modal system alternatives on I-5 conditions.
- Establishment of a Bi-State forum for project responsibilities, technical review, public involvement and decision making for Phase 2.
- Agreement on a funding strategy including pursuit of federal funds. Phase 2 is scheduled to be completed by FY 2001.

	FY 2000		FY 2000
Expenditures:		**Resources:**	
Personal Services	$ 186,296	FY 00 PL	$ 131,877
Materials & Services	10,800	FY 00 Metro STP/ODOT Match	27,800
Contractual – Public Involvement	50,000	FY 00 Section 5303	11,530
Contractual	125,000	ODOT Supplemental	12,000
Interfund Transfers	63,189	Tri-Met	35,000
Computer	13,795	Other*	185,000
		Metro	45,873
TOTAL	**$ 449,080**	**TOTAL**	**$ 449,080**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	2.415
TOTAL	**2.415**

* Work budgeted with these funds will commence only if funding is received.

PROGRAM DESCRIPTION

In FY 99-00, Metro will analyze system wide commuter rail service and establish service priorities. This analysis will include the results of Clark County and Washington County commuter rail studies and the needs of the Pacific Northwest Passenger Rail Program.

RELATION TO PREVIOUS WORK

In FY 1997-98, Metro Council adopted a Resolution that called for commuter rail to be studied as part of the Regional Transportation Plan. In FY 1998-99, JPACT identified commuter rail services for consideration in the Regional Transportation Plan and the need for continued cooperation with jurisdictions that are interested in considering commuter rail outside of the region, and their continued support for high speed passenger rail service in the Pacific Northwest Corridor.

OBJECTIVES

- Incorporate results of commuter rail studies in Washington County and Clark County into a regional analysis.
- Identify possible roles for passenger use of freight rail track in the region.
- Seek public comment on commuter rail financing and implementation proposals.
- Identify opportunities to support for Pacific Northwest Rail Passenger service improvements.

This study will require involvement of the public, shippers who currently use the railroads, railroad owners and operators, elected officials from jurisdictions within and beyond the metropolitan area, the Oregon Department of Transportation, and Tri-Met.

PRODUCTS AND TARGETS

- Broaden the public understanding and discussion of commuter rail in the region.
- Develop a plan for regional coordination of passenger rail services.
- Identify opportunities to support the Pacific Northwest Passenger Rail Service.
- Identify potential passenger use of other freight track in the region over the long term.

	FY 2000		FY 2000
Expenditures:		**Resources:**	
Personal Services	$ 30,468	FY 00 PL	$ 22,800
Materials & Services	0	FY 00 Tri-Met	10,000
Interfund Transfers	9,945	Metro	8,200
Computer	587		
TOTAL	**$ 41,000**	**TOTAL**	**$ 41,000**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	.345
TOTAL	**.345**

USDOT TRANSPORTATION MODEL IMPROVEMENT PROGRAM: TRIP PLANNER DEVELOPMENT

PROGRAM DESCRIPTION

This is a large national program to develop a new transportation-modeling paradigm to respond to the policy issues in ISTEA. It is intended to accurately evaluate air quality impacts of proposed actions. It will depict travel demand response to transportation infrastructure changes and travel demand management actions such as road pricing, parking supply actions, fuel price change effects and employer travel reduction programs. This program is five years old. This task is part of the long-term model improvement expected to produce models that will be used in the longer-term future (three plus years).

As a part of USDOT's TMIP program, the Los Alamos National Laboratory is developing a new model framework known as Transims (TRANsportation SIMulationS). The second demonstration of Interim Operating Capability (IOC 2) is being carried out using the Portland Metro area in cooperation with Metro. Transims is a model structure that will permit the use of interchangeable modules for the activity and travel-pattern generation. It is intended that one of the first activity pattern modules to be included will be Metro's new model (NewMod1), suitably upgraded (NewMod2).

RELATION TO PREVIOUS WORK

Network Data Acquisition: This included: The detailed specification of roads and intersections down to the local level (Tiger file – all roads), with signal timing, lanes and turn lanes specified.

Model Improvement & Data Manipulation: This work was started, data structure design was completed. The allocation of supporting model data (synthetic households, jobs by SIC, measures of accessibility by travel mode) to the interim data structure (zones) was completed. Model re-estimation was started.

Network Data Acquisition:
The detailed inclusion of all transit service to the network model; in "real time": not hourly abstractions. The addition of the truck network and commodity flow infrastructure. Completion of a network real-time speed measurement survey. The completion of the detailed signal data acquisition.

Model Improvement & Data Manipulation: Completion of the revised activity scheduling model has been completed and integrated with the Transims modules developed at Los Alamos. Development of data allocation to the street segment was completed and the prototype final model developed at Los Alamos.

Model Implementation: This task was started late in FY 99.

OBJECTIVES

There are three major work areas for Metro:

1. The development of detailed network information, roadway operating characteristics and transit operating characteristics. This includes detailed intersection delineation, inclusion of local roads, and the creation of a more detailed truck network and better real-time operating speed measurements. (Network Data Acquisition).

2. Improvements to the new activity scheduling and travel model "NewMod1" which is partially aggregated for use with current network software to make it totally disaggregate for use with Transims. This will include model re-estimation and the allocation of data to new structures, using street segments rather than traffic zones. The intent is to take the development of Metro's model further, and to include a more spatially disaggregate variant of NewMod1, and one which carries individual sample enumeration for the complete model structure. This will remove some of the compromises made in the interests of both timely completion of the TROS project and limitations in computer speed at the time of initial model development. The other area of probable disaggregation is that of time. NewMod1 currently uses 5 time slices: before am-peak, am-peak, midday, pm-peak and evening. For the Transims project a finer set of times will enable the modeling of travel activity during the shoulders of the peak, as well as variations within the midday and evening operating conditions. (Model Improvement & Data Manipulation).

3. Cooperative work with Los Alamos to carry out model implementation for the Portland metropolitan region. This will be a major task late in the project. (Model Implementation).

This project spans at least three fiscal years (1997-1998, 1998-1999 and 1999-2000).
Funding is 100% from a joint federal grant (FTA/FHWA) at present. The total cost is expected to be $1.6 million.

PRODUCTS AND TARGETS

Model Implementation: The intent is to carry this task to completion during this year with the resulting ability to demonstrate the feasibility of the Transims approach to simulating future travel and air quality. This will be a complete model implementation for demonstration purposes.

	FY 2000		FY 2000
Expenditures:		**Resources:**	
Personal Services	$ 339,243	USDOT - Section 5309	$ 848,360
Materials & Services	35,400		
Contractual/Bradley	100,000		
Contractual/Temporary	100,000		
Contractual/Computer Lease	80,000		
Interfund Transfers	116,155		
Computer	77,562		
TOTAL	**$ 848,360**	**TOTAL**	**$ 848,360**
Full-Time Equivalent Staffing			
Regular Full-Time FTE	4.111		
TOTAL	**4.111**		

NEW MODELS

PROGRAM DESCRIPTION

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

RELATION TO PREVIOUS WORK

Significant investments have been made in survey data collection for this region. Over the past ten years there have been three revealed preference surveys (two region wide, one corridor specific), three stated preference surveys, and a survey of external travel. The data have been used to make substantial improvements in the modeling capabilities and analytical expertise for the region. Furthermore, the information will continue to be used in the next five to eight years to make further strides.

The New Model Program will focus further improvement of the model over that used for the Traffic Relief Options Study (TROS), that model development effort focused on adult travel, with several compromises of detail in order to meet TROS deadlines. This effort will include travel by children and a complete calibration of the model to a higher level of geographic detail.

Person Travel Models

Work on these models slowed significantly during 98-99. The first six months were taken up with (unrelated) network impedance estimation programs being used in the very complex TROS (congestion or value pricing study), this was an unexpected work effort. Work in the second half of the year focused on three areas: replacement of the models developed in 87-88 (probabilistic) with models developed for Transims (stochastic), calibration of the completed models for application, and a start on the development of the children's travel model.

This project enables the analytical and planning community in this region to allow for the effects of socio-demographic changes (such as two worker household and other household structure effects) and the changing travel environment on journey complexity. In turn this will give a truer depiction of mode choice and the effects of urban design on travel decisions. These models have replaced the previous models, which are trip-based, in planning for the region for the next 1 to 3 years.

OBJECTIVES

The work to carried out in FY 2000 will be to complete the original design objectives, by including children, separating work and school as activities to be modeled (a 33% increase in model complexity), possibly modeling week-end travel and allowing mode changes at intermediate stops between the primary activity location and the home. We will also attempt to model these intermediate stop choices as a disaggregate decision using sample enumeration.

PRODUCTS AND TARGETS

- Complete a "children" model
- Add school-specific tours
- Disaggregate intermediate stop models
- Allow for mode changes at intermediate stops
- Inclusion of weekend travel
- Integration of the elements into a modeling package at Metro.

MODEL REFINEMENT

PROGRAM DESCRIPTION

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

RELATION TO PREVIOUS WORK

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

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

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

All agencies and projects that require the use of travel demand forecasting services benefit from the Model Refinement Program. Current clients include Metro (South/North EIS, Regional Transportation Plan, Region 2040), regional agencies (Oregon Department of Transportation, Tri-Met, Department of Environmental Quality), and governments (cities and counties in this region).

OBJECTIVES

The Model Refinement Program is on-going. No significant changes from last year are in the FY 99-00 scope.

The program area links with the Metro mission and value statement in that the modeling tool is used extensively in studies that investigate air quality, travel accessibility, and freight mobility.

PRODUCTS AND TARGETS

- Continue on-going effort to investigate travel characteristics at special trip generator locations (i.e., shopping centers, the Washington Park Zoo, OMSI, colleges and universities, the Portland International Airport, and the Swan Island area).
- Update computer simulation networks, demand model inputs, and trip tables to ensure accuracy and consistency with plans and policies.
- Adapt the model code to changing needs and conditions.
- Take advantage of software enhancements to produce a higher degree of data sharing between the EMME/2 (travel demand forecasting) and Arc/Info (GIS) software packages.

NEW MODELS/MODEL REFINEMENT

	FY 2000		FY 2000
Expenditures:		**Resources:**	
Personal Services	$ 250,960	FY 00 PL	$ 170,587
Materials & Services	0	FY 00 Section 5303	25,000
Interfund Transfers	83,791	FY 00 Metro STP/ODOT Match	121,582
Computer	97,449	FY 00 ODOT Supplement	55,000
		Tri-Met	30,000
		Metro	30,031
TOTAL	**$ 432,200**	**TOTAL**	**$ 432,200**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	3.223
TOTAL	**3.223**

PROGRAM DESCRIPTION

The Transportation System Monitoring and Data Dissemination Program identifies work tasks necessary to "benchmark" characteristics of the transportation system. Factors that influence travel choices are also observed. Through monitoring, Metro can access data that indicates the degree of mobility and accessibility for personal and freight travel.

RELATION TO PREVIOUS WORK

The purpose of the Transportation System Monitoring and Data Dissemination Program is to establish and maintain an inventory of transportation related data. Established in 1989, the data from the program is updated on a regular basis. The Intermodal Surface Transportation Efficiency Act, the Clean Air Act Amendment, and the Oregon Transportation Planning Rule make this program essential to monitor transportation system performance.

Each year data is gathered so that the state of the transportation system can be defined and evaluated. The data provides information necessary to benchmark the transportation system. Information regarding travel costs, traffic counts (automobile 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.

The products from the Monitoring Program include: 1) a summary of trends for transit fares, auto operating costs, parking costs, auto and truck usage, and transit patronage, 2) the calculation of the benchmark indicators required by the Regional Transportation Plan and, 3) the administration of the regional count program.

The 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, count data) for the regional travel forecasting model.

OBJECTIVES

The Transportation System Monitoring and Data Dissemination Program is on going. In past years, data has been tabulated and recorded in summary documents. This work program calls for continued attention to be placed on assessing the data and understanding what it means. Methods of data dissemination to the regional jurisdictions and other interested parties will be enhanced.

The collection of this data is essential for tracking the performance of the transportation system. The system characteristics indicate how easily people are able to move around, the current conditions for goods movement, and the locations for potential air quality problems.

PRODUCTS AND TARGETS

- Continue to summarize transportation related data for use in assessing system performance and monitoring system trends.
- Calculate benchmark indicators required by the Regional Transportation Plan.
- Continue the administration of the regional count program. This element ensures that proper inputs are available for the VMT estimation process and that quality vehicle classification count data is available for model validation.
- Establish improved methods for data dissemination.

	FY 2000		FY 2000
Expenditures:		**Resources:**	
Personal Services	$ 159,196	FY 00 PL	$ 22,233
Materials & Services	5,000	FY 00 Metro STP/ODOT Match	137,440
Interfund Transfers	53,449	FY 00 Section 5303	15,000
Computer	2,055	FY 00 ODOT Supplement	15,000
		Metro	30,027
TOTAL	**$ 219,700**	**TOTAL**	**$ 219,700**

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

PROGRAM DESCRIPTION

The Technical Assistance Program is a service Metro provides to the regional jurisdictions. This program allows the jurisdictions to use Metro's demand modeling expertise to work on local transportation studies intended to define projects that improve the ability of citizens to get around the region easily. The projects may also be relevant to the movement of freight, a critical component to a strong regional economy.

RELATION TO PREVIOUS WORK

The purpose of the Technical Assistance Program is to provide 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 in terms of staff support, computer usage, and training. A budget allocation that defines the amount of assistance to be provided to each jurisdiction.

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

ODOT, Tri-Met, Multnomah County, Clackamas County, Washington County, the City of Portland, and the City of Gresham have modem connections to the transportation planning EMME/2 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 on a dollar per CPU second basis.

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

OBJECTIVES

The Technical Assistance Program is on-going. No significant changes from last year are in the FY 99-00 scope.

This program is relevant to the Metro mission because it assists the jurisdictions in defining projects that 1) improve the ability to get around in the region easily and 2) potentially improve the mobility of freight, an important aspect in the regional economy.

PRODUCTS AND TARGETS

- Provide travel forecasting assistance to ODOT, Tri-Met, the Port of Portland, and cities and counties of this region in terms of 1) staff support, 2) access to the EMME/2 Transportation Planning Software via modem connections, and 3) training on the topics of software use and demand modeling theory.

- Provide technical assistance based on the following budget allocation:

JURISDICTION	BUDGET
City of Portland	$ 19,992
Washington County	19,992
Clackamas County	19,993
ODOT	35,000
Port of Portland	13,374
City of Gresham	9,995
Multnomah County	9,995
Tri- Met	10,000
Sales	7,500

- Provide expense reports to each jurisdiction at least quarterly.

	FY 2000		FY 2000
Expenditures:		**Resources:**	
Personal Services	$ 79,406	FY 00 Metro STP/ODOT Match	$ 88,546
Materials & Services	0	FY 00 ODOT Supplement	35,000
Interfund Transfers	26,650	FY 00 Tri-Met	10,000
Computer	45,786	Other*	7,500
		Metro	10,796
TOTAL	**$ 151,842**	**TOTAL**	**$ 151,842**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	1.184
TOTAL	**1.184**

* Work budgeted with these funds will commence only if funding is received.

PROGRAM DESCRIPTION

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

OBJECTIVES

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

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

Provide department management, including personnel matters, management of expenditures for materials, services and capital, contract compliance and departmental work programs. Also maintain active membership and support in National/International organizations such as Cascadia and AMPO. Particular products and activities are as follows:

- FY 2000 UWP
- Management of department budget, staff time and products;
- Required documentation to FHWA and FTA such as quarterly narrative and financial reports;
- Monthly progress reports to the TPAC;
- Minutes, agendas and documentation;
- Execution and monitoring of various pass-through agreements;
- Interdepartmental coordination; and
- Periodic review with FHWA and FTA on UWP progress.

PRODUCTS AND TARGETS

- Budget Adoption (June); UWP Adoption (March)
- Grant Approvals (June and July)
- Contract Approvals (As Needed)
- Federal Certification
- Progress Reports for Council and Federal Agencies (Quarterly)
- Tri-Annual Title VI Certification (September)

	FY 2000		FY 2000
Expenditures:		**Resources:**	
Personal Services	$ 368,574	FY 00 PL	$ 113,307
Materials & Services	63,452	FY 00 Section 5303	30,000
Contractual/PI (OPB)	100,000	FY 00 ODOT Supplemental	25,000
Capital Outlay	13,667	FY 00 Tri-Met	10,000
Interfund Transfers	317,504	Misc.*	108,000
Computer	0	Metro	576,890
TOTAL	**$ 863,197**	**TOTAL**	**$ 863,197**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	4.365
TOTAL	**4.365**

* Work budgeted with these funds will commence only if funding is received.

PROGRAM DESCRIPTION

As we carry out activities within the Transportation Planning Department and fulfill our responsibility to fully engage and involve the public, it is important to recognize the need to develop increasingly better, more effective and responsive methods of communication with the community at large. This school program will not only allow us to engage the future users of our transportation system (road, bike, pedestrian, transit etc.) but would also enable us to get information into the home and into the school system (PTA, teachers, staff etc.).

PRODUCTS AND TARGETS

The revenues and staff time identified in the FY 2000 budget would support introduction of a phase I school program, including:

- Initial review and assessment of critiques of the draft middle school curriculum program that will be circulated during FY 98-99 to 200 middle school teachers in four school districts, Portland, Oregon City, Gresham, and Hillsboro, and to an additional 50 school teachers and administrators who participated in Metro's 1998 Education Fair;
- Identification and application of possible funding sources (grants/sponsors) available to support complementary educational tools including full implementation and staffing of the school's program, providing in-school assistance and computer aided research;
- Hiring a curriculum specialist to review comments and make final recommendations to the Metro Transportation/Growth Management School's Curriculum Program;
- Incorporating comments received, working with the curriculum specialist to finalize the curriculum package and distribute it throughout the Metro area middle school community – teachers, administrators, curriculum specialists etc.;
- Identification and initial implementation of outreach opportunities/programs that could be linked to the PTA, parents and others associated with school age children.

	FY 2000		FY 2000
Expenditures:		**Resources:**	
Personal Services	$ 31,618	Other*	$ 45,000
Materials & Services	4,950		
Capital Outlay	0		
Interfund Transfers	8,432		
TOTAL	**$ 45,000**	**TOTAL**	**$ 45,000**
Full-Time Equivalent Staffing			
Regular Full-Time FTE	.346		
TOTAL	**.346**		

* Work budgeted with these funds will commence only if funding is received.

PROGRAM DESCRIPTION

The High Capacity Transit (HCT) Program is responsible for analysis of alternative transportation modes and the completion of project planning for major fixed guideway transit facilities in the region, from systems planning, through the Major Investment Study (MIS) process, to the completion of the federal environmental process, Preliminary Engineering and adoption of a project financing plan. The HCT Program at Metro works closely with staff from Tri-Met, ODOT and local jurisdictions participating in HCT studies.

RELATION TO PREVIOUS WORK

With the defeat of local funding for the South/North Light Rail Project in November 1998 and the completion of the Federal FEIS for the South Segment in early 1999, work on the South/North Light Rail Project was discontinued pending an assessment of other alternatives. The focus of the FY 98-99 work plan was to complete the Federal environmental process for the project, to adopt a project finance plan and to initiate final design and construction.

OBJECTIVES

The FY 1999-2000 work plan will respond to the public outreach effort that took place in the winter of 98-99 following the defeat of the South/North ballot measure. This could include evaluating other alternatives within the corridor, and, if one or more alternative is found to be feasible, developing a project work plan that could lead to implementation of an alternative within the corridor. The work plan may include developing a FEIS for the North segment of the corridor. The HCT Program's work plan will include technical analyses, public involvement activities, funding assessments and reports to JPACT, the Metro Council and other participating jurisdictions.

Services provided by the program include the provision of technical assessments of alternatives and their costs, benefits and impacts. Other services include the oversight and implementation of a community involvement program to help develop, analyze and evaluate transportation alternatives. Key products provided by the HCT Program include: technical reports summarizing the finding of the analysis; summary reports for the public and decision-makers; meetings, presentations, newsletters, brochures and public comment opportunities targeted to the general public; and decision-making documents and final reports outlining selected alternatives and future work plans.

The HCT Program's Customers, clientele and target groups include: the general public, residents, neighborhood organizations and interest groups; businesses; public institutions, including schools and recreational centers; affected agencies and jurisdictions; other departments within Metro, including the RTP Section and the Growth Management Department and JPACT and the Metro Council.

PRODUCTS AND TARGETS

- reassess the transportation and land use problems and opportunities within the South/North Corridor;
- develop a wide range of alternatives that could address the problems and opportunities within the corridor;
- evaluate the transportation benefits, costs and impacts of the alternatives;
- document the results of the analysis within technical and summary reports;
- develop and implement a public involvement program that seeks to involve new citizens, businesses and interest groups into each step of the evaluation process; and
- implement a local decision-making process to determine the most promising alternative(s) that could advance into a project development phase.

	FY 2000		FY 2000
Expenditures:		**Resources:**	
Personal Services	$ 843,490	96 FTA 103 e (4) OR-29-9023	$ 1,147,500
Materials & Services	57,310	Metro	208,120
Contractual/Larkin	50,000		
Printing/EIS	30,000		
Ads and Legal	10,000		
Interfund Transfers	291,869		
Computer	72,952		
TOTAL	**$ 1,355,620**	**TOTAL**	**$ 1,355,620**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	10.290
TOTAL	**10.290**

PROGRAM DESCRIPTION

The purpose of the TOD Implementation Program is to operate a development program to ensure that some regionally significant Transit Oriented Development (TOD) demonstration projects are undertaken and that joint development tools are in place to help the region meet it's growth management objectives. The program causes construction by the private sector of high-density housing and mixed-use projects that encourage increased transit use. These projects, located at light rail stations on the Eastside MAX, Westside MAX, PDX airport extension, Central City street car, and any future rail projects (as soon as Full Funding Grant Agreements are approved) are constructed with a strong pedestrian environment by including street and sidewalk amenities, plazas, promenades, and building massing and orientation that reinforce the street level activity. These public-private partnerships utilize Development Agreements for sale or lease of TOD sites and Financial Participation Agreements for eligible site preparation and site improvements as other federal grant funds for these purposes become available. Land sale proceeds will return to the Program for use in other TOD projects. Oregon Transportation Infrastructure Bank (OTIB) funds may be used to further leverage of the Program's influence. An OTIB application has been approved by the Oregon Department of Transportation and is awaiting issues to be resolved at the federal level by the Departments of Federal Transit Administration and Labor.

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

RELATION TO PREVIOUS WORK

Major achievements for the last fiscal year included:

- Approval by Metro of "start up" activities for the TOD Program.
- Successful issuing of RFP to Developers.
- Establishment of TOD Program Committee with representation from the Department of Environmental Quality (DEQ), the Oregon Department of Energy (ODOE), the Department of Land Conservation & Development (DLCD), the Oregon Housing & Community Services Department, Tri-Met, the Metro Council, the Oregon Department of Transportation (ODOT), the Oregon Economic Development Department (OEDD), and the Portland Development Commission (PDC).
- Approval of Development Agreements by FTA on three projects - the first in the country in which FTA capital funds were used for site acquisition.
- Start of construction on two TOD Projects including Center Commons (60th and Glisan) and Russellville Village.
- Completion of acquisition of former Wells Fargo Bank in downtown Hillsboro for future TOD project.
- Successfully negotiating donations from developers and others for local matching requirements.
- Approval for program income from 172nd and E. Burnside to be used as local match. (Metro was the first in the United States to use this newly created opportunity within the "Exemption from the Common Grant Rule").
- Gaining the confidence of the private sector so they will become Metro partners.
- Providing technical assistance to other TOD projects.
- Establishing partnerships with the Oregon Transportation Infrastructure Bank, PDC, Hillsboro, Tri-Met, Gresham and others.

PROJECTS AND TARGETS

The major objectives for FY 2000 include:

- Facilitating and managing the construction-phase of the first round of projects.
- Establishing site improvements funding mechanisms for TOD projects – this was excluded from the capital grant approved by FTA.
- Partnering with other public agencies with financial resources to increase the leverage of the limited TOD funds. To date Metro's financial partners on TOD projects include the Portland Development Commission,

Oregon Department of Housing and City of Hillsboro.

- Securing additional funding sufficient for a large scale TOD demonstration project. Funds for larger scale TODs and other joint development projects are being sought in the Priorities 2000 and TEA-21's Pilot Program.
- Continuing analysis of successful TOD projects with additional case studies. Six case studies have been completed to date.
- Successfully using second generation funds from land sale proceeds.
- Increasing the flexibility with FTA in use of federal funds.

	FY 2000		FY 2000
Expenditures:		**Resources:**	
Personal Services	$ 267,075	97 FTA OR-90-X070	560,000
Materials & Services	20,200	97 FTA OR-90-X073	40,000
Contractual/Appraisals	20,000	FY 00 STP	2,492,008
Contractual/Feasibility	15,000	Metro	450,237
Contractual/Master Plan	10,000		
Contractual/Environment Assessment	12,000		
Contractual/Technical Studies	15,000		
Contractual/Development Services	20,000		
Land Purchase	3,072,245		
Interfund Transfers	90,725		
TOTAL	**$ 3,542,245**	**TOTAL**	**$ 3,542,245**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	3.555**
TOTAL	**3.555**

* Work budgeted with these funds will commence only if funding is received.
** Subject to approval of additional capital grants.

PROGRAM DESCRIPTION

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

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

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

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

Regional Land Information System (RLIS) Program

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

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

The RLIS database is continually improved and updated. A challenge in FY 99-00 will be to develop more precise parcel level information (Master Address File) and provide regional support for measuring and monitoring the performance of the region's economy and land use (Building Permit Project).

Regional Land Information System (RLIS) Storefront

The activities of the RLIS Storefront are divided into providing services and products to subscribers and to nonsubscribers. Subscribers include local jurisdictions that have entered into intergovernmental agreements with Metro, Tri-Met or ODOT. Services are also provided to local jurisdictions receiving Transportation/Growth Management (TGM) grants from ODOT.

PROJECTS AND TARGETS

- Use the Electronic Storefront to increase use of RLIS by local governments and special districts.
- Continue development of Metro's Intranet for distribution of DRC products (e.g., aerial photos).
- Provide quality GIS products and services to Metro programs, subscribing jurisdictions, Tri-Met, ODOT and Storefront customers (private sector businesses and the general public).
- Continually improve the RLIS database for greater accuracy, utility and reliability of the system.
- Complete initial Master Address File and a routine for updating this file on a regular maintenance schedule.

- Provide timely information for meeting Performance Measurement requirements.
- Integrate the databases of region's permit issuing jurisdictions and county assessor's database with Metro's RLIS database.

	FY 2000		FY 2000
Expenditures:		**Resources:**	
Personal Services	$ 828,294	FY 00 PL	$ 73,030
Materials & Services	467,409	FY 00 Section 5303	66,000
Interfund Transfers	278,371	FY 00 ODOT Supplemental	15,000
Capital	59,000	Tri-Met	37,500
		Metro	1,441,544
TOTAL	**$ 1,633,074**	**TOTAL**	**$ 1,633,074**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	13.98
TOTAL	**13.88**

PORT OF PORTLAND LAND USE/TRANSPORTATION PLANNING EFFORTS

West Hayden Island Plan

An environmental, land use and infrastructure planning focus is underway to allow development of 650 acres of property in the Columbia River to accommodate future marine cargo operations. The land use process for annexation and plan amendment will be coordinated with an environmental process examining issues of marine facility development, infrastructure development and open space.

PDX Master Plan

The plan is an effort to examine terminal development alternatives and access to accommodate future passenger and air cargo growth in twenty plus years. A key element of the master plan includes examination of different terminal configurations and access to meet projected passenger and cargo growth.

Regional Industrial Lands

This is a multi-agency planning effort to determine the availability of land within the six county region (Clackamas, Clark, Marion, Multnomah, Washington, Yamhill) for moderate to heavy industrial development.

SUNRISE CORRIDOR

ODOT completed a MIS for unit 1 in 1998. The FEIS for unit 1 will be completed in the summer of 1999. An FEIS is not being done on unit 2 since the selection was only a corridor level decision. Additional environmental work will be done when this phase is funded for construction.

WESTERN BYPASS STUDY

Recommendations and findings of the Western Bypass Study were adopted by Metro into the Regional Transportation Plan late in FY 96-97. ODOT and Washington County are developing a scope of work for FY 98-99 on the design level analysis of the 99W to I-5 Connector (Tualatin-Sherwood Expressway) project that resulted from the study. The analysis will define the alignment and design for the potential toll-road facility.

MILWAUKIE – MCLOUGHLIN BOULEVARD (ORE 99E) FEASIBILITY STUDY

Review design options for improvements to a .5 mile segment of McLoughlin Boulevard in downtown Milwaukie, part of the integrated Milwaukie Regional Center Arterial/Street Improvement Program. The initial improvement draft was completed in January 1997. Final design selection was in March 1997. The project has been slowed down while Milwaukie waits to be designated a Town Center and does a downtown revitalization study. In cooperation with ODOT they continue work to designate improvements that meet traffic safety goals.

TRI-MET – REGIONAL TRANSPORTATION DEMAND MANAGEMENT PROGRAM

OR-90-X77 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 the local jurisdictions with the implementation of Region 2040 mode split goals, support regional carpool matching, assist employees throughout the region to meet the Oregon Department of Environmental Quality (DEQ) Employee Commute Option (ECO) Rule trip reduction goals, and expand public/private partnership programs.

Tri-Met's OR-90-X74 and X75 CMAQ efforts, have focused on expanding outreach programs into suburban locations including providing and promoting carpool/vanpool services. TDM support services, and Transportation Management Association (TMA) assistance programs. Tri-Met will continue to supplement CMAQ funds with other regional sources including Tri-Met General Fund dollars, State Transportation Program funds, and private sector contributions.

Program
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
- 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
- Program funding and evaluation

Regional Coordination
The TDM Program is a key element of Region 2040, the regional land use and transportation plan. Under Region 2040, local jurisdictions are asked to reduce single occupant vehicle trips. In addition to the established TDM programs, such as carpooling matching, Tri-Met will use OR-90-X77 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.

Employer Compliance Assistance
The regional TDM Program has been key to the implementation of the ECO Rule. OR-90-X74 and X75 CMAQ funds help provide technical expertise on ECO rule development and assist employers with ECO Rule compliance using TDM strategies. Tri-Met provides assistance to 60% of all ECO affected employers. OR-90-X77 CMAQ funds will help Tri-Met continues to assist employers with ECO plan maintenance, plan updates, and worksite program improvements. Marketing programs will educate employees on how their mode choice decisions affect regional air quality, land use planning, and improvements to the transportation network.

Public/Private Efforts
The focus of public/private efforts will be to enhance available programs/services and continue to involve the private sector in the responsibility of reducing commuter trips. The regional TDM Program has effectively leveraged over $3 million a year from employers for employee alternative transportation subsidies. This partnership effort started almost four years ago with OR-90-X061 funds. New partnership areas to be pursued

include substantial employer annual transit pass subsidies, privately funded community shuttles, and targeted marketing or educational materials.

TRANSPORTATION DEMAND MANAGEMENT PROGRAM NEW RESEARCH AND DEVELOPMENT

OR-90-X74 and 75 CMAQ funds were used to design new alternative transportation options, fund initial technical assistance and provide marketing support for new options. OR-90-X77 will continue these efforts by providing additional resources to explore a variety of new innovative alternative transportation options. Listed below are programs in their various stages of development.

Implementation Phase

1. *Residential PASSport Demonstration Program* – Fare Incentive Program (based on the employer PASSport Program) for Orenco Station transit-oriented residential development.
2. *Vanpool Shuttle Program* – Vans are provided to employers/homeowner's associations to be used as shuttles from their worksite/housing development to the MAX station or major transit corridor. Employer/homeowner's association provides driver.
3. *Vanpool Program* – A subsidy is provided in coordination with employers to provide and incentive for employee vanpool use. There are 40 operating vanpools in the region.
4. *Shared Ride Taxi Demonstration* – A new service for customers in the Cedar Mill area that provides access to Sunset Transit Center and major destinations in the Cedar Mill area through a local taxi service operated under contract with Tri-Met.
5. *Columbia Corridor TMA* – Formation of TMA in the Columbia Corridor in partnership with the Columbia Corridor Association and the City of Portland, in preparation of PDX MAX.
6. *EV Access* – Install EV charging stations at Tri-Met park and rides, based on customer requests.

Development Phase

1. *Station Cars* – Electric cars with reserved spots at MAX park and ride stations that can be used by neighboring residents or employees to access home or worksite, for a nominal fee.
2. *Regional Center Management Association* – Private/public association that works with businesses, the local jurisdictions and Tri-Met to implement the land use, parking and transportation elements for Region 2040 implementation.
3. *Accessible Community Service* – Services that run within communities and is custom-designed to link key origin and destinations for disabled/elderly persons.
4. *Welfare to Work* – Three elements include: improving information of transportation options through training and marketing materials at social service organizations; providing area services near targeted social service centers; and, working directly with employers to provide access to jobs.

Discussion Phase

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

PROJECT JUSTIFICATION

Compliance with CMAQ Program Objectives

1. Follow up ECO surveys results for 99 worksites indicate and average reduction of 5% annually in drive alone work trips, and a 4% reduction in total auto work trips.
2. In pre-ECO conditions, Metro estimates that 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.

3. For every dollar of public money spent on TDM, it is estimated that another three to four dollars are leveraged from employers for alternative transportation subsidies for their employees. The majority comes from the subsidy of transit passes.
4. Partnership Plans for Marquam Hill and Lloyd District Partnerships have reduced drive-alone work trips by 15% and 26% respectively. These projects include a private sector match.

	FY 2000		FY 2000
Expenditures:		**Resources:**	
Staff	$ 709,000	CMAQ	$ 697,300
M&S	60,000	Tri-Met	311,700
Vanpool Program	200,000		
TMA Assistance	40,000		
TOTAL	**$ 1,009,000**	**TOTAL**	**$ 1,009,000**

PORTLAND – CENTRAL CITY STREETCAR – PHASE II

Final engineering will be completed in April 1999, for a streetcar line running from Northwest Portland to Portland State University via the River District and the Central Business District. Construction on this Phase I Alignment of the Central City Streetcar will begin in the spring of 1999 and revenue service will commence in the fall of 2000. Planning for a Phase II alignment from Portland State University to North Macadam will commence in 1999 and will be funded by a HUD Special Purpose Grant and local money.

PORTLAND – SOUTH PORTLAND CIRCULATION STUDY

Complete analysis of circulation options and recommend an option for the West End of the Ross Island Bridge/SW Naito/Barbur Boulevard Area. The project goals are to improve travel and safety and create redevelopment opportunities in the Lair Hill and North Macadam areas.

Federal Share:	$ 120,000 STP – (Obligated 1977 – FHWA)
Total:	$ 150,000

DEQ – EMPLOYEE OPTIONS PROGRAM

In fiscal year 99-00, activities in the ECO Program will include compliance work and technical assistance. Employer goals are to reduce their single occupant auto trips by ten percent from their baseline survey results and then maintain the reduction. Annual employee surveys are required of employers to measure progress toward their trip reduction goal. The ECO Program has placed an emphasis on providing employers with technical assistance through the ECO Information Clearinghouse. Planned activities include quick one-on-one service for the busy employer, ECO training, Shifting Gears to connect the employer to other regional service providers. In addition to compliance follow-up work, DEQ will seek federal funding to operate the ECO Information Clearinghouse (105K annually four years with a 10.27 DEQ match). ECO compliance work will be funded with vehicle inspection fees.

However, the degree to which technical assistance is provided will depend on if DEQ requires funding from the Metro Priorities 2000 Process to continue the ECO Information Clearinghouse. ECO compliance work will maintain at its current level throughout the life of the program. ECO compliance work is funded through vehicle inspection fees.

SPR PROGRAM DESCRIPTION

OBJECTIVES

In partnership with local and regional governments develop of a Portland Metro Regional Transportation Plan (RTP). Coordinate the RTP with the Metro 2040 land use plan.

RELATIONSHIP TO OVERALL PROGRAM

Transportation improvement projects in the Portland metro area must be included in the Metro Regional Transportation Plan before they can receive federal funds for project development.

PREVIOUS WORK

Continuing work on the development and implementation of the RTP

MAJOR ACTIVITIES AND TASKS

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

- **Coordinate TIP Development:** ODOT staff work with Metro to assure that the process for selecting federally funded transportation projects is balanced, fair and provides for a range of needs.
- **Support RTP Update:** The current RTP update is one of the most significant revisions in recent years. ODOT staff works closely with Metro to assure that the update accurately reflects ODOT projects and incorporates the State's interest into regional policy making. ODOT staff will continue participation in development of the RTP at all levels.
- **Support Regional HCT and Commuter Rail Studies:** ODOT staff is working with Metro to assess the utility of commuter rail and propose a policy response to commuter rail questions.
- **Support the analysis of Alternative Funding:** ODOT is a project partner in the Traffic Relief Options study and assures that the study adequately addresses issues and concerns of ODOT and the Federal Highway Administration. ODOT will develop a policy response to the findings of the congestion pricing study and continue to investigate alternative sources of funding, including an analysis of congestion pricing implementation issues in the Hwy 217 corridor.
- **Support Metro Transportation/Land Use Integration Efforts:** ODOT continues to work closely with Metro to implement the 2040 Growth concept. ODOT works closely with Metro to assure that regional growth management policy does not adversely impact the State's transportation system.
- **Assist Green Corridor Implementation Strategy:** ODOT staff will assist in the development of a strategy for assuring that ODOT facilities on the fringe of the UGB can function as a green corridor as envisioned in the 2040 Growth Concept.
- **Assist in the development of the transportation model and traffic analysis.** Assist with analysis and input from ODOT traffic engineers.
- **Assist Traffic Analysis Methodology Development:** The 2040 Land Use concept identifies new land use patterns especially those called mixed use. Traditional methods of analysis of traffic impacts are inadequate for these new patterns. Metro ODOT and local governments will come to agreement on the analysis methodology.

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

- **Local Land Use and Development Review:** ODOT staff process almost 5000 land use notices and provides 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.

- **Coordinate local TSP Development:** ODOT staff participates in the development of transportation system plans for every jurisdiction in the region. The TSPs are critical in identifying the impact of future growth on the state highway system. ODOT staff assists in the development of these plans to assure consistency the Oregon Transportation Plan, the Oregon Benchmarks and the Transportation Planning Rule.

- **Participate in Regional Air Quality Planning:** ODOT staff works with DEQ to assure that the region's transportation projects comply with federal air quality standards.

- **Willamette Valley Forum:** Coordinate the transportation planning activities of ODOT, other state agencies, and local governments in the Willamette Valley that affect the Portland Metropolitan area.

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

- **Freeway Corridor Studies:** Participate in studies for I-405 and Hwy. 217/US 26 which will identify a long-term strategy for the corridor, while identifying and prioritizing future corridor needs. The corridor studies will include technical analysis, policy development and ongoing public involvement. The Highway 217 Corridor Study will include an evaluation of congestion pricing as a possible strategy to accommodate future traffic growth. The Corridor studies will provide recommendations on future level of service standards as specified in the Oregon Highway Plan and the Urban Growth Management Functional Plan. ODOT staff will prepare briefer corridor studies for the region's other major corridors.

- **Highway Jurisdictional Rationalization:** ODOT staff will continue to negotiate the transfer of state highway whose function is primarily local or redundant. ODOT staff will work with Metro to refined NHS and RTP functional classifications system in conjunction with the adoption of the RTP.

- **I-5 Trade Corridor:** Continue the I-5 Trade Corridor Study.

- **Identify innovative improvements to the state system:** Continue examining the potential for freight only improvements in interstate freeway corridors and participate in regional efforts to develop a freight network and better understand goods movement. Identify potential for HOV and transit capital improvements in highway corridors.

- **Freeway Interchange Management Studies:** Conduct studies of various freeway interchanges in 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 and assess the need for additional access control in the vicinity of the interchange.

Conduct studies of new ways to finance transportation infrastructure. Specific Activities:

- **State Infrastructure Bank:** Continue the development of this mechanism for financing transportation improvements.

- **Value Capture:** Study the potential for financing state highway improvements through value capture methods similar to those available to local governments for example, systems development charges and urban renewal mechanisms.

		SPR Expenditures		Resources
Region 1 Corridor & Systems Planning				
Planning				
Personal Services		$	299,500	
Services and Supplies		$	74,288	
Consultant Professional Services		$	590,000	
	TOTAL	$	963,788	SPR: 00SPF230
Portland Transportation Study				
Planning (MPO Coordination and Support)				
Personal Services		$	211,980	
Services and Supplies		$	17,483	
Consultant Professional Services		$	38,750	
Planning (Development and TSP Review)				
Personal Services		$	166,400	
Services and Supplies		$	13,793	
Traffic Analysis				
Personal Services		$	150,000	
	TOTAL	$	598,406	SPR: 00SPF221

00uwp
02/17/99

FY00 UNIFIED WORK PROGRAM FUNDING SUMMARY

	00PL ODOT (1)	2000 Sec5303* 80X007	00STP* Metro 33C (2)	ODOT Mtch	2000 ODOT Supplemt	00 Lcl TriMet	00FTA STP* TOD	*carryover* 96FHWA* Pilot CgstnPric	FTA-S/N 96(e)4 29-9023*	FTA-TOD(4) 97Sec5307 90-x070* 90-x073*	USDOT Sec5309* TMIP	Other** Federal Grants	2000 SPR*	Local Funds/ Match	TOTAL
METRO															
RTP Update/Refinement	275,072	18,148	147,711	8,463	23,000	25,000								207,936	705,320
Regional Freight Plan	68,355	15,000	36,807	4,213	14,200									34,715	173,290
Transportation Improvement Pgm	19,631	15,000			10,800	19,499								41,070	106,000
RTP Financing	49,001		26,021	1,489										1,489	78,000
Local Coordination	144,465		60,657	3,471										54,407	263,000
Alternative Mode Implementation		25,852	30,000	1,717		43,001								4,430	105,000
Congestion Pricing (TRO)								32,960						8,240	41,200
S. Willamette	6,031		7,896	452										9,221	23,600
Hwy 217 Study	194,348		88,868	5,086	20,000	5,000								87,508	400,810
I-5 Trade Corridor Study	131,877	11,530	26,295	1,505	12,000	35,000						185,000		45,873	449,080
Commuter Rail	22,800					10,000								8,200	41,000
Trans Model Improve Prog											848,360				848,360
New Model/Model Refinement(3)	170,587	25,000	115,000	6,582	55,000	30,000								30,031	432,200
System Monitoring	22,233	15,000	130,000	7,440	15,000									30,027	219,700
Technical Assistance			83,752	4,793	35,000	10,000								18,294	151,839
Coordination & Management	113,307	30,000			25,000	10,000								684,890	863,197
School Program												45,000			45,000
HCT Programs									1,147,500					208,120	1,355,620
TOD							2,492,008			600,000				450,237	3,542,245
Data, Growth Monitoring	73,030	66,000			15,000	37,500								1,441,544	1,633,074
Metro Subtotal	1,290,737	221,530	753,007	45,201	225,000	225,000	2,492,008	32,960	1,147,500	600,000	848,360	230,000		3,366,232	11,477,535
ODOT PLANNING ASSISTANCE													579,000		579,000
GRAND TOTAL	1,290,737	221,530	753,007	45,201	225,000	225,000	2,492,008	32,960	1,147,500	600,000	848,360	230,000	579,000	3,366,232	12,056,535

*Federal funds only, no match included

2. FY00 STP is comprised of $670,000 federal + $38,342 ODOT (1/2 match) plus carryover of $85,000 federal + $4,864 ODOT (1/2 match)

3. Combined New Models and Model Refinement

4. 90-x070 = $560,000
   90-x073 = $ 40,000

(1) The full $1,290,737 shown is based on assumption of 1,000,019.31(fed) new PL plus $114,456.69 ODOT match and $158,158.99 carryover PL and $18,102.01 ODOT match

12,056,535

SOUTHWEST WASHINGTON REGIONAL TRANSPORTATION COUNCIL (RTC)

UNIFIED PLANNING WORK PROGRAM

FOR

FISCAL YEAR 2000

DRAFT

Southwest Washington Regional Transportation Council
1351 Officers' Row
Vancouver, WA 98661
Telephone: (360) 397-6067
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February 1999

FISCAL YEAR 2000 UNIFIED PLANNING WORK PROGRAM: INTRODUCTION

Purpose of UPWP

The Unified Planning Work Program (UPWP) is prepared annually by the Southwest Washington Regional Transportation Council (RTC), as designated Metropolitan Planning Organization (MPO) for the Clark County urban area. RTC is also the designated Regional Transportation Planning Organization (RTPO) for the three-county area of Clark, Skamania and Klickitat. RTC's UPWP was developed in coordination with the FY2000 transportation planning program to be undertaken by WSDOT Southwest Region. All regional transportation planning activities, as part of the continuing transportation planning process proposed by the MPO/RTPO, as well as Washington State Department of Transportation and local agencies, are documented in the UPWP. The financial year covered in the UPWP runs from July 1, 1999 through June 30, 2000.

The UPWP focuses on the transportation work tasks that are priorities to federal or state transportation agencies, and those tasks considered a priority by local elected officials. The planning activities relate to several modes of transportation and include planning issues significant to the Regional Transportation Plans (RTPs) for the three-county region and the Metropolitan Transportation Plan (MTP) for the Clark County region. Direction for regional transportation planning activities for FY 2000 and beyond is provided by the federal Transportation Equity Act for the 21st Century (TEA-21) passed in 1998. TEA-21 is the successor to the Intermodal Surface Transportation Efficiency Act (ISTEA) passed in 1991.

Since RTC was established in 1992, the agency's role and program of planning activities has continually evolved. In FY99 RTC continued to worked closely with local jurisdictions on concurrency, congestion monitoring and Transportation Impact Fee program development. Two major work elements were initiated in FY 98 to study aspects of bi-state travel; 1) the Regional High Occupancy Vehicle Study and 2) Commuter Rail Study. The Studies concluded in FY 1999 but the HOV Study will move forward in FY 1999/2000 to look at HOV implementation. As FY 2000 begins, a large portion of the interstate system in Clark County is undergoing transportation planning study through the I-5 Trade Corridor Study, the I-5/I-205 North Corridor Study and the I-205 Strategic Corridor Pre-Design Study.

UPWP Objectives

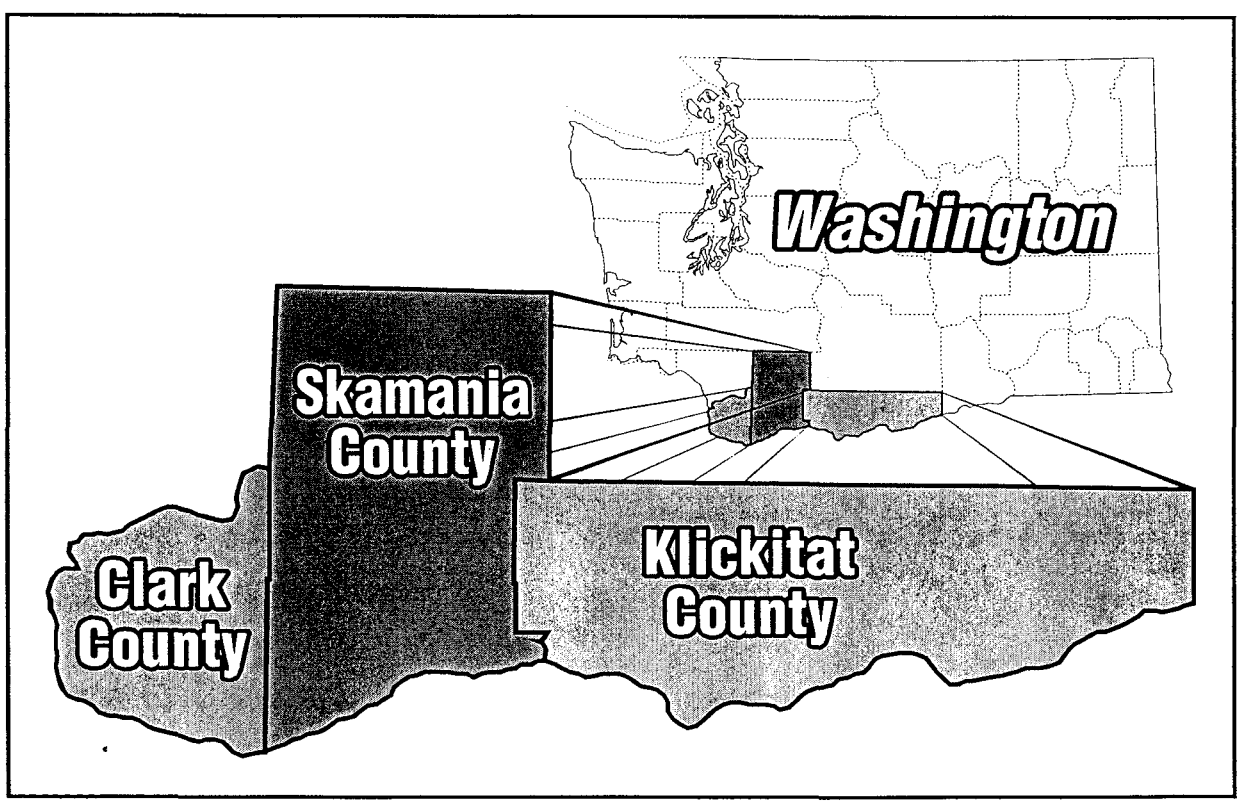
The UPWP describes the transportation planning activities and summarizes local, state and federal funding sources required to meet the key transportation policy issues of the upcoming year. The UPWP is reflective of the national focus to "encourage and promote the safe and efficient management, operation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

Key transportation issues facing the region in FY2000 include:

- Providing for the rapid growth that the region is experiencing. Between 1990 and 1998, Clark County's population grew by 38 percent. The result of fast-paced growth and slow transportation system investment is a loss of mobility for people and goods due to increasing levels of traffic congestion. With this scenario, the region needs to ensure that the most cost-effective transportation projects are prioritized and moved forward for funding.
- Seeking funding for the region's priority transportation projects.

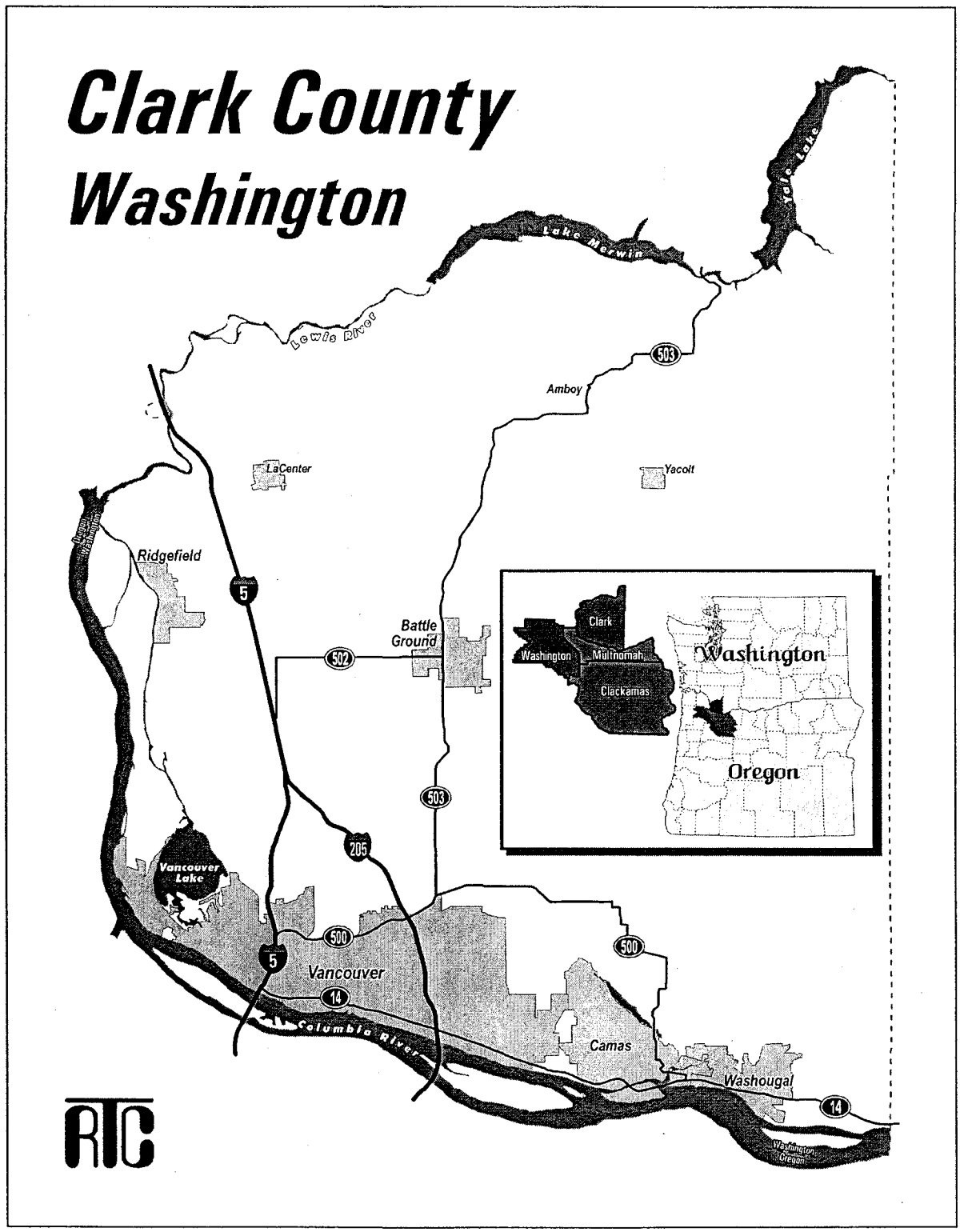
- Adopting a 2000-2002 Transportation Improvement Program (TIP) to reflect programming of the region's priority projects and funding programs under the federal transportation act.
- Implementing plans adopted under the Washington State Growth Management Act and implementing the Transportation Equity Act for the 21st Century (TEA-21).
- Moving recommendations from the High Occupancy Vehicle (HOV) Study forward for further consideration and possible implementation, particularly in the I-5 corridor.
- Development and implementation of transportation concurrency programs.
- Study of Interstate highway system needs throughout Clark County through the I-5 Trade Corridor Study, the I-5/I-205 North Corridor Study and the I-205 Strategic Corridor Pre-Design Study
- Addressing environmental issues relating to transportation, including seeking ways to reduce the transportation impacts on air quality.
- Continuing the congestion management monitoring program.
- Evaluating freight transportation needs.
- Application of Intelligent Transportation Systems (ITS) technology in the I-5/Highway 99 corridor.
- Working to address increasing bi-state transportation needs in cooperation with Metro, Portland, WSDOT and ODOT.
- Coordinating with Washington State Department of Transportation on development of the Washington Transportation Plan.
- Involving the public in identifying transportation needs, issues and solutions in the region.

SOUTHWEST WASHINGTON REGIONAL TRANSPORTATION COUNCIL (RTC)
EXTENT OF RTC REGIONAL TRANSPORTATION PLANNING ORGANIZATION REGION



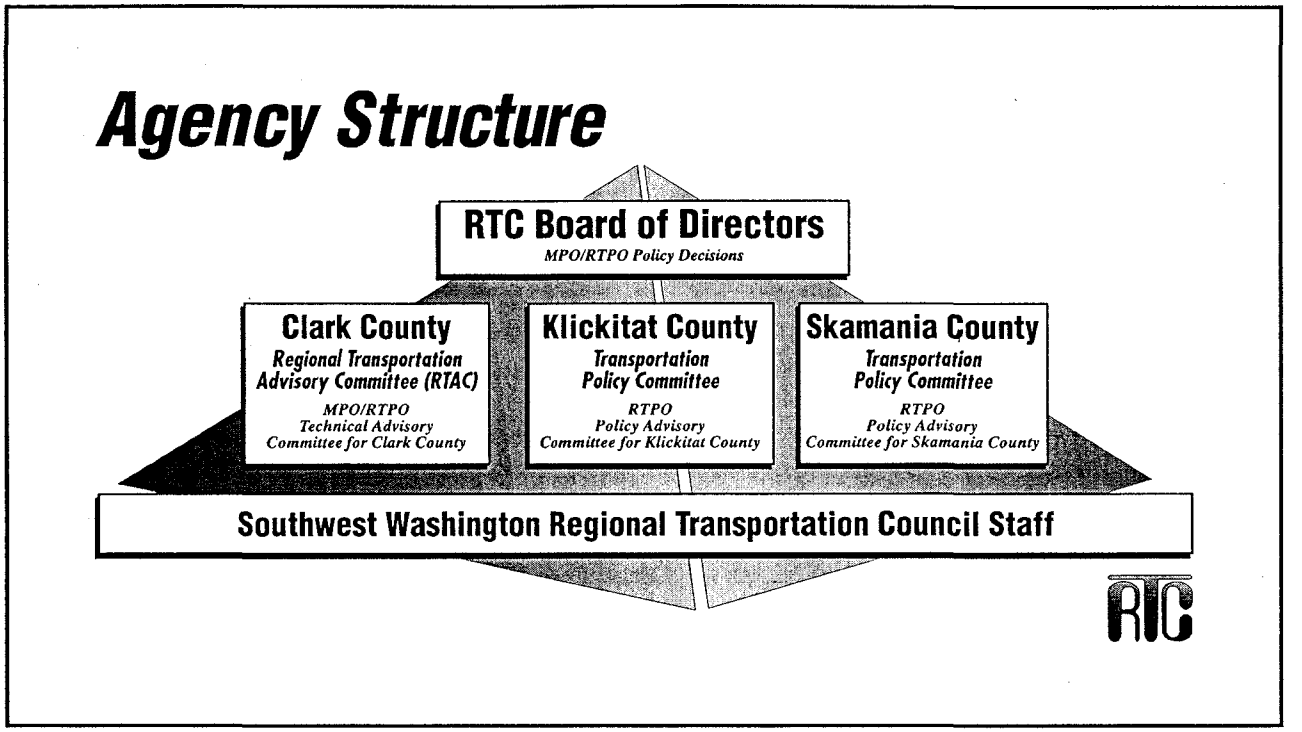
SOUTHWEST WASHINGTON REGIONAL TRANSPORTATION COUNCIL (RTC)

EXTENT OF RTC METROPOLITAN PLANNING ORGANIZATION REGION
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 iv).

A. Clark County

The primary transportation planning participants in Clark County include the following: the Southwest Washington Regional Transportation Council (RTC), C-TRAN, Washington State Department of Transportation (WSDOT), Clark County, the cities of Vancouver, Camas, Washougal, Ridgefield, Battle Ground and La Center and the town of Yacolt, the ports of Vancouver, Camas-Washougal, and Ridgefield, and two federal agencies, the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA). In addition, the Department of Ecology (DOE) is involved in the transportation program as it relates to the State Implementation Plan for carbon monoxide and ozone. As the designated MPO for the Clark County Urban Area, RTC annually develops the transportation planning work program and endorses the work program for the entire metropolitan area. RTC is also responsible for the development of the Regional Transportation Plan, the Transportation Improvement Program, and other regional transportation studies, operational and near-term transit planning. C-TRAN regularly adopts a *Transit Development Plan* (TDP) which provides a comprehensive guide to C-TRAN's future development and has information regarding capital and operating improvements over the next six years. The TDP, required by RCW 35.58.2795, outlines those projects of regional significance for inclusion in the Transportation Improvement Program within the region. WSDOT is responsible for preparing *Washington's Transportation Plan*; the long-range transportation plan for the state of Washington. RTC cooperates and coordinates with WSDOT, at the Southwest Region and Headquarters' level, in ensuring that results from regional and local planning studies are incorporated into Statewide plans. RTC and WSDOT also cooperate in involving the public in development of transportation policies, plans and programs.

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

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

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

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

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

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

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

Issues of Interstate Significance

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

RTC Board of Directors

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

Regional Transportation Advisory Committee Members

WSDOT Southwest Region	Mary Legry / Mike Niemi
Clark County Public Works	Pete Capell / Kevin Gray
Clark County Planning	Jerri Bohard
City of Vancouver, Public Works	Thayer Rorabaugh / Kevin Wallace
City of Vancouver, Community Development	Azam Babar
City of Washougal	Mike Conway
City of Camas	Eric Levison
City of Battle Ground	Paul Haines
City of Ridgefield	City Clerk
C-TRAN	Deb Wallace
Port of Vancouver	Bernie Bills
ODOT	Dan Layden
Metro	Christina Deffebach
Regional Transportation Council	Dean Lookingbill

B. Skamania County

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

Skamania County Transportation Policy Committee

Skamania County	Commissioner Judy Carter
City of Stevenson	Monica Masco, City Council Member
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
WSDOT, Southwest Region	Donald Wagner, SW Regional Administrator
Port of Klickitat	Dianne Sherwood, Port Manager

1. REGIONAL TRANSPORTATION PLANNING PROGRAM

The Regional Transportation Planning Program encompasses MPO/RTPO planning activities including (A) Metropolitan Transportation Plan, (B) Metropolitan Transportation Improvement Program, (C) Congestion Management System Monitoring, (D) I-5 Trade Corridor Study, (E) I-5 HOV Feasibility Study, (F) HCT Corridor Systems Plan, (G) I-205 Strategic Corridor Pre-Design Study, (H) Skamania County RTPO, (I) Klickitat County RTPO and (J) SR-35 Study.

1A. METROPOLITAN TRANSPORTATION PLAN

The Metropolitan Transportation Plan serves as the Regional Transportation Plan (RTP) for the Clark County metropolitan region to promote and guide development of an integrated intermodal and multimodal transportation system that facilitates the efficient movement of people and goods, using environmentally sound principles and fiscal constraint. An update to the December, 1994 *Metropolitan Transportation Plan (MTP) for Clark County* was adopted in December, 1996 a subsequent amendment adopted in December 1997 and a further amendment in December 1998. The 1998 amendment incorporated results of the MTP project prioritization process and clarified the Financial Plan chapter which describes the development of the fiscally-constrained Plan.

The Metropolitan Transportation Plan (MTP) work element includes (i) review and amendment of the MTP, (ii) consideration of the environment during MTP development in accordance with the State Environmental Policy Act (SEPA) and National Environmental Policy Act (NEPA), (iii) continuing MTP development and (iv) incorporation of system monitoring and performance analysis results.

Work Element Objectives

(i) Plan Review and Amendment

1. Amendment of the Metropolitan Transportation Plan (MTP) to comply with GMA and TEA-21 and for consistency with state, local and regional plans. The Plan was last amended by an action of the RTC Board in December 1998. The MTP is to be regularly amended and/or updated to reflect changing trends, conditions, regulations and study results. According to state requirements the Plan is to be reviewed for currency every two years and under federal rules, the Plan must be updated at least every three years. The Plan for Clark County covers a county-wide-area, the area encompassed by the Metropolitan Area Boundary, and covers a 20-year planning horizon. In FY2000, if an MTP amendment is carried out it would be related to incorporation of results of significant regional transportation studies. A major update is not scheduled until the County and jurisdictions work on update to their comprehensive growth management land use plans. The County have announced that the GMA plans will be updated during 2000 to 2001.

2. To be more user-friendly, the MTP for Clark is to be re-organized and materials published by sub-region. This activity would reorganize the information, analysis, recommendations and priorities by sub region. The sub-regional MTP work began in FY99 and will be completed in FY 2000. The goal is to present a more easily understood plan that neighborhoods, schools, businesses and citizens can relate to by their areas of highest travel activity.

3. To comply with state standards and to incorporate the provisions of revised RCW 47.80 (SHB 1928 codified) the updated MTP must include the following components:

    a. A statement of the goals and objectives of the Plan.

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

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

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

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

    f. Designation of the regional transportation system.

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

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

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

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

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

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

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

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

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

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

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

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

   f. Promote efficient system management and operation; and

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

5. Public participation in MTP development and review of the MTP, as well as inter-agency review of the Plan.

6. 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. The RTC Board adopted the region's CMS at their May 2, 1995 meeting (RTC Board Resolution 05-95-14). Management system work includes the consideration of multimodal intermodal linkages, transit, TDM and TSM strategies as alternatives to Single Occupant Vehicle capacity projects. CMS results are incorporated into the MTP.

7. 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. In FY98 a MTP project prioritization was completed and with each MTP amendment and update the prioritization policies and resulting list will be reviewed to check whether it accurately reflects the priorities of the region.

8. Incorporation of recommendations and projects for development of the High Speed Train corridor, the Pacific Northwest Rail Corridor from Oregon to Vancouver BC, which runs through Clark County. Improvement of the Vancouver Amtrak rail station is proposed.

(ii) SEPA/NEPA Review

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

10. Coordination with environmental resource agencies in MTP development.

11. Assessment of environmental conditions, at a regional level.

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

13. Evaluation of cumulative environmental impacts consistent with TEA-21, Clean Air Act and State requirements, including Clean Air Act conformity analysis.

(iii) Continuing MTP Development

The MTP is subject to continuous review to ensure that changing trends, conditions or regulations and future study results are identified and that they will be reflected in the required Plan updates. Both the GMA and federal transportation act requires that regular review and update of the Plan takes place. Below are described issues which will need consideration with any MTP amendment and/or update.

14. MTP amendment in the fall/winter of 1999 to reflect results of the **High Occupancy Vehicle Study** and recommendations of the **Commuter Rail Feasibility Study** assessing the feasibility of implementing commuter rail between Vancouver and Portland. The MTP will also incorporate new or revised regional transportation system needs. The focus of the amendment will also include recommendations from other significant regional transportation planning efforts now underway.

15. Continued re-evaluation of the future regional transportation system to be used in quantifying transportation performance and cumulative environmental impacts consistent with TEA-21, Clean Air Act and State requirements.

16. Continue to address bi-state travel needs and review of major bi-state policy positions. Issues include High Occupancy Vehicle (HOV) policies, the South/North Corridor Environmental Impact Statement (DEIS), Traffic Relief Options (TRO), congestion management policies and ongoing efforts to address freight transportation needs in the I-5 corridor through the **I-5 Trade Corridor Study**. RTC participates in policy, plan and project development relating to these efforts.

17. Participate in major transportation study efforts throughout the region such as the I-5 Trade Corridor Study. The I-5 Trade Corridor Study will evaluate strategies to assure that I-5 adequately serves interstate freight movements, provides access to the ports in Portland and Vancouver, and provides access to critical waterside industrial property. The project will be conducted jointly by the Washington and Oregon Departments of Transportation in coordination with RTC, Metro, the ports and local governments. Phase two of the study will include examination of significant corridor constraints such as the Interstate Bridge.

18. Other ongoing studies in the region during FY99/2000/01 include the I-5/I-205 North Corridor Study, the I-205 Strategic Corridor Pre-Design Study, SR-500 corridor (from I-5 to Andresen Road) Environmental Assessment (EA), SR-500 (east corridor) Risk Potential Study, Columbia River Bridge Strategies, I-5 HOV Feasibility Study, I-5/Highway 99 ITS Study and Vancouver

Transportation Systems Plan which includes downtown Vancouver transportation needs. The results from the studies will be incorporated into the MTP with its amendment.

19. Cooperate with WSDOT on Phase II of the **Washington Transportation Plan (WTP)** and begin integration of the Vision, as approved by the Washington Transportation Commission, into the RTP. Also, incorporation of results from ongoing work related to the Washington Highway System Plan. The current Washington Highway System Plan (1999-2018) was adopted in January 1998.

20. Implementation of HB 1487 (the Level of Service Bill) based on the Guidance developed by the statewide Stakeholders Committee.

21. Regional corridors and associated intermodal connections associated with issues of statewide intercity mobility services will be addressed. Interjurisdictional public transportation issues will be assessed and solution strategies developed, as needed.

22. Description of any identified Transportation Control Measures (TCMs) to maintain federal clean air standards and evaluation of MTP conformity with the Clean Air Act Amendments of 1990.

23. Evaluation of freight routes and description of the State's Freight and Goods System and its update.

24. Address federal initiatives such as FTA's Job Access and Reverse Commute initiative, and its applicability in the Clark County region. Clark County and the City of Vancouver acknowledge the need to have a program to encourage transit-oriented development in implementing Growth Management Plans. New federal and state funding programs are described in the MTP and their value to the Clark County region considered. With passage of TEA-21, new programs such as the National Corridor Planning and Development Program, Transportation, Community and System Preservation Pilot Program and High Priority (Demonstration) Projects are of interest to the Clark County region.

25. Continuing consideration of concurrency management and its impact on development of the regional transportation system.

26. Continued consideration of Intelligent Transportation System (ITS) applications to improve the Clark County transportation system. The I-5/Highway 99 corridor has been under study in FY98/99 for ITS applicability to improve its capacity.

(iv) System Monitoring

27. The MTP is used as the document in which system performance monitoring is reported.

28. RTC will coordinate with WSDOT Southwest Region and Headquarters Service Center in providing recommendations contained in the Plan and results from the monitoring systems for inclusion in statewide transportation plans and programs.

Relationship To Other Work Elements

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

FY 2000 Products

1. MTP amendment for Clark County meeting GMA standards and federal requirements. The MTP includes a description of the proposed regional transportation system. The amended Plan will incorporate results of significant regional transportation planning studies completed since the last MTP update/amendment. The MTP will also incorporate new or revised regional transportation system needs. The update will also review results of the prioritization process of MTP projects.

2. An updated financial plan will show the application of fiscal constraint in development of the MTP. During FY99, decisions on distribution of Referendum 49 funding will be reached and results will need to be reflected in an amended MTP. It will provide an analysis of revenue estimation and clearly document operations, maintenance and system preservation costs as well as system improvement costs. System improvements are prioritized in the MTP to ensure the most effective use of transportation dollars. Information from C-TRAN's Transit Development Plan (TDP) will be included with transit financing information.

3. The amended Plan will describe public involvement activities carried out by RTC as part of the regional transportation planning process and Plan Development.

4. Clean Air Act Amendments (CAAA) conformance analysis documentation.

5. Performance monitoring which compares system performance with the levels of service established in the GMA planning process as part of the concurrency requirement.

6. A fully maintained Traffic Congestion Management System serves as a tool for performance evaluation and support for transportation policy decisions, as well as identification of transportation strategies to relieve and/or manage congestion. The ongoing CMS work will be reflected in the MTP amendment.

FY 2000 Expenses:	$
RTC	88,598
Total	88,598

FY 2000 Revenues:	$
Fed. CPG	62,000
RTPO	12,000
Local	14,598
	88,598

1B. METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM

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

Work Element Objectives

1. Development and adoption of a 2000-2002 Metropolitan Transportation Improvement Program (TIP), consistent with the requirements of TEA-21.
2. Review and implementation of project selection criteria and process used to evaluate projects proposed for federal highway and transit funding in order to select and prioritize projects. Projects for the following three years are programmed in the 2000-2002 TIP. Project selection criteria reflects the multiple policy objectives of the regional transportation system (e.g. maintenance and operation of existing system, reduction of Single Occupant Vehicles (SOVs), capacity improvements, transit expansion and air quality improvement).
3. Address programming of Congestion Mitigation/Air Quality (CM/AQ) funds for 2000-2002 TIP, with consideration given to emissions reduction benefits of such projects.
4. Coordinate with local jurisdictions as they develop their Transportation Improvement Programs and participate in Clark County's Transportation Improvement Program Involvement Team (TIPIT) committee and the City of Vancouver's TIP Committee. Both Committees are citizen-based and seek public input on developing and funding of transportation projects.
5. Coordination of regional competitive grant process. This involves work with local agencies to put together and prioritize a regional package of projects to compete for statewide funding. The prioritized projects are to be recommended by RTAC for adoption by the RTC Board. Competitive funding programs include the federal competitive Surface Transportation Program (STP) funds, federal Transportation Enhancement funds and state Transportation Improvement Account (TIA) funds and Urban Arterial Trust Account (UATA).
6. Development of a realistic financial plan for the 2000-2002 TIP which addresses costs for operation and maintenance of the transportation system. The TIP is financially constrained by year.
7. Analysis of air quality impacts and Clean Air Act conformity documentation.
8. Amendments to the TIP, where necessary.
9. Monitoring of TIP implementation and obligation of project funding.
10. Enter TIP data into the State Transportation Improvement Program (STIP) program software and submit to WSDOT for inclusion in the State Program and database.

Relationship To Other Work Elements

The TIP provides the link between the MTP and project implementation. The process to prioritize TIP projects will draw from data from the transportation database and regional travel forecasting model output. It relates to the Public Involvement element described in section 3 of the FY2000 UPWP.

FY 2000 Products

1. An adopted 2000-2002 Transportation Improvement Program, fiscally-constrained by year, to reflect the programming of federal funds and project selection procedures . The TIP will provide analysis/documentation for Operations and Management (O&M) costs and will provide an explanation of the adequacy/inadequacy of funds for such needs. A summary of significant public comments received during the public review period will be provided.
2. TIP Clean Air Act conformity analysis and documentation.
3. Reports on obligation of funding for TIP selected projects.
4. Updated STIP database.
5. Opportunity for public involvement in TIP development.

FY 2000 Expenses:	$	**FY 2000 Revenues:**	$
RTC	37,886	Fed. CPG	25,000
		RTPO	7,000
		Local	5,886
Total	37,886		37,886

1C. CONGESTION MANAGEMENT SYSTEM MONITORING

RTC first developed a Congestion Management System (CMS) to meet the requirements of the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991. The CMS was adopted by the RTC Board in May of 1995. The Act required that the Clark County region, as a Transportation Management Areas (TMA), develop a Congestion Management System for the metropolitan area. The purpose of CMS was to develop a better tool which would provide information on the performance of the transportation system and identify strategies to alleviate congestion and enhance mobility. Traffic congestion negatively impacts the region's natural environment, economy, and quality of life. ISTEA required that facilities proposed for federal funding for additional general-purpose lanes should first be assessed through the CMS process. The regulations have been modified in TEA-21, but the new federal act continues to recognize the value of the CMS by directing TMAs to continue the data collection and monitoring elements of the CMS. It is also a requirement that a process be in place to assess transportation system performance and alternative strategies for addressing congestion. The CMS focuses on vehicular travel, transit, and TDM performance in congested roadway corridors. Monitoring of the CMS continues with this work program element. Information produced as part of the CMS program provides valuable information to decision-makers having to identify the most cost-effective strategies to provide relief of congestion problems.

Work Element Objectives

1. The CMS is structured to provide effective management of existing and future transportation facilities and to evaluate potential strategies for managing congestion. The CMS monitoring process provides the region with a better understanding of the region's roadway network. The CMS is intended to be a continuing systematic process that provides information on transportation system performance. To date most of the effort of monitoring congestion has focused on traffic count data. Traffic count data is used to determine 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.

2. The FY99/2000 CMS monitoring program is to provide a more comprehensive assessment of transportation system performance through the continued collection of traffic count data and by the addition of new data elements at selected locations. This will provide a better picture of the causes of traffic congestion and identify possible solutions to specific problem areas within our region. New data collection will include information on travel delay, carpool and vanpool data, and transit patronage as well as other transportation demand management information. These new elements will be added to the existing traffic count database for the CMS.

3. The expansion of data collection and enhanced analysis of system performance will be reported in a System Performance Report for the Clark County Region. The performance measures to be reported on include traffic volumes, turning movement, vehicle classification counts, a corridor congestion ratio, highway lane density, vehicle occupancy, speed/volume relationship, transit frequencies and ridership, park-and ride lot supply and utilization, and Commute Trip Reduction (CTR) program effectiveness. The Report will update system performance information for the identified regionally-significant multimodal transportation corridors crucial to the mobility needs of the region. Initially, there were twenty-one transportation corridors identified and monitored through the CMS, additional corridors were added in FY99.

4. Incorporate CMS data into the regional traffic count database which, in turn, allows for enhanced calibration efforts related to the regional travel forecasting model and provides input for updating the corridor congestion index.

5. Analyze traffic count data, turn movements, vehicle classification counts and travel delay data to get an up-to-date picture of system performance, including an evaluation of congestion on the Columbia River Bridges in Clark County.

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

7. Collection, validation, factoring and incorporation of traffic count data into the existing count program. The data is separated into 24 hour and peak hour (a.m. and p.m. peak) categories.

8. Once traffic count data analysis is complete it is applied to measure and analyze performance of the transportation corridors in the CMS network. This system performance information is used to help identify system needs and solutions. The data is also used to support Growth Management Act concurrency analysis.

Relationship To Other Work

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

FY 2000 Products

1. Traffic counts, turning movement, vehicle classification counts, travel delay and other key data for numerous locations throughout Clark County. New and historic data is made available through RTC's web site.

2. Analysis of traffic data to provide system performance indicators and support for GMA concurrency analysis and CMS implementation.

3. Update of congestion index.

4. Identification of system needs and solutions.

5. Publication of a System Performance Report.

FY 2000 Expenses:		**FY 2000 Revenues:**	
	Estimated FY 2000 Balance		
	$		$
		CM/AQ	120,000
RTC	138,728	Local	18,728
Total	138,728		138,728

1D. I-5 TRADE CORRIDOR STUDY

The Transportation Equity Act for the 21st Century (TEA-21) designated the I-5 freeway as a High Priority Corridor for the efficient and safe movement of people and goods. There is particular concern about the ability of I-5, between the I-84 interchange in Oregon and the I-205 interchange in Washington, to meet the freight mobility demands of the regional, state and national economy. This section of I-5 and the adjacent transportation infrastructure in the Corridor will be examined in the Portland-Vancouver Interstate 5 Trade Corridor Study. The Study will evaluate strategies and potentially develop strategies to assure I-5 adequately serves interstate freight movements, provides access to the ports in Portland and Vancouver, and provides access to critical waterside industrial property. The study will develop a strategy to address these needs with an understanding of existing environmental and fiscal constraints. The Study will provide a forum for discussion of the Interstate Bridge and its role in the regional economy, quantify the impact of I-5 congestion on trade activities, engage the public in a discussion of the issues surrounding potential improvements to the I-5 corridor and develop a package of improvements to I-5 to improve access to waterside freight and industrial properties.

For Phase I, WSDOT and ODOT are co-partners in leading and funding the Study. **RTC's role** is in representing the MPO in Study meetings and to provide technical assistance to the Study, where necessary.

Work Element Objectives

1. Phase One will be a Freight Feasibility and Needs Assessment. A Leadership Committee of business and civic leaders will meet to assess the economic importance of the corridor and identify a range of improvements for freight movement.

2. The Feasibility and Needs Assessment will analyze corridor conditions and reach agreement on improvement alternatives to be studies in the Corridor Development and Management Plan. Issues to be addressed include: the role of trade in this section of I-5 , the constraints and parameters that will guide the development of improvement scenarios, the capacity pro issues the CDMP needs to address and improvement alternatives to investigate in Phase Two. .

3. Phase Two will further develop improvements identified in Phase One and include a comprehensive discussion with the public about potential improvements. Phase Two will result in a comprehensive Corridor Development and Management Plan (CDMP) for the corridor with a decision whether to move to project development. It is hoped that Phase Two will be funded by a federal planning grant.

4. Phase Three will be for Project Development and will include environmental documentation and engineering necessary to bring selected projects to construction.

Relationship To Other Work Elements

The element related closely to MTP development for Clark County as well as bi-state coordination and management. The I-5 Corridor HOV Feasibility and Implementation Study will closely coordinated with the Study. Metro have an I-5 Trade Corridor element described in their FY 2000 UPWP. WSDOT are co-partners in leading the Study. A full Study description can be found in the WSDOT Work Program.

FY 2000 Products

1. Completion of the first phase of the I-5 trade corridor study with a recommendation from the Leadership Committee on the appropriate level of investment in the corridor.

FY 2000 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. Gather input, information and data for future update to the Regional Transportation Plan for Skamania County.

FY 2000 Expenses:

	$
RTC	16,915
Total	16,915

FY 2000 Revenues:

	$
RTPO	16,915
STP	0
	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 FY2000 development and traffic trends will be monitored. In 1998 Klickitat County established a Klickitat County Citizen Advisory and Public Transportation Benefit Authority (PTBA) Board who met to consider public transit in the County. A November vote for establishing a PTBA failed (48% to 52%). The regional transportation planning database for Klickitat County will be further developed and RTC staff will continue to provide transportation planning technical assistance for Klickitat County.

Work Element Objectives

1. Continue regional transportation planning process.
2. Monitor growth and development trends for use in future Regional Transportation Plan updates.
3. The transportation database for Klickitat County, developed since the inception of the RTPO, is used as input to the Regional Transportation Plan.
4. Coordinate with WSDOT in developing the Washington Transportation Plan (WTP) update and ensure that Washington's Transportation Vision, as approved by the Washington State Transportation Commission, is integrated into regional transportation planning process and is incorporated into future RTP updates.
5. 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.
6. Continuation of transportation system performance monitoring program.
7. 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.
8. Implement HB 1487 (the Level of Service Bill), as it applies to Klickitat County, based on the Guidance developed by the statewide Stakeholders Committee.
9. Continue assessment of public transportation needs, including specialized transportation, in Klickitat County. Although, the November vote failed to gather sufficient public support to establish a Public Transportation Benefit Authority for public transit in Klickitat County (vote results: 48% for, 52% against), RTC will continue to work with the Klickitat County Citizen Advisory and PTBA Board to consider public transit in Klickitat County.
10. Liaison with Klickitat County regarding completion of Phase I of the SR-35 Columbia River Bridge Feasibility Study and potential for continuation to a full feasibility study.
11. Assistance to Klickitat County in conducting regional transportation planning studies.

Relationship To Other Work Elements

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

FY 2000 Products

1. Continued development of a coordinated, technically sound regional transportation planning process in Klickitat County.
2. Continued development of a technical transportation planning assistance program.
3. Review of the Regional Transportation Plan for Klickitat County.

FY 2000 Expenses:	$
RTC	18,723
Total	18,723

FY 2000 Revenues:	$
RTPO	18,723
	18,723

1J. STATE ROUTE 35 COLUMBIA RIVER BRIDGE FEASIBILITY STUDY

The SR-35 Columbia River Bridge Feasibility Study will examine the feasibility of a future Columbia River crossing between the White Salmon/Bingen, Washington area and Hood River, Oregon. The first phase, the Scoping Phase, of this two-phase study was initiated in FY 1999. Phase I is to develop a scope for conducting the full feasibility study proposed for Phase II. Phase I is to be completed in the early part of FY 2000. Phase II will be initiated in 2000. The State Route 35 Columbia River Bridge Feasibility Study received $942,000 of federal High Priority funding from the Transportation Equity Act for the 21st Century (TEA-21). The study is co-managed by RTC and WSDOT SW Region in close coordination with ODOT and local jurisdictions. Consultant assistance for Phase I is provided by David Evans and Associates. The study supports the regional goals contained in the Klickitat County Regional Transportation Plan.

Work Element Objectives

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

2. Phase I, Scoping, will develop a direction and foundation for conducting the actual feasibility study and reach agreement among stakeholders on what the Feasibility Study should involve and achieve. It will ensure that the problem, study parameters, and products for the feasibility study are defined and accepted. As part of Phase I, data gaps will be identified which will be filled during the full feasibility study. Also potential transportation solutions, land use, socio-economic, environmental, engineering and project financing issues as well as decision-making hierarchies will be identified.

3. The Scoping Phase will develop a public and agency participation program strategy which will be further refined and implemented in the feasibility study and identify existing decision processes in Washington and Oregon for a major transportation investment such as this.

4. The State Route 35 Columbia River Bridge Feasibility Study will provide the information needed to determine a long term solution to Columbia River crossing needs in the White Salmon/Bingen, Washington and Hood River, Oregon area

5. RTC will participate in the Study and will contribute to the effort through public involvement, working with stakeholders, management of consultants, and overall project management.

Relationship To Other Work Elements

The SR-35 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 2000 Products

1. Public and Agency Participation Program Strategy Report and Stakeholder Interview Summaries.

2. Purpose and need narrative, mission and vision statements, and memoranda related to data gap analysis results, transportation options results, transportation option/attribute matrix, corridor and regional issues summary, engineering issues summary, financing and revenue collection options summary and evaluation, Feasibility Study general scope of work recommendation and decision results report.

FY 2000 Expenses:		**FY 2000 Revenues:**	
	$		$
Phase I			
RTC	15,000	Federal High Priority Project (Demo) Program	56,000
David Evans & Associates	55,000	WSDOT (local match)	14,000
Total	70,000		70,000

2. DATA MANAGEMENT AND TRAVEL FORECASTING PROCESS

Data Management and Travel Forecasting Process work elements include: (A) Regional Transportation Data Base and Travel Forecasting Process, (B) Vancouver's Concurrency Program, (C) I-5/I-205 North Corridor Study, (D) Air Quality Planning, and (E) Commute Trip Reduction.

The Regional Transportation Database and Travel Forecasting element includes: census data, population/employment allocations, traffic counts, origin/destination travel survey data, transit operations and ridership data, transit/highway networks, the further application of GIS technology for regional transportation planning purposes, and model update/refinement activities. Of continued significance in FY 2000 will be the use of model data as a tool in assessing transportation system needs to meet GMA concurrency requirements, impact fees programs and capital facilities planning. A continued emphasis will be on provision of model data and applications to MPO/RTPO member agencies.

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

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

2A. REGIONAL TRANSPORTATION DATA AND TRAVEL FORECASTING

This element includes the development, maintenance and management of the regional transportation database to support the regional transportation planning program. Use of the data includes measuring system performance, evaluating level of service standards, calibration of the regional travel forecasting model, functional classification of roadways, routing of trucks, support for studies by local jurisdictions and air quality analysis. Work will continue on developing a Geographic Information System (GIS) transportation database and technical assistance will be provided to MPO/RTPO member agencies and other local jurisdictions, as needed. RTC will continue to assist local jurisdictions in implementing Growth Management Act (GMA) plans. The GMA requires that transportation infrastructure is provided concurrent with the development of land. The regional travel model serves as the forecasting tool to estimate and analyze future transportation needs. EMME/2 software is used to carry out travel demand and traffic assignment steps. RTC continues to use Metro's model with a refined zone system for Clark County and coordinates closely with Metro to ensure the model is kept up to date. In FY 2000, RTC will continue to coordinate with WSDOT in their efforts to establish the Washington Travel Demand Forecasting Framework (WTDFF).

Work Element Objectives

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

13. Continue to organize and hold meetings of the local Transportation Model Users' Group (TMUG).

14. Continue to increase the ability of the existing travel forecasting procedures to respond to increased information needs placed on the forecasting process. The model needs to be able to respond to emerging issues, including air quality, growth management, and life-style, as well as the more traditional transportation issues.

15. Develop and maintain the regional travel model to include: periodic update and re-calibration, network changes, speed-flow relationships, link capacity review, turn penalty review, land use changes, and interchange/intersection refinements. Develop model to cover the twenty-year planning horizon required for the MTP, review base year calibration and continue with use of a six-year model for prioritizing transportation projects.

16. Coordinate the utilization, development and refinement of the Clark County regional travel forecasting model with Metro and other local agencies. Metro will be incorporating an enhanced truck component to their modeling process and RTC's model is consistent with Metro's.

17. Coordinate with WSDOT who rely on the MPO travel demand forecasting process as the basis for identifying mobility deficiencies on all transportation facilities, state and locally owned. This reliance helps to ensure consistency among Metropolitan Planning Organization (MPO), Washington State Department of Transportation (WSDOT), and local agency plans and programs.

18. Coordinate with WSDOT in developing the Washington Travel Demand Forecasting Framework. This framework will consist of a set of policies and procedures that will provide guidance to all transportation professionals involved in travel forecasting. These procedures will function as the key reference document for other guides and manuals that deal with transportation planning and travel demand forecasting (e.g. each MPOs' own policy and procedures manual, travel demand forecasting training manuals, USDOT Highway Capacity Manual, etc.).

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

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

21. Assist local agencies by supplying regional travel model output for use in local planning studies and development reviews.

Relationship To Other Work Elements

This element is the key to interrelating all data activities. Output from the database is used by local jurisdictions and supports the development of the MTP, TIP and Transit Development Plan. Traffic counts are collected as part of the Congestion Management Monitoring program and are coordinated by RTC. This is an ongoing data activity that is valuable in understanding existing travel patterns and future travel growth. The program is also a source of county-wide historic traffic data, and is used to calibrate the regional travel forecasting model in EMME/2. Development and maintenance of the regional travel forecasting model is vital as the most significant tool for long-range transportation planning. It relates to the MTP, TIP, management systems, traffic count, transit planning, and air quality planning.

FY 2000 Products

1. Maintenance and update of the regional transportation database.

2. Work on future population and employment forecasts. Metro has developed a 2020 forecast for their RTP development. Clark County has developed a temporary 2020 allocation but it requires further work. RTC will coordinate with these efforts.
3. Allocation of future population and employment forecast data to Clark County transportation analysis zones.
4. Transportation planning data and GIS Arc/Info data integration.
5. Maintenance and update of the geographically correct highway network and local street system in a GIS coverage.
6. Integration of freight traffic data into the regional transportation database as it is collected and analyzed.
7. Update of traffic count database.
8. Technical assistance to local jurisdictions.
9. Purchase of updated computer equipment with RTPO revenues.
10. Continued implementation of interlocal agreement relating to use of model in the region and implementation of sub-area modeling .
11. Model Users' Group meetings.
12. Refined travel forecasting methodology using EMME/2 program.
13. Documentation of regional travel forecasting model procedures.
14. Re-calibration of model as necessary.
15. Review and update of model networks.
16. Model for use in MTP development.
17. Use of six-year model for concurrency management programs and six-year transportation strategy.
18. Data for air quality data analysis and documentation.
19. Post-processing techniques.
20. Development of regional model alternative scenarios, running of alternative network assignments and modeled turning movement data, to assist local agencies in their planning studies and concurrency analysis.

FY99 Element Expenses:	
	$
RTC	130,252
Computer Equipment (use of RTPO revenues)	7,000
Total	137,252

FY99 Element Revenues:	
	$
Fed. CPG	103,000
RTPO	10,000
Local	24,252
	137,252

2B. VANCOUVER CONCURRENCY PROGRAM

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

Work Element Objectives

1. Assist City of Vancouver 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 2000 Products

1. Technical analysis of City of Vancouver Concurrency Management Program.

FY 2000 Expenses:		FY 2000 Revenues:	
	$		$
	30,000	City of Vancouver	30,000
Total	30,000		30,000

Estimated funding balance for FY2000

2C. I-5/I-205 NORTH CORRIDOR STUDY

The Washington State Department of Transportation (WSDOT) is conducting a corridor and design study of I-5, from the NE 134th Street/I-205 Junction to NW 319th Street, as well as a study of I-205 from the NE 83rd Street interchange to I-5. There are a number of complex transportation, land use, environmental, and economic issues, relating to the impacts of potential transportation projects planned in this corridor over the next 20 years which will be addressed as a part of this Study. RTC's involvement in the I-5/I-205 North Corridor Study is in utilizing the travel forecasting model to assist in the Study. RTC also participates as a member of the Study's working group and Technical Advisory Committee. The Study is led by WSDOT (see full Study description in WSDOT, SW Region's Work Program).

Work Element Objectives

1. Provide technical assistance to the I-5/I-205 North Corridor Study.
2. Represent RTC at meetings to the I-5/I-205 North Corridor Study committee meetings .

Relationship To Other Work Elements

The I-5/I-205 North Corridor Study work element relates directly to RTC's Regional Transportation Database and Forecasting element and results will be incorporated into the Metropolitan Transportation Plan for Clark County.

FY 2000 Products

1. Regional travel forecasting model modification, network coding, scenario testing and data output provided for use in the I-5/I-205 North Corridor Study.

RTC Expenses Only

FY 2000 Expenses:		FY 2000 Revenues:	
	$		$
	20,000	WSDOT	20,000
Total	20,000		20,000

Estimated funding balance for FY2000

2B. AIR QUALITY PLANNING

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

Work Element Objectives

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

effectiveness of potential TCMs in terms of travel and emissions reductions. In addition, TCM Tools can be used to quantify the Carbon Monoxide air quality benefits of projects proposed for TIP programming.

12. To provide for consistency within the region, RTC provides project level conformity analysis for local jurisdictions.

Relationship to Other Work Elements

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

FY 2000 Products

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

FY 2000 Expenses:

	$
RTC	14,590
Total	14,590

FY 2000 Revenues:

	$
Fed. CPG	11,000
RTPO	1,000
Local	2,590
	14,590

2C. COMMUTE TRIP REDUCTION

In 1991, the Washington State legislature passed the Commute Trip Reduction (CTR) Law requiring that local jurisdictions with major employers adopt a Commute Trip Reduction Ordinance and that employers who have 100 or more employees arriving at work between 6 a.m. and 9 a.m. should establish a commute trip reduction program for their employees. All affected Clark County jurisdictions have adopted CTR ordinances. The Law's established goals were amended by the 1997 state legislature. The defined goals are now to have major employers reduce commute trips by 15% by 1995, 20% by 1997, 25% by 1999 and achieve 35% reduction over the base year by 2005. Currently, there are thirty-six affected employers in Clark County. RTC's role in the CTR program includes providing technical assistance to jurisdictions in implementing and measuring the impacts of their CTR programs. CTR is a form of Transportation Demand Management (TDM).

Work Element Objectives

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

Relationship To Other Work Elements

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

FY 2000 Products

1. Review of CTR survey results and comparison with prior years. The State of Washington administers a survey every two years; one is due in April 1999. RTC assists in preparing the Clark County Employee Survey Results Report which evaluates the impact of CTR in Clark County. The FY2000 report will be based on the April 1999 survey data. This provides for local analysis of survey results and produces maps and graphs to show results.
2. RTC will develop site profiles for affected work-sites, as requested.
3. RTC will geo-code and amp employees for work-siotes, as requested.
4. Continue to use the travel model and Transportation Control Measure (TCM) Tools planning software, in conjunction with CTR survey results, to determine the impacts of employer

programs on CTR zone and regional Single Occupant Vehicle (SOV) usage and Vehicle Miles Traveled (VMT), as well as travel speed impacts and air quality impacts.

5. Report to Clark County, the lead agency for this work activity, on RTC's CTR activities.

FY 2000 Expenses:		**FY 2000 Revenues:**	
	$		$
RTC	20,000	WA State	20,000
Total	20,000		20,000

Estimated funding for FY2000

NOTE:

Clark County and other local jurisdictions also use money for commute trip reduction planning and implementation (see Section 4 of this FY 2000 UPWP)

3. TRANSPORTATION PROGRAM COORDINATION AND MANAGEMENT

Introduction

The third section of the FY 2000 UPWP includes one main element, **Regional Transportation Program Coordination and Management** which encompasses overall regional transportation program coordination and management, bi-state coordination, public involvement and federal compliance.

Transportation Program Coordination and Management provides for the overall coordination and management of regional transportation planning program activities. It includes coordination with local transportation planning studies and committees and relates to coordination required by the following program areas: federal transportation program as described in the Transportation Equity Act for the 21st Century (TEA-21), Washington State's Growth Management Act, Commute Trip Reduction, High Capacity Transit and Air Quality. Bi-state coordination includes participation with Metro's transportation technical and policy committees as well as coordination of air quality and Portland-Vancouver metropolitan area growth allocation issues. The element also provides for public participation in the regional transportation planning process. Federal compliance addresses issues relating to compliance with TEA-21, the Clean Air Act Amendments of 1990, the ADA, Title VI, competitive services planning, emergency preparedness planning and other federal requirements.

The Program Coordination and Management element includes development of meeting packets, minutes and reports for RTAC and the RTC Board, maintenance and development of the computer system, staff training, development of an annual Unified Planning Work Program (UPWP), production of the annual UPWP progress report and RTPO certification that the local governments' comprehensive land use plans conform with requirements of the Growth Management Act and that local transportation elements are consistent with the MTP. The Coordination element includes participation with Metro's transportation technical and policy committees, as well as coordination of air quality, growth allocation and regional development issues. Public Involvement includes activities related to ensuring public input on the MTP, TIP and other major regional transportation planning activities. Federal Compliance addresses compliance with TEA-21, Title VI, ADA, competitive services planning and emergency preparedness planning.

3A. REGIONAL TRANSPORTATION PROGRAM COORDINATION AND MANAGEMENT

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. Participate in and coordinate with special purpose state and local transportation committees such as the C-TRAN Board, the Vancouver Chamber of Commerce Transportation Committee, WSDOT Committees such as the RTPO/MPO Advisory Committee, and the Transportation Improvement Board (TIB). The TIB carries out STP-competitive, Transportation Improvement Account (TIA), and Urban Arterial Trust Account (UATA) project selection and as well as the STP enhancement projects.
4. Coordinate regional transportation plans with local transportation plans and projects.
5. Continued assessment of adopted local GMA plans, as amended, following Western Washington Growth Management Hearings Board decisions and remands. Certification of GMA plans by the MPO includes ensuring that the transportation elements of local comprehensive land use plans conform with the requirements of Section 7 of the Growth Management Act and that local transportation elements are consistent with the MTP.
6. Coordinate with State Department of Ecology in their research and work on air quality in Washington State. Monitor the effectiveness of implementation strategies for clean air maintenance, in collaboration with the state's Department of Ecology and local agencies.
7. Coordinate the transportation planning process with environmental resource agencies to ensure a coordinated approach to environmental issues relating to transportation. The MPO should be represented at EIS scoping meetings relating to transportation projects and plans.
8. Monitor new legislative activities as they relate to regional transportation planning requirements.
9. Certify that the transportation elements of local governments' comprehensive land use plans conform with the requirements of the Growth Management Act and certify that local transportation elements are consistent with the MTP.
10. Participate in transportation seminars and training.
11. Preparation of RTC's annual budget and indirect cost proposal.
12. Maintain and upgrade the MPO/RTPO computer system, including review of hardware and software needs to efficiently carry out the regional transportation planning program and provide computer training opportunities for MPO/RTPO staff.
13. Continue the Bi-State Agreement between Metro and RTC.
14. Attendance at Metro's Joint Policy Advisory Committee (JPACT) meetings, participation in Metro's Transportation Policy Alternatives Committee (TPAC) and attendance at Metro's Metro Policy Advisory Committee (MPAC) meetings.

15. Coordinate the Bi-State Transportation Policy Advisory Committee proposed to initiate a focused partnership process between Washington and Oregon in recognition that significant bi-state investments are needed on I-5 and I-205. The two interstates now serve the needs of over 50,000 commuters who travel from Clark County to Portland to work each day. In addition to the commuters, the two interstates must serve business, commercial, freight and other personal travel needs. The charge of the Committee would be to insure that the needed one to six-year transportation investments are identified, and that a consensus is reached on implementation and financing. The second element of their charge would be to set a long-term strategy in place to meet the future transportation system needs of the two corridors. The Committee would also serve as a communication forum to address all transportation issues of bi-state significance. This proposed activity is dependent upon and agreement between both the RTC Board and Portland's JPACT committee.

16. Coordination with Metro's Region 2040 work activities and regional growth forecasting activities.

17. Coordination with Metro in regional travel forecasting model development and enhancement.

18. Development of bi-state transportation strategies and participation in bi-state transportation studies. In FY1999/2000 this includes participation in the Traffic Relief Options (TRO) Study Technical Advisory Committee, the I-5 Trade Corridor Technical Advisory Committee, in South/North Corridor High Capacity Transit (HCT planning, in HOV demonstration program monitoring and in developing a traffic plan to cope with travel needs during the Interstate Bridge re-painting scheduled to begin in April 1999.

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

Public Involvement

20. Increased public awareness and information about regional and transportation issues.

21. Involve all sectors of the public in development of regional transportation plans, programs and projects. Public involvement is to be incorporated at every stage of the planning process. MPO/RTPOs are to actively recruit public input and consider public comment during the development of the RTP and TIP. Conduct public involvement and review process for the MTP update and keep the public informed on TIP amendments and developments.

22. Implementation of the adopted Public Involvement Program (adopted by RTC Board Resolution 07-94-18; July 5, 1994). Any changes to the Program requires that the MPO meet the procedures outlined in federal Metropolitan Planning guidelines.

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

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

25. Continue to update the RTC web site which allows the public to gain information about planning studies being developed by RTC, allows access to RTC's traffic count database and provides links to other transportation agencies and local jurisdictions.

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

27. Provide communication link with local media.

28. Communications will be mailed to interested citizens, agencies, and businesses and a mailing list of all interested parties will be kept up to date.

29. Participate in transportation information booth at Clark County Fair to ensure that the public is kept well informed of developments in transportation plans for the region.

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

Federal Compliance

31. Annually develop and adopt a UPWP that describes all transportation planning activities to be carried out in the Washington portion of the Portland-Vancouver metropolitan area. The UPWP identifies the key policy decisions for 1999/2000 and provides the framework for the RTC planning, programming, and coordinating activities. Prepare UPWP Annual Report.

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

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

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

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. 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.

37. FTA Circular 4702.1 outlines reporting requirements and procedures for transit agencies and MPOs to comply with Title VI of the Civil Rights Act of 1964. RTC and C-TRAN will work cooperatively to provide the necessary Title VI documentation, certification and updates to the information. C-TRAN Title VI documentation was updated with the release of 1990 Census data in FY92.

38. Coordination with local agencies in transportation emergency service planning and provision of data from the regional transportation database to assist in planning for routing of hazardous materials, identification of vulnerable transportation links and alternative routes. Provision of data to assist in the development of strategic plans to cope with emergency situations such as earthquakes, volcanic eruptions, flooding, fires and spills of hazardous materials.

39. Address environmental issues at the earliest opportunity in the transportation planning process. Participate in scoping meetings for National Environmental Policy Act (NEPA) process.

Relationship To Other Work Elements

Regional transportation coordination activities are vital to the success of the regional transportation planning program and interrelate with all UPWP work elements. Program management is interrelated with all the administrative aspects of the regional transportation planning program and to all the program activities. The UPWP represents a coordinated program that responds to regional transportation planning needs. Bi-state coordination relates to regional transportation planning which affects the Portland-Vancouver region on both sides of the Columbia river; in Washington and Oregon states.

FY 2000 Products

Program Coordination and Management

1. Meeting minutes and meeting presentation materials for transportation meetings organized by RTC.
2. Year 2000 Budget and Indirect Cost Proposal.
3. Participation in Metro's regional transportation planning activities.

Public Involvement

4. Documentation of public involvement and public outreach activities carried out by RTC during FY 2000. The documentation can be made available to the public and interested agencies.
5. Ensure that the significant issues and outcomes relating to the regional transportation planning process are effectively communicated with the media, including local newspapers, radio and television stations through press releases and press conferences.
6. Review of the Public Involvement Program for adequacy. RTC relies on a menu of public involvement techniques used to implement its public involvement program. If changes to the Public Involvement Program are proposed there would be a public notification process and comment period.

Federal Compliance

7. An adopted FY2001 UPWP, annual report on the FY99 UPWP and FY 2000 UPWP amendments, as necessary
8. Production of maps and data analysis, to C-TRAN in their efforts to implement ADA and Title VI.
9. Title VI documentation and certification as required by federal agencies.

FY 2000 Expenses:	$
RTC	125,581
Total	125,581

FY 2000 Revenues:	$
Fed. CPG	87,929
RTPO	16,949
Local	20,703
	125,581

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 2000 Unified Planning Work Program* which provides details of each of their planning elements.

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

1. Lead the **I-5/I-205 North Corridor Study.**
2. Co-manage, with RTC, the **I-205 Strategic Corridor Pre-Design Study.**
3. Participate in the development of the **I-5 Trade Corridor Study** jointly funded for Phase I by WSDOT and ODOT. The Study seeks to address the problems related to the movement of freight in the I-5 Corridor.
4. Identify **Columbia River Bridges Strategies,** extending from Astoria to The Dalles.
5. Coordinate with local agencies, RTC and ODOT on **HOV Operations Study.**
6. Co-manage, with RTC, the **SR-35 Bridge Study.**
7. Continue refinement of the State Highway Systems Plan (HSP) and analyze benefit/cost of proposed projects.
8. Continue multimodal/intermodal planning in coordination with the MPO's and transit agencies.
9. Partnership planning with the MPOs on air quality, system performance, congestion management, Intelligent Transportation Systems (ITS), livable communities, least cost planning, and major investment studies.

WSDOT WORK ELEMENTS:

Planning and Administration
State Transportation System Planning
- Multimodal/Intermodal Planning/Coordination
- High Occupancy Vehicle (HOV/High Capacity Transit (HCT) Coordination
- State Systems Planning
- Route Development Planning
- Corridor Planning
- Corridor Management Planning

Regional and Local Planning
- Reviewing Local Comprehensive Plans/County Planning Policies
- MPO/RTPO Coordination and Planning
- Regional or Local Area/Corridor Studies
- Public Transportation Planning
- Special Studies

Development Review/Access/SEPA/NEPA
Public Information /Involvement Data and Research
- Data Collection/Analysis
- Travel Demand Forecasting

Transportation Demand Management (TDM)
- Employee Transportation Coordinator

4B. C-TRAN

In addition to coordinating work with RTC C-TRAN has identified the following planning elements for FY99:

- C-TRAN published a **Park-and-Ride Site Selection** Study final report in January 1998. The Study provides the agency with options for development of additional park and ride facilities in the priority I-5 corridor. Implementation will be considered in FY99.

- **C-TRAN's Comprehensive System Assessment** will continue to evaluate the transit system in terms of maximizing use of resources

- **7th Street Transit Center Expansion** will be planned in relation to the re-development of the Esther Short Park area of downtown Vancouver.

- **Transit Oriented Development** serves to make transit use more convenient for the passenger. Examples of such development include siting of services of use to the transit user (e.g. daycare and dry cleaning services) adjacent to transit facilities. C-TRAN plans to coordinate partnership activities which will encourage the siting of transit oriented development.

- **Commute Trip Reduction Program**: C-TRAN is lead agency for Clark County implementation of the State Commute Trip Reduction Program to reduce single occupant vehicle trips to the County's largest employers.

- **Job Access and Reverse Commute**: C-TRAN coordinates with Clark County employment service providers to determine the transit needs to access work places. C-TRAN can provide fixed route bus service and vanpool service.

4C. Clark County and other Local Jurisdictions

The following planning studies have been identified by Clark County:

- **Transportation Improvement Program** (TIP), 2000-2004: will involve work with the Transportation Improvement Program Involvement Team (TIPIT), which includes citizen representatives, to develop the 2000-2004 TIP for Clark County.

- **Concurrency Management System**: includes maintenance of the Concurrency Management System. The work program includes monitoring of existing capacity, capacity reserved for recently approved development and LOS in response to new development proposals. A "state of the system" report is issued periodically and full system evaluation and update is also carried out periodically.

- **Capital Facilities Plan** and **Transportation Impact Fees** program update.

- An **Arterial System Classification Map** was adopted in 1996 and relates to the GMA to guide improvements required of developments for existing and future roadway cross-sections. In FY 2000 the classification system will be reviewed for currency.

- **I-5/Highway 99 Corridor Intelligent Transportation System**; following the Study which began in FY1999, the County will move to implementation of promising strategies.

- Following development of a 1995-2000 **Safe Walkways Program** Clark County will continued to involve citizens to solicit and evaluate walkway needs throughout the County.

- A **Bicycle Advisory Committee** assisted Clark County in putting together the 1995-2000 Bikeways Program. The Advisory Committee continues to meet to evaluate, prioritize and implement bicycle projects.

- **Countywide TDM Program (Commute Trip Reduction)**: to provide support in program implementation for affected employers to reduce single occupant vehicle trips and vehicle miles traveled. The element is programmed in the Transportation Improvement Program for Clark County. Work activities include 1) marketing assistance provided to employers, 2) regional ride-matching service, 3) ETC network support, 4) local partners for smart commuting, 5) community education program, 6) Oil Smart Campaign, 7) technical assistance to employers and 8) administration of the CTR contract and funds.

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

- **Concurrency Management System** implementation by corridor travel time methodology.

- **Capital Facilities Plan** and **Transportation Impact Fees** program update.

- Wrap-up of **Downtown Vancouver Transportation Study**. RTC is providing technical assistance and regional travel forecasting model run and data for the Study.

- **City of Vancouver Transportation System Plan.**

- **Mill Plain East Extension Study** implementation. The Study was conducted in FY 1999 to determine alignment of a highway to connect Mill Plain with SE 1st Street to the east of 164th Avenue.

- **Neighborhood Traffic Control Program.**

- **City Commute Trip Reduction Program**: This program is designed to assist affected employers in reducing single occupant vehicle trips to and from work. Work program tasks for the City include liaison work, task oversight and reporting, identification of new CTR affected employers, and employer program review.

- Vancouver **Transportation Information, Management, and Control System** (TIMACS)

5. GLOSSARY

ABBREVIATION	DESCRIPTION
AA	Alternatives Analysis
AADT	Annual Average Daily Traffic
AAWDT	Annual Average Weekday Traffic
ADA	Americans with Disabilities Act
ADT	Average Daily Traffic
AQMA	Air Quality Maintenance Area
AVI	Automatic Vehicle Identification
AVO	Average Vehicle Occupancy
BEA	Bureau of Economic Analysis
BMS	Bridge Management System
BN/SF	Burlington Northern/Santa Fe Railroad
C-TRAN	Clark County Public Transportation Benefit Area Authority
CAA	Clean Air Act
CAAA	Clean Air Act Amendments
CAC	Citizens' Advisory Committee
CBD	Central Business District
CDMP	Corridor Development and Management Plan
C/D	Collector/Distributor
CFP	Community Framework Plan
CFP	Capital Facilities Plan
CHAP	Community Hardship Assistance Program
CIT	Community Involvement Team
CM/AQ	Congestion Mitigation/Air Quality
CMS	Congestion Management System
CO	Carbon Monoxide
CPG	Consolidated Planning Grant
CREDC	Columbia River Economic Development Council
CRIS	County Road Information System
CTPP	Census Transportation Planning Package
CTR	Commute Trip Reduction
DCTED	Washington State Department of Community, Trade and Economic Development
DEIS	Draft Environmental Impact Statement
DEQ	Oregon State Department of Environmental Quality
DNS	Determination of Non-Significance
DOE	Washington State Department of Ecology
DOL	Washington State Department of Licensing
DOT	Department of Transportation
DS	Determination of Significance
EA	Environmental Assessment
EAC	Enhancement Advisory Committee
ECO	Employee Commute Options
EIS	Environmental Impact Statement
EPA	Environmental Protection Agency
ETRP	Employer Trip Reduction Program
FEIS	Final Environmental Impact Statement
FHWA	Federal Highways Administration
FMT	Functional Management Team
FONSI	Finding of No Significant Impact
FRA	Federal Railroad Administration
FTA	Federal Transit Administration
FY	Fiscal Year
FFY	Federal Fiscal Year
GIS	Geographic Information System
GMA	Growth Management Act
HCM	Highway Capacity Manual
HCT	High Capacity Transit
HCTA	High Capacity Transit Account
HOV	High Occupancy Vehicle

5. GLOSSARY

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

5. GLOSSARY

ABBREVIATION	DESCRIPTION
SIC	Standard Industrial Classification
SIP	State Implementation Plan
SMS	Safety Management System
SMTP	Statewide Multimodal Transportation Plan
SOV	Single Occupant Vehicle
SPG	Strategic Planning Group
SR-	State Route
SSAC	Special Services Advisory Committee
STIP	State Transportation Improvement Program
STP	Surface Transportation Program
SWAPCA	Southwest Washington Air Pollution Control Authority
TAC	Technical Advisory Committee
TAZ	Transportation Analysis Zone
TEA-21	Transportation Equity Act for the 21st Century
TCM's	Transportation Control Measures
TCSP	Transportation and Community and System Preservation Program
TDM	Transportation Demand Management
TDP	Transit Development Plan
TFC	Transportation Futures Committee
TIA	Transportation Improvement Account
TIB	Transportation Improvement Board
TIF	Transportation Impact Fee
TIP	Transportation Improvement Program
TIPIT	Transportation Improvement Program Involvement Team
TMA	Transportation Management Area
TMIP	Transportation Model Improvement Program
TMS	Transportation Management Systems
TOD	Transit Oriented Development
TPAC	Transportation Policy Advisory Committee
TPR	Transportation Planning Rule (Oregon)
Tri-Met	Tri-county Metropolitan Transportation District
TRO	Traffic Relief Options
TSM	Transportation System Management
UAB	Urban Area Boundary
UATA	Urban Arterial Trust Account
UGA	Urban Growth Area
UGB	Urban Growth Boundary
UPWP	Unified Planning Work Program
V/C	Volume to Capacity
VHD	Vehicle Hours of Delay
VMT	Vehicle Miles Traveled
VOC	Volatile Organic Compounds
WAC	Washington Administrative Code
WSDOT	Washington State Department of Transportation
WTDFF	Washington Travel Demand Forecasting Framework
WTP	Washington Transportation Plan
WTPI	Washington Transportation Policy Institute

6. FY2000 SUMMARY OF EXPENDITURES AND REVENUES

SOUTHWEST WASHINGTON REGIONAL TRANSPORTATION COUNCIL
FY 2000 UNIFIED PLANNING WORK PROGRAM - SUMMARY OF REVENUES/EXPENDITURES BY FUNDING SOURCE

		Work Element		Federal CPG	State RTPO	Federal CM/AQ	Federal Priority	State/ HCTA	Other	MPO Funds*	RTC TOTAL
I		**REGIONAL TRANSPORTATION PLANNING PROGRAM**									
	A	Metropolitan Transportation Plan		62,000	12,000					13,258	87,258
	B	Transportation Improvement Program		25,000	7,000					5,346	37,346
	C	Congestion Management Monitoring	1			120,000				18,728	138,728
	D	I-5 Trade Corridor Study	2								
	E	I-5 HOV Feasibility Study	3			80,000		200,000	40,000	22,486	342,486
	F	HCT Corridor System Study	2								
	G	I-205 Strategic Corridor Pre-Design Study	3					1,000,000			1,000,000
	H	Skamania County RTPO			16,915					0	16,915
	I	Klickitat County RTPO			18,723					0	18,723
	J	SR-35 Study	4				56,000	14,000			70,000
		Sub-Total		87,000	54,638	200,000	56,000	1,214,000	40,000	59,818	1,711,456
II		**DATA MANAGEMENT AND TRAVEL FORECASTING PROCESS**									
	A	Reg. Transp. Data Base & Forecasting		103,000	10,000					22,026	135,026
	B	Vancouver's Concurrency Program	1						30,000		30,000
	C	I-5/I-205 North Corridor Study	1					20,000			20,000
	D	Air Quality Planning		11,000	1,000					2,352	14,352
	E	Commute Trip Reduction	5					20,000		0	20,000
		Sub-Total		114,000	11,000	0	0	40,000	30,000	24,378	219,378
III		**TRANSPORTATION PROGRAM COORDINATION AND MANAGEMENT**									
	A	Reg. Transp. Program Coord. & Management		87,929	16,949					18,803	123,681
		TOTALS		**288,929**	**82,587**	**200,000**	**56,000**	**1,254,000**	**70,000**	**103,000**	**2,054,516**

Feb. 1, 1999

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

1 Full project budget FY99/2000

2 No funding source allocated at present

3 Full project budget for FY99/2000/2001

4 Project budget for FY99/2000 Phase I (Scoping). $942,000 is allocated from federal High Priority (Demo) Program funds for full Study

5 Estimated funding balance for FY2000

6 Estimated budget. At present, no decision on funding has been made by State.