BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF APPROVING THE FY 1998 UNIFIED WORK PROGRAM)

RESOLUTION NO. 97-2464

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 1998; and

WHEREAS, The FY 1998 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 1998 Unified Work Program is required to receive federal transportation planning funds; and

WHEREAS, The FY 1998 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 1998 Unified Work Program is approved.

2. That the FY 1998 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.

ADOPTED by the Metro Council this 27th day of March, 1997.

Jon Kvistad, Presiding Officer

Approved as to Form:

Daniel B. Cooper, General Counsel

97-2464.RES
KT:lmk
2-18-97

FY 1997-98
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

Adopted

FY 1997-98 Unified Work Program

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Tri-Met

1997-10200-TRN

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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) "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.

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), 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 must address the following topics:

- transportation
- urban growth boundary
- urban reserves
- open space and parks
- water supply
- housing densities
- urban design
- coordination with Clark County, Washington
- other issues of regional significance

In accordance with this requirement, the transportation plan developed to meet ISTEA, 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 Amendment of 1990 (CAAA), Rule 12, the Metro Charter, the Regional Urban Growth Goals and Objectives (RUGGO) and the Regional 2040 Growth Concept, 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:

- Adoption of a Region 2040 Growth Management Functional Plan to establish basic directions on urban form to serve as the basis for the upcoming revision to the *Regional Transportation Plan* (RTP);
- Initiation of a *Regional Framework Plan.*

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

- Initiation of alternative mode projects through the new Congestion Mitigation/Air Quality (CMAQ) and Transportation Enhancement Programs.

- Allocation of regional and state Surface Transportation Program (STP) funds to ensure completion of the Hillsboro extension of the Westside Project.
- Update to the State and Metropolitan Transportation Improvement Programs for the period 1998-2001.

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 20 percent over the next 30 years.
- Recently adopted maintenance plans for ozone and carbon monoxide with establishment of emissions budgets to ensure future air quality violations do not develop.
- Completion of a regional TDM study to define policy directions for reducing demand for inclusion in the RTP.
- Consideration of congestion pricing pilot project.
- Update to the Regional Transportation Plan to implement the Region 2040 growth concept.

In order to implement these transportation needs, finance remains a significant priority. This is particularly critical with the rejection of a transportation finance measure by the 1993 and 1995 Oregon Legislature. Major efforts underway include:

- Implementation of a funding proposal by the 1997 Oregon Legislature under the auspices of a Governor's Transportation Initiative.
- Community Bridge and Road Fund.
- Inclusion of financial constraint in the TIP and RTP.
- Development of a finance package for the South/North HCT Project.
- Successful Tri-Met bond measure vote for South/North LRT and redirection after failure of state lottery funds for URT.

A number of transportation issues remain unresolved and are being studied on a corridor or subarea basis to determine appropriate actions for inclusion in the RTP. The following major studies are underway or upcoming:

- Sunrise Corridor Study
- Mt. Hood Parkway Study
- South/North DEIS
- Willamette River Crossing Study
- Highway 217 Corridor
- Barnes Road Study Area
- Columbia Corridor

Several of the above issues are of interstate significance, chief among them adoption of land use plans under the Washington Growth Management Act, completion of the South/North DEIS and meeting and maintaining air quality standards in the Bi-State Air Quality Maintenance Area.

REGIONAL TRANSPORTATION PLAN

PROGRAM DESCRIPTION

The Regional Transportation Plan (RTP) provides the region with a comprehensive transportation system policy and investment strategy. The RTP is updated at regular intervals to ensure that the plan adequately reflects current regional, state and federal planning requirements, and changing population, employment and travel demand trends.

The RTP was first adopted in 1982 and updated in 1983, 1989, 1992 and 1995. The RTP fulfills federal planning requirements intended to ensure coordinated and logical urban transportation systems prior to the disbursement of Federal funds. The RTP also fulfills State planning requirements for a regional functional transportation system plan in the Portland area. At the regional level, the RTP serves as the transportation component of Metro's Regional Framework Plan (RFP).

The last major update to the RTP was in 1992. That revision was necessary in order to position projects for federal funding and to incorporate policy direction as specified in recent state and federal regulation and legislation, including the State Transportation Planning Rule (TPR), the Clean Air Act Amendments (CAAA) of 1990, and the Americans with Disabilities Act (ADA) of 1991.

The first phase of the current update to the RTP was completed in 1995 to address regulations set forth in the federal Intermodal Surface Transportation Efficiency Act (ISTEA), resulting in adoption of the Interim Federal RTP. This interim document was adopted to maintain compliance with federal requirements, and includes a long-range multi-modal system plan consistent with 16 broad planning factors. Among the revisions is a fiscally constrained level of projects and programs which addresses all modes of travel and the movement of both freight and people. The second phase of the update, currently underway, is focused on meeting state and regional planning requirements.

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

Other activities included in the Regional Transportation Planning program include:

- Tri-Met five-year Transit Development Program (Transit Choices for Livability)
- Congestion Management System
- Intermodal Management System
- Regional Transportation Demand Management (TDM) Program
- Regional Bicycle Plan
- Regional Pedestrian Plan
- Regional Transportation Public Involvement Planning

RELATION TO PREVIOUS WORK

Work Program Prior to FY 1997-98

The FY 96-97 work program centered on completing most Phase 2 activities of the current RTP update. The second phase includes adoption of an updated RTP consistent with both the federal ISTEA and state Transportation Planning Rule (TPR). Phase 2 projects completed in FY 96-97 include:

- Completion of draft RTP text and map revisions that satisfy ISTEA and TPR requirements and implement the 2040 Growth Concept;
- Development of new system performance measures and standards;
- Development of financially "constrained," "strategic" and "preferred" transportation systems;
- Development of the transportation component of Metro's Regional Framework Plan that is consistent with the broader RTP goals and objectives; and
- Coordination with local governments on local planning issues as they relate to the RTP.

The Phase 2 update will continue through the first half of FY 1997-98:

OBJECTIVES

Work Program for FY 1997-98

The FY 97-98 program will focus on two activities: 1) Completion of Phase II of the RTP update by December, 1997; and 2) Initiating refinement plans and local TSP support activities related to local adoption of plans consistent with the RTP. These activities relate directly to Transportation Department goals to maintain and update regional transportation policy and planning.

Part of the Phase 2 RTP update includes a major public outreach and comment on proposed changes to the RTP, including periodic newsletters, open houses, speakers bureau, public hearings, interactive computer kiosk displays at major destinations and community events in the region, internet web page comments and public opinion surveys. Upon Council and JPACT adoption of an updated RTP, an air quality conformity analysis of the newly adopted "financially constrained" plan will be conducted.

Within one year of adoption of the second component of the updated RTP (in the second quarter of FY 97-98), each local jurisdiction must submit a transportation system plan (TSP) consistent with the RTP. Consequently, Metro will continue to work closely with local governments to ensure that consistency. Local coordination will be expanded to assist jurisdictions in preparing local TSPs. This work will begin in Winter 1998 and continue through FY 97-98. Also upon completion of the RTP Update, Metro will begin a series of refinement plans for specific corridors within the region.

The following are key issues and activities that will occur as part of the Phase II update effort and subsequent implementation activities that will be completed during the next fiscal year:

1. Meet or exceed the provisions of the state TPR for the development of multi-modal policies, plans, and programs; Complete through Metro Council adoption, the RTP System component.
2. Support implementation of the Region 2040 Growth Concept by adoption of both the policy and system components of an updated RTP.
3. Satisfy ISTEA financial analysis requirements for the development of a financially constrained plan.
4. Conform updated RTP with ODOT's Multi-Modal Oregon Transportation Plan.
5. Coordinate with ODOT's plan for multi-modal corridor studies (MACS) intended to identify improvements on key, state-owned urban arterials.
6. Coordinate and provide technical assistance in local TSP development and adoption.
7. 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.
8. Continue to coordinate development of the IMS and CMS efforts.
9. Continue development of the Regional TDM program and support for local TDM programs.
10. Continue to actively participate as a member of various sub-regional transportation coordinating committees.

Other RTP related activities include:

- Implement the public involvement plan through all transportation planning activities.
- Continue development and maintenance of the congestion management system (CMS). The CMS will require ongoing monitoring and data collection during FY 97-98, and all projects must be monitored for consistency with the CMS.
- Continue development of the intermodal management system (IMS) as a basic tool for determining regional freight and intermodal needs, and as a tool in developing the next MTIP.
- 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.
- Assist ODOT and local jurisdictions in evaluating consistency of the metropolitan-area Access Oregon Highways (Mount Hood Parkway, Sunrise Corridor and Western Bypass) with regional land use goals and transportation objectives.
- Pursue federal funding opportunities as available under ISTEA that support implementation of the Region 2040 Recommended Alternative and implementation of the Regional Framework Plan.
- Continue to assist ODOT, DLCD, and the region in the transportation planning, project development and implementation, and decision-making consistent with State

Transportation Rule 12.

- Continue to assist ODOT and DLCD in administration, implementation, and monitoring of their transportation and growth management program.
- Participate as an agency in various planning or engineering technical advisory committees involved with refinement and implementation of regionally significant actions related to the RTP or development of local TSPs (see also Local Plan Coordination).
- Support the findings of the Transit Choices for Livabiltiy Study.
- Developing and maintaining planning agreements with ODOT, Tri-Met, the Port of Portland and SW Washington Regional Transportation Council.

RTP PRODUCTS

The major product for FY 1997-98 will be completion of Phase II of the RTP update, including:

- Developing performance criteria for corridors and modes;
- Updating the regional functional class system to reflect multi-modal policies and the transportation needs of the 2040 Growth Concept;
- Completing a fiscal analysis that demonstrates a "constrained" system;
- Completing an air quality conformity analysis that complies with federal requirements;
- Meeting the requirements of the state TPR; and
- Creating a transportation system plan that supports the urban form and land uses set for the in the Regional Framework Plan (RFP).

OTHER PRODUCTS

Other major products for FY 1997-98 include:

- Updated Regional Bicycle Plan that expands on the basic bicycle policies set forth in the RTP and is updated to be consistent with RTP policy revisions;
- Regional Pedestrian Plan that closely reflects the land use objectives of the 2040 Growth Concept and expands on the basic pedestrian policies set forth in the RTP;
- Regional Street Design Handbook, including strategies to assist local jurisdictions in meeting regional street design policies, evaluation measures for TSP compliance, case studies of "connectivity" policies and criteria for use of parallel routes in multi-modal corridor designs that complement RTP functional system policies;
- Intermodal Management System (IMS) database and software for using IMS in transportation planning activities; and
- Congestion Management System (CMS) database and software for using CMS in transportation planning activities.
- Planning Agreements with regional planning partners, as necessary.

EXPENDITURES		FTE	REVENUE	
	Amount			Amount
Personal Services	$485,794	5.416	FY98 PL	$378,957
Transfers	112,383		FY 98 Metro STP/ ODOT Match	66,406
Materials & Services	78,042		FY98 Tri-Met	37,500
Computer	45,938		Metro	239,294
Capital	0			
Total	**$722,157**		**Total**	**$722,157**

REGIONAL STREET DESIGN STUDY

PROGRAM DESCRIPTION

The Regional Street Design Study is divided into two distinct phases, with products from the first phase intended to facilitate completion of the TSP, in the first half of FY 97-98. The second phase of the study will focus on products that can be used in implementation of the regional TSP, and development of local TSPs within the Portland region during the second half of FY 97-98.

The street design policies and classification system were developed to better address the relationship between transportation improvements and the 2040 Growth Concept. A range of design standards and recommendations that correspond to the design classifications were developed through a 96-97 TGM grant, and will be evaluated as part of the RTP adoption process. Some design standards may be incorporated into the final RTP document, although most are intended as informal guides for local TSP development. This phase of the RTP update will be completed in December 1997 with adoption of the updated RTP, and local TSPs must be completed within one year of that date.

RELATION TO PREVIOUS WORK

Work Program Prior to FY 1997-98

In FY 96-97, Metro received a combination of category 1 and category 2 Transportation Growth Management (TGM) grants to help the Portland region develop a street design classification approach for the regional transportation system defined in the RTP. The state Transportation Planning Rule (TPR) requires metropolitan planning organizations (MPOs), like Metro, to prepare multi-modal transportation system plans (TSP) that establish a system of transportation facilities and services adequate to meet identified regional transportation needs, and be consistent with the state TSP.

PRODUCTS

Street Design Study activities completed in FY 96-97 include:

- Literature search to identify a broad range of innovative approaches to functional classification, multi-modal street design and access management.
- Development of street design classification system incorporating motor vehicle, bike, pedestrian, transit and freight design elements.
- Development of performance measures to maintain an efficient and complementary relationship between land use and the regional street system.
- Development of six prototypical subareas for 2017 modeling to evaluate the effects of increased or decreased street connectivity.
- Development of application and selection criteria for parallel routes.
- Analysis of financial impacts of regional street design policies on local jurisdictions.

OBJECTIVES

Work Program for FY 1997-98

The focus of this year's program will be the evaluation of findings and recommendations from the street design consultant's report, and incorporating key standards and measures into the updated RTP. Upon adoption of the RTP in December 1997, the focus will shift to implementation of the updated plan.

As part of the current phase of the RTP update, Metro will use the 2017 regional population and employment forecast and the 2040 Growth Concept elements to evaluate the impact of growth on the existing and planned transportation system. A "preferred" system of transportation improvements will then be developed to address these impacts. The street design classification system was developed to better address the relationship between street design and the 2040 urban form, and to integrate the various modal systems that make up the region's transportation strategy. A range of street design standards that correspond to the design classifications will be evaluated as part of the RTP adoption process. Certain design standards may then be incorporated into the final document. A corresponding Street Design Classification map will be refined and adopted as part of the regional TSP. The map will be the primary implementation tool for the regional street design policies and standards. This phase of the RTP update will be completed in December 1997.

During the second half of the fiscal year, regional street design activities will shift from policy development and adoption to local implementation. This effort will include technical assistance and interpretation of regional policy for local jurisdictions as they develop TSPs that are consistent with the updated RTP.

PRODUCTS

- Refine and adopt street design standards and performance measures developed as part of the 96-97 TGM study.
- Refine and adopt a Regional Street Design Classification map in the updated RTP.
- Provide technical assistance and interpretation of street design standards and policies to local jurisdictions as part of local TSP development.

EXPENDITURES		FTE	REVENUE	
	Amount			Amount
Personal Services	$43,070	.616	FY98 PL	56,000
Transfers	12,930			
Materials & Services	0			
Computer	0			
Capital	0			
Total	**$56,000**		**Total**	**$56,000**

CONGESTION MANAGEMENT SYSTEM

PROGRAM DESCRIPTION

ISTEA requires the development of a Congestion Management System (CMS) in a non-attainment Transportation Management Area (TMA). The CMS requires ongoing efforts in data collection, network monitoring and transportation project review. Within the monitoring and data collection effort, the CMS defines the system to be monitored for congestion, identifies measures of congestion, and is the basis for an on-going monitoring plan in which congestion-related data must be updated periodically. Metro is the responsible agency within its boundaries for reviewing transportation projects for consistency with the CMS. ISTEA directs that federal funds may not be programmed for projects which significantly increase single occupant vehicle capacity (SOV) unless the project is from an approved CMS.

All work activities will be coordinated with and through ODOT. Local jurisdictions and Tri-Met also participate in ongoing data collection, monitoring and project review elements of the CMS. An Interim CMS, as required by ISTEA, is currently in place. The Final CMS Document was completed in FY 1996-97 and must be implemented by October 1, 1997.

RELATION TO PREVIOUS WORK

Work Program Prior to FY 1997-98

The focus of FY 1996-97 activities was to develop the Final CMS for review and adoption. Specific tasks included:

- Ongoing incorporation of basic CMS elements into the metropolitan planning process;
- Refinement of congestion performance measures;
- Refinement of the informational and planning elements of the Final CMS;
- Refinement of the CMS monitoring network;
- Final CMS adoption;
- Ongoing collection and analysis of appropriate multi-modal, traffic and congestion related data.

OBJECTIVES

Work Program for FY 1997-98

- Ongoing transportation project review of determination and compliance through the Interim CMS; and after October 1, 1997, the Final CMS;
- Submittal of the Final CMS implementation plan to USDOT;
- Develop CMS guidelines/users manual for project development managers;
- Ongoing coordination with the Oregon Intermodal Management System (IMS);
- Ongoing development of a GIS-based data collection and monitoring program;

- Ongoing data collection and network monitoring activities.

PRODUCTS

- Final CMS Implementation Plan
- CMS Guidelines and Users Manual
- State of Regional Congestion Report

EXPENDITURES		FTE	REVENUE	
	Amount			Amount
Personal Services	43,269	.607	FY98 PL	$53,000
Transfers	12,931		Metro	3,200
Materials & Services	0			
Computer	0			
Capital	0			
Total	**$56,200**		**Total**	**$56,200**

INTERMODAL MANAGEMENT SYSTEM

PROGRAM DESCRIPTION

The Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 required the development of an Intermodal Management System (IMS) to provide planning and programming information related to interconnected intra-state, inter-state, and international freight and passenger systems and intermodal facilities. The IMS is intended to ensure the efficient, safe, and convenient movement of people and goods and to improve coordination in planning and implementing air, water, and the various land-based transportation facilities and systems.

A completed IMS will include: 1) an inventory of intermodal facilities and systems; 2) incorporation of IMS strategies and actions into the Oregon Transportation Plan, the RTP, and the TIP; and 3) a fully integrated implementation plan.

All work activities are being coordinated with and through ODOT and the Port of Portland as specified in an intergovernmental agreement. Tri-Met and local jurisdictions are also participating in the development of the Portland area IMS. Statewide, ODOT is coordinating with other MPOs, port districts, and local jurisdictions. Private sector transportation providers and shippers are also included in the process.

Despite federal actions to make the IMS voluntary, the region intends to fully develop and implement the IMS.

RELATION TO PREVIOUS WORK

Work Program Prior to FY 1997-98

Work on the IMS has been conducted in two phases. Phase I was completed in 1994 and included development of a preliminary IMS, including a preliminary system, performance measures, data needs and a scope of work for Phase II. Phase II of the IMS, essentially completed in FY 1996-97, including hiring consultants for assistance in developing performance measures for freight routes and intermodal facilities, designing and testing of an IMS database and filling the database with available data.

Activities included:

- Development of an IGA with the Port of Portland for project assistance. The Port of Portland was acting as the lead IMS agency in the Portland area, in conjunction with Metro and ODOT. Metro will be responsible for IMS implementation.
- Development of public outreach activities, including formation of an intermodal and goods movement task force. Coordinating intermodal and freight activities into Metro's public processes for the RTP and MTIP.
- Analyzing long-term commodity flows relative to land use and transportation alternatives identified in Metro's Region 2040 process.

- Identifying freight and intermodal policies, systems, and projects in the Interim Federal RTP (adopted July 1995) and the RTP Update (December 1997)
- Incorporating needs identified through the IMS into the MTIP process (concluding October, 1997).
- Coordinated information with other management systems and GIS.
- Utilized the IMS through corridor and sub-area studies.
- Identified data collection, work-station and training needs.

OBJECTIVES

Work Program for FY 1997-98

FY 1997-98 activities will include:

- Working with Metro's DRC, Travel Forecasting, ODOT and the Port, develop a more efficient process for transmittal of electronically available data from various sources to the IMS by expanding its relationship to the GIS and Sybase systems.
- Increase the reliability of truck and freight movement data by incorporating the results of the Traffic Commodity Flow Study into the IMS.
- Create an efficient regional data collection and sharing system by coordinating data collection and analysis processes with the Congestion Management System, TIP and other information systems.
- Support the 2040 Growth Concept by working with local jurisdictions and the Port to develop access strategies to industrial districts and intermodal facilities that the IMS performance measures identify as needs.
- Further identify freight movement needs by working with the Port and others to expand the outreach program with local jurisdictions, economic development councils, developers, private transportation providers and shippers.

PRODUCTS

- An inventory of intermodal facilities and systems accessible through a database.
- Incorporation of IMS strategies and actions into the Oregon Transportation Plan, the RTP and the MTIP/STIP.
- A fully integrated implementation plan for further refining and updating the IMS.

EXPENDITURES	Amount	FTE	REVENUE	Amount
Personal Services	35,344	.507	FY98 PL	$44,000
Transfers	10,647		Metro	3,200
Materials & Services	0			
Computer	1,209			
Capital	0			
Total	**$47,200**		**Total**	**$47,200**

REGIONAL BICYCLE AND PEDESTRIAN PROGRAM

PROGRAM DESCRIPTION

The Regional Bicycle and Pedestrian Program in part responds to State Rule 12 and ISTEA directives to develop balanced, multi-modal system plans which de-emphasize reliance on the single-occupant-vehicle. Through the program, Metro is the lead agency for coordinating, implementing and monitoring bicycle and pedestrian-related policies incorporated into the RTP, including revised Chapter 1 policies adopted July 25, 1996. Refinements to the Regional Bicycle Plan and RTP Pedestrian Element will continue during the RTP Transportation System Plan (TSP) Update in FY 1997-98.

The program will continue to be responsible for coordination with local jurisdictions and the public to ensure regional consistency with the RTP in local bicycle and pedestrian planning, programming, and project development.

RELATION TO PREVIOUS WORK

Work Program Prior to FY 1997-98

Specific activities during FY 1996-97 included:

- Participation in local project development activities related to bicycle and pedestrian projects;
- Assistance to local jurisdictions with local bicycle and pedestrian system detail and expansion related to city and county Transportation System Plan (TSP) updates;
- Provided bicycle and pedestrian planning and facility design expertise in coordination with main street planning, station area planning, regional trails and intermodal issues;
- Provided assistance to local efforts to improve pedestrian access to transit;
- Completion of the Draft Regional Pedestrian System Plan background report, which includes regional pedestrian transportation policy and analysis of current conditions;
- Refinement of bicycle and pedestrian mode goals, objectives for Chapter One of the RTP;
- Development of performance measure for the RTP System Component Update;
- Refinement of the preferred regional bicycle network functional classification map for the RTP System Component Update;
- Initial development of a bicycle accessibility model;
- Planning and implementation of an Eastside Bicycle Commute to Work Day in coordination with Oregon Bike Month (May 1997);
- Presentations on bicycle route suitability mapping at a national bicycle/pedestrian conference and a regional geographic information systems conference;
- Initial planning for regionally-based bicycle and pedestrian safety and education programs;
- Steering committee participation in planning the second annual Bridge Pedal Event (scheduled for Labor Day 1997).

OBJECTIVES

Work Program For FY 1997-98

The FY 1997-98 work program continues implementation, through the RTP System Component Update, of regional bicycle and pedestrian planning activities in the Portland Metropolitan Area. Program activities are consistent with agency and RTP objectives to provide for enhanced non-single occupant vehicle transportation and mobility opportunities. The objectives are also implicit within ISTEA and Rule 12. Metro will continue to participate in the following planning and programming activities:

- Development and adoption of regionally significant bikeway and pedestrian systems and projects for inclusion in the RTP and Metropolitan Transportation Improvement Program (MTIP);
- Provide a leadership role in assisting local jurisdictions with local bicycle and pedestrian system detail and expansion related to city and county transportation system plan (TSP) updates;
- Revise and update the Regional Bicycle and Pedestrian Plans;
- Work with employers and local governments to develop and implement the bicycle and pedestrian elements of the DEQ Employee Commute Options (ECO) Rule;
- Ongoing development and expansion of a regionally-based bicycle, pedestrian and traffic safety/education program;
- Provide bicycle and pedestrian planning and facility design expertise in ongoing coordination with main street and regional center planning, station area planning and intermodal issues, such as bicycle and pedestrian access to transit stations and park-and-rides, and Tri-Met's bicycles on transit program;
- Provide bicycle and pedestrian planning facility design expertise in ongoing coordination with the Regional Parks and Greenspaces Program to plan and implement multi-modal trails;
- Provide technical expertise on bicycle and pedestrian planning and design issues related to on-going regional studies and projects, such as the South Willamette River Crossing Study and South/North Transit Corridor Study, and the Westside Light Rail Project;
- Provide assistance to local efforts to improve pedestrian access to transit;
- Develop a measure for pedestrian level of service;
- Continue to develop and refine the bicycle accessibility model; initiate development of a bicycle network travel demand model;
- Update, print and distribute "Bike There!" the regional bicycle user suitability map;
- Participation in the second annual Bridge Pedal Event (Labor Day 1997) and in Bike Month (May 1998) through a regional series of traffic safety and education workshops.

EXPENDITURES		FTE	REVENUE	
	Amount			Amount
Personal Services	69,022	1.022	98 Metro STP/ ODOT Match	$85,378
Transfers	20,978		Metro	4,622
Materials & Services	0			
Computer	0			
Capital	0			
Total	**$90,000**		**Total**	**$90,000**

METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM

PROGRAM DESCRIPTION

The 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.

RELATIONSHIP TO PREVIOUS WORK

Work Program Prior to FY 1997-98

- Development of the FY 1998 -2001 MTIP was initiated in FY 97. Early work in FY 98 will consolidate funding allocation decisions and continue with publication of a final MTIP document.
- Network development for Conformity of the FY 1998 - 2001 MTIP began in FY 97 and will be completed in FY 98. Additionally, the Quantitative and Qualitative analysis will also need to encompass final revision of the RTP Constrained transportation network due in December 1997.
- Quarterly coordination sessions were initiated in FY 97 to provide regional oversight to the obligation process. These sessions will continue in FY 98 in order to prioritize projects for receipt of limited obligation authority. As the September 30 deadline for obligation nears, decisions will be required about which projects will be expected to proceed to obligation as opposed to those which will need to be delayed to the first quarter of federal fiscal year 1998. Additionally, this process is intended to free development staff resource for critical projects rather than spreading staff across multiple projects, most of which will be unable to obligate funds in federal FY 97.
- Staff participation in ISTEA discussion, training and information sessions, including participation in workshops, conferences, local transportation system plan updates and project development activities.
- Database maintenance will be needed to reflect final results of amendments initiated in FY 97.
- Renewed attention to MTIP and STIP database fusion to capitalize on new Metro hardware and software acquisitions and ODOT information services initiatives.

OBJECTIVES

Work Program for FY 97-98

The FY 1997-98 program focuses on revision of project selection procedures to account for the 1997 ISTEA Reauthorization, final revision of the RTP and adoption of the Framework Plan. Other factors include an increased focus on Public Involvement initiatives to comply with Federal commentary on the MTIP/STIP development, amendment and Conformity process

with special emphasis on improved notification of TIP amendments and development and sharing of TIP information in electronic formats. Specific activities include:

- **MTIP/STIP Update Focus.** Coordinate adoption of the *Final FY 98-01 MTIP/STIP* in July/August/ September 1997 by TPAC/JPACT/Metro Council and the Oregon Transportation Commission. Complete solicitation and allocations for pedestrian and transit oriented *programs* if any are adopted in the FY 98 MTIP/STIP.

  In January 1998, begin coordination with ODOT, the TIP Subcommittee, and the public, to initiate a new 21-month TIP update process to culminate early in FY 2000 with adoption of the *FY 00-04 MTIP/STIP.* Two elements of this next Update will occur in FY 98.

  1. In January begin work with ODOT to agree upon anticipated revenues. Relevant considerations include details of the 1997 ISTEA Reauthorization, results of the 1997 Legislative session, outcome of anticipated regional highway/transit revenue ballot measures, and actual FY 98 federal highway/transit appropriations. Share revenue estimate data with agencies and the public (see Public Involvement focus, below).
  2. Determine whether to modify project selection criteria. Relevant issues include policy revisions in the ISTEA Reauthorization, planned revision of the RTP in December 1997 to address Rule 12 Transportation System Planning mandates and adoption of the Regional Framework Plan. *Adoption of new criteria would entail significant public involvement activity (see Public Involvement focus, below).*

  As revenue and selection criteria are finalized, coordinate with ODOT to solicit nomination of candidate transportation projects for technical and policy-based evaluation and ranking. Solicitation would begin late in FY 98 with technical and policy rankings occurring during FY 99.

- **Amendment Focus.** Process both Administrative and Policy-based amendments of the TIP throughout FY 98 pursuant to provisions of Metro Resolution No. 85-592. Technical Amendments can be staff-initiated with monthly notification to TPAC and quarterly notification to JPACT. Policy amendments are processed by Resolution action and are needed to include significant new projects into the TIP. *Federal review of the MTIP/STIP amendment process specifically noted a need to enhance public involvement efforts related to TIP amendment activity (see Public Involvement focus, below).*
- **Database Maintenance Focus.** Coordinate quarterly ODOT and local jurisdiction meetings to discuss funding issues and better manage project implementation activities. Monitor past and current funding allocations and project schedules to manage cost overruns, underruns and schedule slippage. Produce quarterly reports documenting funding authorizations, obligations, and reserves by funding category and jurisdiction. Prepare an Annual Report during October/November updating the TIP to reflect current costs, schedules, priorities, actual appropriations and other funding actions approved throughout the year. The Annual Report will also address progress and/or delays in implementing major projects as mandated by ISTEA.

  Develop broad agency and public electronic access to a common MTIP/STIP database per Federal review of the MTIP/STIP process.

- **Conformity Focus.** Prepare both Quantitative and Qualitative elements of the 1997 Air Quality Conformity Determination. Account for projects programmed in the STIP and address final update of the RTP Constrained 20-year network due in early fall. Federal and State Conformity regulations mandate pubic involvement during adoption of the Determination (see Public Involvement focus, below).

  Per adopted State regulations, coordinate interagency consultation to determine regional conformity status of individual projects that may not be included in a conforming MTIP/STIP, or whose concept and scope have significantly changed. Make provision for "appropriate public participation" (see Public Involvement focus, below).

- **Public Involvement Focus.** Provide opportunities for meaningful public involvement at significant junctures for virtually all the TIP-related activity described above; forty-five day advance notice of TIP-kickoff work is specified, to be followed by 30-day notice of subsequent program activity. Expand inclusiveness of outreach and seek better representation of communities traditionally underserved by the regional transportation system. *Metro's TIP-related public involvement program requires substantial expansion to fully achieve mandates set forth in Federal and State regulations.*

  Continue emphasis on developing the program of projects to receive federal/state funding. Summarize public comments and responses in the TIP, which does not now occur, per Federal regulations.

  Highlight TIP amendments in regular meeting notices. Pursuant to Federal comment of the MTIP/STIP program, improved communication of amendment actions will be made to interested persons and organizations in the region.

  Post the MTIP six year summary tables of project authorizations and obligations -- the core of the TIP -- to Metro's Home Page. Expedite electronic access to current ODOT project data within the region and broaden circulation and enhance content of quarterly reports in both hard copy and electronic format.

  Expand public involvement opportunities during preparation of Conformity Determinations and during subsequent interagency consultation regarding Conformity status of individual projects.

PRODUCTS

- FY 98-01 Metropolitan Transportation Improvement Program.
- Air Quality Conformity Determination for RTP and MTIP.
- Quarterly Reports reflecting ongoing update of approved project authority and obligation status.
- Processing staff initiated and outside-agency requested 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.

EXPENDITURES		FTE	REVENUE	
	Amount			Amount
Personal Services	$183,761	2.455	FY98 PL	46,419
Transfers	52,056		FY98 Sec 5303	38,104
Materials & Services	21,100		FY 98 Metro STP/ ODOT Match	26,561
Computer	37,033		FY98 ODOT Supplemental	45,000
Capital	0		FY98 Tri-Met	45,000
			FY97 Metro STP/ ODOT Match	21,145
			FY97 Sec 5303	25,000
			Metro	46,721
Total	**$293,950**		**Total**	**$293,950**

URBAN ATERIAL FUND

PROGRAM DESCRIPTION

In 1989, the Metro Council and JPACT adopted a comprehensive financing strategy for LRT, expanded transit operations, major highway corridors and urban arterials. This overall strategy for implementing the RTP included pursuing a local option vehicle registration fee for roadway (arterial) improvements. Due to a number of issues, including support for a comprehensive statewide funding initiative in the 1993 legislative session, and recognition that a request for an Arterial Improvement Program in 1994 could have jeopardized federal funding and the passage of a General Obligation Bond Measure for the South North Transit Program, Metro delayed taking a finalized arterial program proposal to the voters. The South North Transit Program received federal funds in 1994 and passage of the bond measure by the voters in November 1994. However, the 1993 and 1995 legislative funding packages were not approved by the State Legislature.

In July of 1994, the Metro Council approved Resolution No. 94-2009 which established a five and ten year transportation finance strategy and called for the pursuit of a Metro referred funding measure to be voted on in November 1995, for an arterials/bridge/freight/access/ bicycle/pedestrian improvement program.

In April of 1995, Metro released an RFP with the purpose of developing a comprehensive regional arterial/bridge/freight access/bicycle/pedestrian improvement program. The program's objective is to address the needs established in the Oregon Roads Finance Study, Multnomah County Bridge Capital Plan, and updated RTP based on the results of Region 2040.

A consultant team was selected for the Regional Arterial Program in May of 1995. In June, a core group of JPACT Finance developed a proposal for what categories of transportation projects, and their relative sizes, should be included in the regional arterial funding package. The core group and JPACT Finance also discussed various funding sources for the program. This program was reviewed with the public in January 1996. Subsequently this program was put on hold until completion of the Governor's Transportation Initiative.

RELATION TO PREVIOUS WORK

Work Program Prior to FY 1997-98

The local staff group and consultant team worked to complete the following portions of the Regional Arterial Program Work Plan:

- A project solicitation process where local jurisdictions submitted prioritized lists of projects for inclusion in the program;
- A telephone survey of 600 registered voters selected in equal numbers from the three counties within the Metro district. The purpose was to establish a baseline of public understanding and initial support for a funding measure;

- Two focus groups of ten likely-to-vote registered voters each. The focus groups explored in greater depth any obstacles to funding support, reviewed potential capital improvement projects, and help test the effectiveness of public information material;
- Holding public information meetings and hearings;
- A standard engineering/costing methodology for each potential project to ensure consistent project information and provide a reliable source of data on project costs;
- A financial plan to evaluate the feasibility of alternative funding sources for the Regional Arterial Program;
- A recommendation for a comprehensive regional program which included a recommended funding source (combined gas tax and diesel fuel tax) and amount ($200 million), a list of proposed transportation projects, and a schedule for implementation (over six years) to be forwarded to JPACT, TPAC, and the Metro Council.

Two focus groups of ten likely-to-vote registered voters each were conducted in the fall of 1995. Six open houses were held in December of 1995 to obtain public feedback on the program. The original intent of the RFP was to take the program to a vote between November of 1995 and May 1996. However, the findings of the focus groups, public input, and the consultants recommendations convinced JPACT and JPACT Finance to postpone the vote until September or November of 1996. It was determined that more time was needed to identify appropriate themes to build the program around and which types of projects were most important to the public. This was subsequently postponed until 1997 following action by the 1997 Oregon Legislature on the Governor's Transportation Initiative.

The local staff group and consultant team continue to work on the following areas:

- Completion of a stakeholder and public involvement plan;
- Conducting four more focus groups of motivated voters, which will consist of one group from each of the three counties, and one region-wide group. The focus groups will help test strategies for meeting road and bridge funding needs. They will also help test program themes, types of projects that reflect citizen priorities, and alternative funding sources (i.e. gas task, vehicle registration fee, diesel fuel tax);
- Conducting a survey of 400 motivated voters to determine voter support for various funding sources and the overall road and bridge program;
- Revising the program recommendations based on the focus groups, survey results, and direction from JPACT, TPAC and the Metro Council;
- Coordination of a joint State/Regional transportation funding package for the 1997 State legislative session.

OBJECTIVES

Work Program For FY 1997-98

Based upon four follow-up focus groups, the JPACT Finance Committee determined that further efforts should be pursued as follows:

1. Close integration with the Governor's Transportation Initiative to determine transportation priorities and state and regional funding measures to implement these priorities;
2. Initiation of a public education program on regional transportation needs;
3. Close coordination with proposals for a transit finance measure to ensure road and transit funding measures are aimed at managing growth and maintaining livability through the Region 2040 Growth Concept. Referral of these ballot measures will likely be in 1997.

EXPENDITURES		FTE	REVENUE	
	Amount			Amount
Personal Services	35,969	.38	Metro	$48,500
Transfers	10,631			
Materials & Services	1,900			
Computer	0			
Total	**$48,500**		**Total**	**$48,500**

LOCAL PLAN COORDINATION

PROGRAM DESCRIPTION

As noted in the Regional Transportation Plan (RTP) program, the RTP provides the region with a comprehensive policy and investment blueprint for long-range improvements to the region's transportation system. It also responds to long-range transportation planning requirements of the federal Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991, the Clean Air Act Amendments of 1990, and the state Transportation Planning Rule. The RTP also fulfills Metro Charter objectives for a regional functional transportation system plan within the context of the Regional Framework Plan.

Similarly, local transportation plans in the region must conform with the RTP, and Metro provides ongoing technical and policy support for local transportation planning activities. In addition, the results of corridor, subarea, or other planning studies that are conducted in cooperation with the state and local jurisdictions are included, as appropriate, in the RTP. Metro is responsible for the ongoing review, comment, and coordination of local and regional plans, projects, and studies conducted by other agencies for their consistency with regional transportation policy, primarily identified in the RTP and the Framework Plan. Metro's review authority is specifically identified in the Transportation Planning Rule. Under ISTEA, inter-agency coordination with transit agencies, Port authorities, State departments of transportation and air quality agencies is also required.

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

- Local Transportation System Planning under the Transportation Planning Rule; including modal plans for roads, freight, transit, bicycles, pedestrians, and demand/system management;
- Local and State Corridor and Subarea 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;
- Local development review consistent with the Urban Growth Management Functional Plan.

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

RELATION TO PREVIOUS WORK

Work Program Prior to FY 1997-98

The primary focus in FY 1996-97 was the update to the RTP to address provisions of the state Transportation Planning Rule (TPR). Local coordination activities were, in part, associated with local jurisdiction's and agency's involvement in the Metro process. However, most of the region's 24 cities and three counties have initiated planning efforts to meet the TPR. Metro has initiated the coordination /review process with these jurisdictions.

The LPC program is also responsible for Metro involvement in policy coordination with each of the four Metro area counties: Washington, Multnomah, Clackamas, and Clark (WA). Each has a policy body consisting mainly of local jurisdictions. 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 Metro staff is represented. That participation is included in the LPC program.

The LPC program is also responsible for Metro's involvement in studies conducted by other jurisdictions or agencies which may result in RTP action. This year Metro staff participated in the following activities:

- ODOT: Statewide CMAQ Committee; Statewide ITS Group; Western Bypass Study; Mt. Hood Parkway MIS; Sunrise Corridor MIS; Highway 43 Corridor; Highway 26 Corridor; Highway 30 Corridor; Sandy Blvd. Corridor; and toll studies for the 1-5/99W Connector and Newberg/Dundee Bypass;
- Tri-Met: Barnes Road access (in conjunction with Westside LRT); Westside Transportation Mitigation Program; Transit Choices for Livability;
- Port of Portland; West Hayden Island Major Investment Study (MIS); Airport Way Study; PDX Master Plan update; Air Trans Access Study;
- Local Jurisdictions: Portland Columbia Corridor Study; South Portland Circulation; Various Portland Community Plans; Washington County studies in Sherwood and for the Scholls/B-H Highway/Oleson intersection; Clackamas County Sunnyside Road; Multnomah County 242nd Connector. Also, Metro transportation and growth management staff have begun to coordinate on a number of Regional and Town Center implementation projects.

For each of these activities, Metro staff attends all technical meetings, reviews and comments on materials, and represents Metro policy positions at numerous citizen, project management, or steering committees. In the case of an MIS, Metro is responsible for ensuring a report is prepared consistent with MIS procedures. Where policy action is required, Metro staff is responsible for the preparation of reports and adopting resolutions for review by JPACT and the Metro Council.

OBJECTIVES

Work Program for FY 1997-98

A greater focus for FY 98 will be the review of local development proposals and land use actions for consistency with Metro's Urban Growth Management Functional Plan. Transportation staff will coordinate with Metro growth management and open space staff to provided timely and unified responses to local jurisdictions.

Next year's program will continue this year's local coordination on the following areas:

- Local Transportation System Planning under the Transportation Planning Rule. Metro will be responsible for reviewing for consistency with the RTP all 24 City and three county Transportation System Plans. Included will be specific review and comment of all modal

(road, bike, etc.) elements;

- Local Corridor and Subarea Plans. Metro will continue to participate on studies conducted by other jurisdictions that may have RTP or other regional impacts. A number of studies generated through the ODOT/LCDC Transportation Growth Management Program have identified technical committees with Metro representation. ODOT will be continuing its corridor planning program and its study of toll facilities for the 99W/I-5 Connector and Newberg Bypass;
- Local policy and project development. Metro will continue to participate on the four County Transportation Coordinating Committees;
- Transit. Metro will be actively involved in the conclusions of Transit Choices for Livability and the development of the five-year Transit Development Program (TDP);
- Transportation Finance. Metro will participate in regional and statewide efforts related to transportation finance, including activities resulting from the 1997 Legislature.

PRODUCTS

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. As such, Metro will:

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

EXPENDITURES		FTE	REVENUE	
	Amount			Amount
Personal Services	163,322	2.347	FY98 Metro STP/ ODOT Match	149,202
Transfers	49,678		FY97 Metro STP/ ODOT Match	52,861
Materials & Services	0		Metro	10,937
Computer	0			
Capital	0			
Total	**$213,000**		**Total**	**$213,000**

TRAFFIC RELIEF OPTIONS STUDY
(Congestion Pricing Pilot Study)

PROGRAM DESCRIPTION

Section 1012 (b) of the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 authorized the Secretary of Transportation to create a Congestion Pricing Pilot Program to establish, maintain, and monitor pilot projects in several states throughout the country. In August 1995 FHWA approved a joint Metro/ODOT Congestion Pricing application for pre-project funding of $1,290,000 for a two-year, two phase study of congestion pricing in the Portland area. 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.

In order to accomplish the program goals, the study has been 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 the coordinated integration of these efforts.

The major issues to be addressed by the study include the following:

- Definition and evaluation of pricing alternatives, including their geographic location, technology to be used, fee level, costs, revenues and population served;
- Determination of the socioeconomic 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.

In 1995/96 year, contracts were signed with ODOT, who is the pass-through agency for receipt of federal funds, and between Metro and six participating agencies for securing the required 20 percent local match. A hiring process was undertaken and, in the spring of 1996, a Program Supervisor and an Associate Public Involvement Planner were hired to manage the project.

In addition, two Requests for Proposals, one each for the Technical and the Public Involvement work components, were issued. After an evaluation of the responses, contracts were executed in June 1996 with ECONorthwest and Cogan Owens Cogan for the technical and public involvement work efforts, respectively. Deakins/Harvey/Skabardonis, Mark Bradley, Rao Associates, Kittelson and Associates and Parsons Brinkerhoff are assisting ECO in the modeling and engineering aspects of the work program Pacific Rim Resources, Cole and Weber, Davis and Hibbitts and Wilbur Smith Associates are supporting Cogan Owens Cogan with the public involvement program.

Current Year's Program - 1996-97

The two year work program began in July 1996, and is broken into an 18 month Phase I and a 6 month Phase II. Phase I is 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 eventual selection of 3-5 preferred alternatives. Phase II will encompass the conceptual design of those 3-5 alternatives for final evaluation and recommendation on a demonstration project.

FY 96-97 has seen technical and policy committees for conducting the study established and approximately two-thirds of the technical and public involvement work elements for Phase I accomplished.

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.

The technical work program for the year included completion of working papers and modeling to accomplish the following:

- Identify the specific scope of pricing techniques to be addressed in the study;
- Review and identify the possible effects of a congestion pricing implementation program and establish evaluation criteria;
- Identify congested locations and types of congestion pricing in order to establish a large group of (approximately 40) preliminary options for further study;
- Evaluate and rank the initial group of potential pricing options;
- Based on the initial evaluation, selection of a smaller group of (approximately 10) specific pricing alternatives for detailed modeling and analysis;
- Detailed specification of top 10 alternatives including cost estimates, revenues, technology and identification of implementation issues for further evaluation;
- Upgrading of Metro's Travel Forecasting Model to include pricing sensitivity based on pricing elasticities derived from Stated Preference and Revealed Preference survey results;
- Application of the updated regional model to the 2015 Transportation system to account for pricing effects;
- Production of updated EMME/2 travel forecasting baseline data, maps and charts for use at public meetings.

The public involvement program is also well underway. An outreach plan was developed with an initial emphasis on research and targeted outreach to interest groups and media with a gradual ramping up of the outreach efforts to include broader segments of the public as more

specific technical information becomes available. The work program for the year called for:

- Completion of initial research including two randomly selected focus groups to determine initial public attitudes, a survey of public outreach efforts on similar studies across the country and interviews with 30 stakeholders;
- Production of study fact sheets, newsletters and brochures to inform and educate the general public about study objectives, progress and initial results;
- Briefings with key regional newspapers at the commencement of the study and at key milestones throughout the study;
- Conducting workshops targeted to groups in specific issue areas to review study progress and proposed evaluation criteria;
- Establishment of a speakers bureau to present the objectives and initial results of the pre-project study at a variety of civic and community organizations;
- Creation of a 10 minute video/slide show on the study for public education purposes;
- Holding open houses with the general public to provide an overview of the study results to date, obtain input into key decisions and highlight issues of concern;
- Completion of the first public opinion survey to obtain initial public response to specific options under consideration.

Next Year's Program - 1997-98

OBJECTIVES

Next year's program will focus on specific program objectives to complete the remaining work on Phase I and Phase II work elements. On the technical side, these tasks include the following activities:

- Final review and evaluation of the small group of (approximately 10) alternatives based on modeling and other analysis;
- Selection of 3-5 preferred alternatives;
- Conceptual design of the 3-5 alternatives;
- Implementation of the 3-5 alternatives on the upgraded model;
- Final evaluation of the 3-5 alternatives based on modeling and other analysis;
- Scoring and ranking the 3-5 alternatives and selection of the preferred alternative (if any).

During this period the public outreach effort will shift into high gear in order to maximize education and input into the final alternative selection. Throughout the study, technical and public involvement efforts will be closely coordinated and feedback integrated. Public involvement activities will include:

- Public open houses and neighborhood meetings to educate on the proposed final alternatives and obtain feedback for use in the selection process;

- A regional issues conference on the final selection process;
- Fact sheets, newsletter and a brochure about Phase II activities;
- Focus groups to assess issues and concerns about possible implementation of a proposed pricing alternative;
- 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.

PRODUCTS

Specific products for technical work component:

- Working paper outlining process for, and results of, selection of 3-5 alternatives;
- Schematic designs of 3-5 preferred alternatives;
- A final report evaluating the 3-5 alternatives and, if appropriate, recommending the parameters of a demonstration project;
- Written task force report to JPACT, the Metro Council and the OTC summarizing its findings and recommending whether congestion pricing should be implemented within the region and, if so, outlining the parameters of a proposed demonstration project.

Specific products for pubic involvement component:

- Written report about public awareness and attitudes about congestion pricing;
- Written advertisement and production material;
- Newsletters, fact sheets and brochure;
- Written record of public comment.

EXPENDITURES			REVENUE	
	Amount	FTE		Amount
Personal Services	$147,577	2.25	FHWA Pilot/Grant	523,600
Transfers	45,023		Local Match	62,457
Materials & Services	430,800		Metro	43,943
Computer	6,600			
Capital	0			
Total	**$630,000**		**Total**	**$630,000**

MAJOR INVESTMENT STUDIES
(South Willamette River Crossing Study)

PROGRAM DESCRIPTION

Pursuant to Federal Regulations [23 CFR 450.318] implementing the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991, a major investment study (MIS) is required when alternatives may include " a high-type highway or transit improvement of substantial cost that is expected to have a significant effect on capacity, traffic flow, level of service, or mode share at the transportation corridor or subarea scale." ISTEA required MPOs (Metro) to develop procedures for addressing this requirement. Metro procedures have been in effect since FY 95 and are applied to projects or studies meeting the above definition, regardless of lead agency.

In FY 97-98 Metro will be the lead agency on system-level sub-area Major Investment Studies for the South Willamette River Corridor and the Highway 217 Corridor. Metro conducts sub-area or corridor level MISs when high-type investments are potentially needed for the regional system and/or when multi-jurisdictional transportation issues require a broad-based regional over-view. The Highway 217 Corridor Study will begin following completion of the South Willamette River Crossing (SWX) Study although some overlap was intentional for efficient use of resources.

The SWX Study will identify multi-modal river crossing improvements in the area between the Marquam Bridge and the I-205 Bridge, including addressing the need for improvements to the aging Sellwood Bridge.

RELATION TO PREVIOUS WORK

Work Program Prior to FY 96-97

Metro completed the MIS Procedures document and initiated the South Willamette River Crossing (SWX) Study in late FY 95. Initial SWX activities included problem identification, development of study goals and objectives, and identification of alternatives. A study technical advisory committee (TAC), a study area Community Review Group, and general public workshops assisted in defining these initial draft elements. An initial universe of potential crossing options were developed and screened based on community comment and a recommendation from the study Steering Committee.

In 96-97, the study completed a further narrowing of the number of alternatives. Major activities included:

- Completing a second screening of the options to narrow the list from 12 to approximately 8, identifying combinations of options for further testing, and refining the option definitions for evaluation purposes.
- Completing the traffic forecasts for each of the remaining options in year 2015 (and 2017 when available), indicating projected demand for other system improvements on both sides of the river associated with the crossing improvement.

- Completing analysis of the impacts of the remaining crossing improvements on the arterial, transit, bicycle, pedestrian, and freight system operation.
- Completing analysis of land use and environmental impacts for the options, using available data.
- Assessing the implications for financing the options, considering available resources.

OBJECTIVES

Work Program for FY 97-98

Next Year's MIS program will bring the results of the technical analysis into the institutional process. Major activities include:

1. Identify a package of preferred improvements within the study area, including cost estimates and project timing, and phasing activities and seek Metro Council recommendations. A contract for engineering support will be executed with either ODOT or a consultant.
2. Work with jurisdictions and the public to gain consensus on a preferred set of alternatives.
3. Develop a Major Investment Study Report and integrate study recommendations into the RTP Update, the Oregon Transportation Plan, and local transportation system plans, as necessary.

PRODUCTS

Major Products for the SWX Study in FY 1996-97 include:

- Identification of a recommended package of alternatives.
- Development of a system-level MIS report defining the procedural elements of study.
- Development of a study Recommendations Report, which includes results of alternatives analysis.
- Completion of the public involvement and review process, including final public workshops and hearings. Adoption of study recommendations by JPACT and Metro Council for inclusion in the RTP
- Commitment from affected jurisdictions for funding one or more environmental impact statements for the preferred improvement projects.

EXPENDITURES		FTE	REVENUE	
	Amount			Amount
Personal Services	$67,780	1.07	FY98 PL	$83,000
Transfers	20,933		FY98 Sec 5303	4,000
Materials & Services	70,820		FY98 ODOT Supplemental	10,000
Computer	4,626		FY 96 STP/ ODOT Match	52,860
Capital	0		Metro	14,299
Total	**$164,159**		**Total**	**$164,159**

MAJOR INVESTMENT STUDIES
(Highway 217 Corridor Study)

PROGRAM DESCRIPTION

Pursuant to Federal Regulations [23 CFR 450.318] implementing the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991, a major investment study (MIS) is required when alternatives may include " a high-type highway or transit improvement of substantial cost that is expected to have a significant effect on capacity, traffic flow, level of service, or mode share at the transportation corridor or subarea scale." ISTEA required MPOs (Metro) to develop procedures for addressing this requirement. Metro procedures have been in effect since FY 95 and are applied to projects or studies meeting the above definition, regardless of lead agency.

In FY 97-98 Metro will be the lead agency on system-level sub-area Major Investment Studies for the South Willamette River Corridor and the Highway 217 Corridor. Metro conducts a sub-area or corridor level MIS when high-type investments are potentially needed for the regional system and/or when multi-jurisdictional transportation issues require a broad-based regional over-view. The Highway 217 Corridor Study will begin following completion of the South Willamette River Crossing (SWX) Study although some overlap was intentional for efficient use of resources.

The Highway 217 Study will identify access strategies for the regional centers in the Highway 217 corridor and meet other access needs.

RELATION TO PREVIOUS WORK

Work Program Prior to FY 96-97

Work prior to FY 96-97 identified the purpose and need for the Highway 217 Study. Completed studies and identified issues include:

- Western Bypass Study. This study re-affirmed the need for additional capacity in the 217 corridor, without specifying functional or design components. Those elements and others will be reviewed as part of the MIS;
- Tigard Triangle. Development pressure in the Tigard Triangle area (bounded by I-5, 217, and Hwy. 99) calls for examining 217 access issues and identifying the multi-modal arterial/collector system in the area;
- I-5/217/Kruse Interchange. A design recommendation for this interchange called for additional analysis of the arterial/collector system in the vicinity;
- Barnes Road/217. Arterial/collector traffic and circulation problems persist in this area just north of the Sunset Highway. Significant regional traffic contributes to the problems.

In addition, the corridor contains two regional centers as identified in Metro's Region 2040 studies. Access to these growing areas and circulation within them are key regional issues.

In FY 96-97, Metro initiated the Highway 217 Corridor Study by developing the study work

program, schedule, and public involvement program and establishing a study support structure of technical and citizen committees. Work was also begun to develop study background information including technical data, information, pubic input and a literature search for results of other planning activities within or adjacent to study area.

OBJECTIVES

Work Program for FY 97-98

Highway 217 MIS activities will focus on the following:

1. Completing an analysis of travel patterns in the corridor using a combination of synthesized data from the travel forecasting model and primary data collection, which could include an origin-destination survey;

2. Defining problems and needs in the corridor, including the role of multi-moda access needed to support 2040 Growth Concept land use goals in the corridor and to facilitate regional travel;

3. Keeping the public actively involved through regularly scheduled meetings with the Citizens Advisory Committee, general mailings and other outreach efforts;

4. Developing a wide range of alternatives for all modes in addition to demand management;

5. Developing evaluation criteria and methodologies for selecting a preferred strategy, including budget and intergovernmental Agreement implications;

The study alternatives analysis and recommendations would be completed in FY 98-99.

PRODUCTS

Major Highway 217 MIS products for FY 96-97 include:

- Agreement on study goals and objectives;
- Understanding of travel demand patterns and land use goals and related issues;
- Incorporation of public and technical comments into the study;
- Development of a wide range of alternatives;
- An approach, including criteria and methods, for selection of a preferred strategy.

EXPENDITURES		FTE	REVENUE	
	Amount			Amount
Personal Services	$105,923	1.586	FY98 PL	$27,000
Transfers	33,022		FY98 Sec 5303	8,000
Materials & Services	34,100		FY98 ODOT Supplemental	28,000
Computer	2,893		FY98 Tri-Met	15,000
Capital	0		FY97 Metro STP/ ODOT Match	52,861
			Metro	45,077
Total	**$175,938**		**Total**	**$175,938**

SOUTH/NORTH TRANSIT CORRIDOR STUDY

PROGRAM DESCRIPTION

The High Capacity Transit (HCT) Program is responsible for 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 (PE) and adoption of a project financing plan. The HCT Program at Metro works closely with Tri-Met, ODOT and local jurisdictions in HCT studies.

Currently, the HCT Program includes one fixed guideway study: the South/North Transit Corridor Study. The South/North Study was initiated in mid-1993 following completion of the I-205/Milwaukie and the I-5/I-205 Portland/Vancouver Preliminary Alternatives Analyses. The Federal Transit Administration (FTA) authorized the preparation of a Draft Environmental Impact Statement (DEIS) for the South/North Corridor in October 1993. Following the Scoping Process that concluded in December 1993, the Study initiated and completed Tier I (in December 1994) with the selection of the Length (terminus) and Alignment (routing) Alternatives to be studied further within the DEIS. Tier I also concluded with the adoption of light rail as the locally preferred alternative (LPA) and subsequent inclusion of light rail in the South/North Corridor as the LPA through amendments to Metro's and the Southwest Washington Regional Transportation Council's Region Transportation Plans. Metro concluded the federal MIS process in November 1995 with the adoption of the *South/North MIS Final Report*. In December 1995, the Study adopted the set of design options and the downtown Portland alignment alternatives to be studied further within the DEIS. In April 1996, the FTA approved the *South/North MIS Final Report* and authorized the project to advance into PE concurrent with the preparation of the DEIS.

The focus of the South/North Corridor Study in FY 97/98 will be the publication of the South/North DEIS, adoption of the *Locally Preferred Strategy Report*, initiation of the Final Environmental Impact Statement and continuation of PE. The Study expects to complete the federal environmental process and PE within FY 98/99, allowing final design and construction to be initiated on the initial segment or Interim Operable Segment. The Study will also focus on narrowing alignment alternatives for a Phase II extension to Oregon City.

The Program is generally subject to the federal intermodal surface transportation funding schedule which authorizes federal funding match to new start rail programs approximately every five to six years, with annual appropriations. The Region has proposed approximately 50% federal funding for the Project. In addition, the Program provides the required federal environmental process and documentation needed to qualify for federal funding. The Program also provides the federal, state and local project and land use decision-making process for the South/North project.

The federal environmental process and federal, state and local transportation and land use decision-making provides the clientele for the Program. The Program's clientele includes the general public (which is involved in the process through an early, continuing and pro-active public involvement program), local jurisdictions (through participation in technical, project management and decision-making committees) and the federal and state governments (which

are provided the environmental process and documentation needed to approve a variety of federal and state permits and the federal record of decision).

RELATION TO PREVIOUS WORK (Work Program Prior to FY 97-98)

With the defeat of Ballot Measure 32, which would have provided, among other things, $375 million in state lottery bond funds, the South/North Project has undertaken a reassessment and re-scoping process aimed at reducing project costs. This process has delayed publication of the DEIS by approximately six months, depending upon the scope of the changes to be made to the DEIS alternatives. Ballot Measure 32 results may also reduce the level of PE activities to be undertaken concurrently with the preparation of the DEIS. Finally, adoption of the *LPS Report* and initiation of the FEIS have also been delayed by approximately six months.

OBJECTIVES

- Completion of the technical analysis for the DEIS and documentation of that analysis in a variety of Results Reports;
- Publication of the South/North DEIS in the *Federal Register*;
- Adoption of the *LPS Report* for the Project by Metro Council;
- Adoption of the *Land Use Final Order* for the Project by Metro Council;
- Approval by the FTA to initiate preparation of the FEIS;
- Initiate refinement of the Results Reports, preparation of Mitigation Plans and preparation of the FEIS;
- Continuation of PE; and
- Continued implementation of a pro-active public involvement program;
- Narrow alignment alternatives for a Phase II extension to Oregon City.

PRODUCTS

- Results Reports (Draft and Final)
- PE Status Report
- DEIS
- Briefing Document
- Public Information Material
- Locally Preferred Strategy Report
- Land Use Final Order and Findings Report
- Initial Draft Products for FEIS and Mitigation Plans
- Phase II Oregon City extension reports

During this period the public involvement program will concentrate on the publication of the DEIS and providing public with the opportunity to participate in the adoption of the *LPS Report* and *LUFO*. Activities will include distribution of the *South/North News* (summarizing the DEIS results), open houses following publication of the DEIS, federally required public hearings and a public comment period of at least 45 days and various other forums for public comment during the LPS adoption process. More focused public involvement efforts supporting the preparation of mitigation plans and the FEIS will be initiated following adoption of the *LPS Report*. A public involvement plan and program for the phase II Oregon City extension will also be developed and implemented.

EXPENDITURES		FTE	REVENUE	
	Amount			Amount
Personal Services	$1,423,277	22.266	FTA OR-29-9023	7,017,263
Transfers	425,448		Tri-Met Local Match	1,847,212
Material & Services	6,981,063			
Computer	29,687			
Capital Projects	5,000			
Total	**$8,864,475**		**Total**	**$8,864,475**

GRANT OR-29-9023
DEIS/FEIS/PE

Expenditures	4/1/96 - 6/30/97	7/1/97 - 6/30/98	7/1/98 - 2/28/99	Total
Personal Services	$1,508,919	$1,423,277	$1,166,233	$4,098,429
Transfers	$417,644	$425,448	$348,612	$1,191,704
Materials & Services	$6,624,401	$6,981,063	$5,720,283	$19,325,747
Computer	$65,623	$29,687	$24,326	$119,636
Capital Projects		$5,000	$4,096	$9,096
Total Expenditures	**$8,616,587**	**$8,864,475**	**$7,263,550**	**$24,744,612**

Revenue	4/1/96 - 6/30/97	7/1/97 - 6/30/98	7/1/98 - 2/28/99	Total
FTA OR-29-9023	$7,206,422	$5,855,273		$13,061,695
FTA OR-29-9023 Amend (Sec. 5309)		$1,161,990	$4,796,147	$5,958,137
Clackamas County			$2,000,000	$2,000,000
C-TRAN	$138,443			$138,443
Tri-Met	$1,271,722	$1,847,212	$467,403	$3,586,337
Total Revenue	**$8,616,587**	**$8,864,475**	**$7,263,550**	**$24,744,612**

WESTSIDE CORRIDOR PROJECT

PROGRAM DESCRIPTION

The Westside Corridor Project to Hillsboro has been the region's and the state's number one transportation priority for the past decade. Metro has been a cooperating jurisdiction throughout the study. In the early 1980's, Metro was the lead agency for the project and performed an AA and Environmental Impact Statement. This led to the selection of the alignment to Beaverton and Washington County as the locally preferred alternative.

During the late 1980's, Metro continued to perform a series of ridership analyses for the project which were required by the FTA. Subsequent to these analyses, Metro performed a variety of services for Tri-Met including the management of the Supplement DEIS and FEIS under an interagency agreement.

Following the completion of the Westside FEIS, Tri-Met entered into another interagency agreement with Metro to perform additional services during the period that the project is undergoing final design and construction.

Metro has worked with Tri-Met and the City of Portland to define Metro's funding commitments and design the Zoo Station.

Current Year's Program - FY 1997-98

The focus of this year's activities for the Westside/Hillsboro Phase III are in the following areas:

- Perform ridership analysis as required to determine changes in the project such as station locations or park and ride lot size;
- Provide further environmental assistance as required. Activities have focused on an analysis of elements which have been deleted from the project's scope;
- Assist Tri-Met in general project financing issues;
- Continue work with Tri-Met and the City of Portland to define Metro's funding commitments and design of the Zoo Station.

Next Year's Program 1998-99

Work activities next year for the Westside/Hillsboro Phase III will be in the same areas as those shown this year. Additional ridership and environmental analysis may be required for changes in the project description. Work will also continue on overall project financing issues.

EXPENDITURES		FTE	REVENUE	
	Amount			Amount
Personal Services	$43,779	.50	Tri-Met Westside/ Hillsboro (FFGA)	57,000
Transfers	13,221			
Materials & Services	0			
Computer	0			
Capital	0			
Total	**$57,000**		**Total**	**$57,000**

AIRPORT GROUND ACCESS STUDY

PROGRAM DESCRIPTION

Metro resolution 95-2058 directed staff to prepare an application to FTA for $300,000 for a comprehensive study of ground (non-auto and non-freight) access to the Portland International Airport (PDX). That grant was approved and received in August, 1996. The Port of Portland is the lead agency for the study with support being provided by Metro and Tri-Met. The study is considering intermediate range alternatives and is being coordinated with long-range plans for high capacity transit to PDX.

RELATIONSHIP TO PREVIOUS WORK

Work Program Prior to FY 1997-98

In FY98, the work program focused on several areas. Background research was completed on existing ground access conditions at PDX and at similar airports nationally and internationally. It also included the preparation and implementation of survey research on airport user travel behavior, including the use of both revealed and stated preference techniques. A PDX specific mode choice model was developed that reflects the unique mode sensitivities of airport users. The model was used to evaluate the effectiveness of various mode options that might serve the airport.

OBJECTIVES

Work Program for FY 1997-98

An implementation strategy will be developed for initiating transit service improvements that lead to the eventual provision of light rail service to PDX. Service improvements will be proposed for Tri-Met and C-Tran.

A comprehensive strategy on ground transportation will be prepared that maximizes the use of non-auto modes to service the needs of airport employees and airport users.

PRODUCTS

- Develop a strategy for implementation of public transit service improvements;
- Prepare a comprehensive strategy on ground transportation.

EXPENDITURES		FTE	REVENUE	
	Amount			Amount
Personal Services	27,718	.375	FTA OR-29-9024	$64,600
Transfers	8,282		Metro	11,400
Materials & Services	40,000			
Computer	0			
Capital	0			
Total	**$76,000**		**Total**	**$76,000**

USDOT TRANSPORTATION MODEL IMPROVEMENT PROGRAM: TRIP PLANNER DEVELOPMENT

PROGRAM DESCRIPTION

The Transportation Model Improvement Program (TMIP) is a large national effort to develop a new transportation modeling paradigm that can respond to the issues in ISTEA. The TMIP would also accurately evaluate air quality impacts of proposed actions, and confidently depict travel response to both transportation infrastructure changes and travel demand management actions such as road pricing, parking supply actions, fuel price change effects, and employer travel reduction programs. The program is four years old and this task is part of the long term model improvement, expected to produce the models that will be used in the longer term (five plus years).

The current paradigm, popularly known as the four-step model, was developed in the late 1950s and in use since the early 1960s. It was developed to respond to the perceived need for new highways. The model works well to justify highway improvements in the context of developing with the automobile as the only means of transportation, with no congestion. It has been improved to respond to transit service changes, and more recently, to include pedestrian movement and some urban design effects. The structure of the model, however, compromises efforts to get accurate forecasts of these non-highway elements. The structure also precludes any accurate or realistic way of evaluating the air quality impacts of various actions. The current emissions model (Mobile 5a from the EPA) has shortcomings, and improved emissions models would require much more detail than currently possible with the four-step model.

The USDOT has awarded the lead in this long term model improvement to the Los Alamos National Laboratory, which is developing a model package known as Transims. This package includes development of a detailed traffic assignment program (second by second real-time traffic simulation that is at the traffic operations level), a real-time emissions model, an air quality concentrations model, a household trip planning model, and a trip plan response to change in the travel environment model.

The process includes the use of major urban regions as "test-beds" for practical implementation of these elements and to optimize the cost effectiveness of each element. Dallas-Fort Worth was chosen for the detailed traffic assignment test (which is almost complete). The Portland region has been chosen as the place to develop and test the trip planner. The criteria for choice include being complex enough (existence of congestion and the provision of all modes of travel including light rail), not being too large and too complex, the existence of a high quality modeling environment that is in the forefront of current practice, and the existence of recent activity and travel data from a household survey.
The ultimate beneficiaries of this effort will be all of the major metropolitan areas in the United States. This region will be able to use elements of this model development to enhance its current modeling capability. This will also position the region to transition from the old paradigm to the new one quickly and inexpensively.

RELATIONSHIP TO PREVIOUS WORK

Work Program Prior to FY 1997-98

This is a new program. However, elements from the Survey and Research Program (1994/1995 Household Activity Survey) and the Model Refinement Program (network development activities) directly feed into the project.

OBJECTIVES

Work Program for FY 1997-98

Metro staff will be required to build a much more detailed transportation network for the project. In addition, Metro assistance may be required in the trip planner development process. Metro will be able to use the products to enhance its current travel forecasting models.

The proposal is to award a grant to Metro for $600,000, at least $100,000 of which will be available to cover Metro expenses. The remaining $500,000 would be awarded to Los Alamos and its subcontractors in a sole source contract administered through Metro. There is no required match.

PRODUCTS

- Detailed transportation network for use in this project;
- Trip planner component of the Transims model package.

EXPENDITURES		FTE	REVENUE	
	Amount			Amount
Personal Services	0	0	USDOT Sec 5309 TMIP	600,000
Transfers	0			
Materials & Services	573,498			
Computer	26,502			
Capital	0			
Total	**$600,000**		**Total**	**$600,000**

SURVEY AND RESEARCH PROGRAM

PROGRAM DESCRIPTION

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

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 over the next five to eight years to make further strides.

The Survey and Research Program focuses on two significant areas. Those areas include the development of person travel models and commodity carrier models.

RELATIONSHIP TO PREVIOUS WORK

Work Program prior to FY 1997-98

Person Travel Demand Model

Work on these models progressed significantly during 1996-97. The data were organized into tours (a tour being defined as a whole journey from home to each activity in turn until the return home). The basic organization was designed to include the decision to pursue an activity in-home. The basic models were estimated for three basic tour types - work/school, household maintenance, and discretionary. The models completed so far include primary mode and destination choice for all three types and some secondary destination and mode choice models for work tours. The inclusion of value of time elements (for different cost elements such as transit fare, auto operating costs, parking, and tolls) was completed, using the 1994-95 stated preference survey.

These models are being developed using utility maximization, which is a traditional approach having choice set size limitations in this context.

Collection and Analysis of Commodity Flow Information

The Commodity Flow Project focuses on the: 1) quantification of the baseline commodity data (i.e., update of Region 2040 Commodity Flow Report, establish regional control totals for commodities stratified by major STCC groups, identify high volume shipping/receiving firms by commodity type); 2) collection of origin and destination data; 3) application of a stated preference survey to determine the elasticities for those variables that influence shipping choices; and, 4) development of a simulation tool for use in analyzing and estimating

commodity movements. In FY 1996-97, a consultant contract was initiated to carry out the work activities. An expert review panel was formed to provide project oversight. This project will continue through the fourth quarter of FY 1997-98.

In addition, an Intergovernmental Agreement between Metro and the Port of Portland was initiated in FY97 that defined Port work elements in the project. The IGA will continue through the fourth quarter of FY 1997-98.

OBJECTIVES

Work Program for FY 1997-98

Person Travel Demand Model

FY 1997-98 work will continue the person model development to completion (or near completion). The models will be expanded to include as large a set of secondary activity stops as is feasible with the data. The other major advance will be the attempt to complete the estimation of a daily activity pattern model, which deals with the relationship of the individual tours in time during the day. This will be one of the first models in the country to deal with the time of day choice as endogenous to the decision structure.

This project will enable 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) of urban design on travel decisions. These models are being designed to replace the current models, which are trip based, in planning for the region for the next two to five years.

Although unfunded at this point, the need exists for a longitudinal household survey panel to be created. This type of survey tracks the change in behavior to a small set of households over a period of time. With this data, two major improvements could include the development of an automobile holdings model and a household location model. The cost for such a survey would be $150,000.

Collection and Analysis of Commodity Flow Information

The work elements defined in the Commodity Flow Project began in FY 1996-97. The work continues into FY 1997-98. The FY98 budget of $410,000 is split into $180,000 for Metro staff/computer and $230,000 for Port/consultant contracts.

The information gathered and produced will enable analysts to: 1) identify current problem areas; 2) anticipate future problem areas; 3) generate viable solutions and improvements; and, 4) evaluate the effectiveness of potential improvements. The data is essential so that policy leaders may make sound decisions in prioritizing freight improvements as they compete for funds with other regional projects.

PRODUCTS

Person Travel Models

- Completion of secondary choice models;
- Completion of daily activity pattern models;
- Calibration of the model elements for application;
- Integration of the elements into a modeling package at Metro;

Collection and Analysis of Commodity Flow Information

- Quantification of baseline commodity data;
- Collection and analysis of commodity origin and destination data;
- Application and analysis of stated preference survey to determine those variables that influence shipping decisions;
- Development of a simulation tool for use in analyzing and estimating commodity movements.

EXPENDITURES		FTE	REVENUE	
	Amount			Amount
Personal Services	$321,359	4.15	FY98 PL	$168,555
Transfers	100,014		FY98 Sec 5303	25,000
Materials & Services	380,000		FY 98 Metro STP/ ODOT Match	169,157
Computer	124,629		FY98 ODOT Supplemental	75,000
Capital	0		FY98 Tri-Met	50,000
			FY97 Metro STP/ ODOT Match	225,648
			Other	150,000
			Metro	62,642
Total	**$926,002**		**Total**	**$926,002**

MODEL REFINEMENT PROGRAM

PROGRAM DESCRIPTION

It is important to keep the travel demand forecasting model current because results of 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, 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 roadway and transit investments, and socioeconomic conditions.

All agencies that require the use of travel demand forecasting services benefit from the Model Refinement Program. Clients include Metro, governments (cities and counties of this region), and regional agencies (Oregon Department of Transportation, Tri-Met, Department of Environmental Quality).

RELATIONSHIP TO PREVIOUS WORK

Work Program prior to FY 1997-98

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.

OBJECTIVES

Work Program for FY 1997-98

The focus of the program remains the same as last year. Improvements are made to the demand model on a regular basis in order to ensure it's accuracy, efficiency, and usefulness.

PRODUCTS

- Continue the on-going effort to investigate the 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 the 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.

EXPENDITURES			REVENUE	
	Amount	FTE		Amount
Personal Services	$61,111	.804	FY98 PL	$17,000
Transfers	18,661		FY98 Sec 5303	15,000
Materials & Services	0		FY 98 Metro STP/ ODOT Match	30,594
Computer	25,228		FY98 ODOT Supplemental	15,000
Capital	0		FY98 Tri-Met	15,000
			Metro	12,406
Total	**$105,000**		**Total**	**$105,000**

TRANSPORTATION SYSTEM MONITORING PROGRAM

PROGRAM DESCRIPTION

The purpose of the Transportation System Monitoring Program is to establish and maintain a database of transportation related data. Established in 1989, the data from this activity is updated on a regular basis. With the advent of the Intermodal Surface Transportation Efficiency Act, the Clean Air Act Amendment, and the Transportation Planning Rule, this program is essential to monitoring the transportation system performance.

The information is useful to Metro, the jurisdictions, developers, and consultants because it provides an historical prospective 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.

RELATIONSHIP TO PREVIOUS WORK

Work Program prior to FY 1997-98

Each year data is gathered so that the state of the transportation system can be defined and evaluated. Information regarding travel costs, traffic counts (automobile and truck), vehicle miles traveled, transit patronage, and other data has been collected and summarized. The data is essential to understanding current characteristics and establishing a basis for estimating future conditions.

OBJECTIVES

Work Program for FY 1997-98

The Transportation System Monitoring Program is on-going. No significant changes from last year are in the FY 1997-98 scope.

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) a summary of various performance characteristics for the existing system, and 3) the administration of the regional count program.

PRODUCTS

- Continue to summarize transportation related data for use in assessing system performance and monitoring system trends;
- Summarize performance characteristics of the transportation system using results from computer simulation. A report documenting the vehicle miles traveled, vehicle hours of delay, road miles of congestion, and other measures will be prepared;
- 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.

EXPENDITURES		FTE	REVENUE	
	Amount			Amount
Personal Services	$77,996	1.297	FY98 PL	$31,000
Transfers	24,504		FY98 Sec 5303	15,000
Materials & Services	3,800		FY 98 Metro STP/ ODOT Match	27,748
Computer	2,700		FY98 ODOT Supplemental	15,000
Capital	0		FY98 Tri-Met	15,000
			Metro	5,252
Total	**$109,000**		**Total**	**$109,000**

TRANSPORTATION GROWTH MANAGEMENT

PROGRAM DESCRIPTION

In both 1993 and 1995, the Oregon Legislature approved funding for the joint ODOT and the Department of Land Conservation and Development (DLCD) Transportation Growth Management (TGM) Program. The program is intended to assist local and regional governments to meet the objectives of Oregon's Transportation Planning Rule to better integrate transportation and land use planning and to manage growth to achieve compact urban forms which accommodate alternative transportation modes.

The TGM Program consists of three categories, with categories one most directly relevant to transportation planning. The three categories include:

1. Transportation Planning/Land Use Alternative Grants: Fund upgrade of local transportation plans elements: transit, bicycle, and pedestrian elements; alternatives to state highways for local circulation; land use plan changes to reduce auto travel and support transit, bicycle, and pedestrian travel; ordinance amendments; implementation strategies, including preliminary engineering. **$2,100,000**
2. Urban Growth Management Grants: Fund local government development and application of urban growth management measures. Add school facility planning/coordination and 2709 implementation. **$600,000**
3. Development Assistance: **$624,000**

As noted, both the 1993 and 1995 Legislature approved funding for two cycles of funding. A third cycle for 1997 to 1999 is being requested through the 1997 Legislature.

RELATION TO PREVIOUS WORK

Metro was lead agency or responsible for the following programs:

- A Street Design Study to develop multi-modal street design standards and guidelines for use by local jurisdictions and ODOT. The standards and guidelines recognize the inherent modal and land use differences that the multi-modal street system is intended to serve;

36 other TGM grants were awarded to Metro area cities, counties, and agencies during the last round at a total of $2.1 million.

- A shared parking study for mixed use areas;
- A joint master planning project with Forest Grove for their Town Center;
- A joint master plan for the Milwaukie Regional Center;
- A joint study with Cornelius for their mail street.

OBJECTIVES

Work Program for FY 1997-98

ODOT and DLCD have requested $6.7 million in TGM grant funds for the 1997-99 biennium. Roughly 30 to 40 percent of the grant awards go to the Metro area. Metro and local jurisdictions are currently developing grant proposals. The emphasis of the proposals is on implementation measures such as plan and policy revisions; comprehensive plan, land use, and zoning amendments; regulatory and incentive programs; and other actions consistent with State land use laws, particularly the Transportation Planning Rule. At the regional level, programs, studies, actions, and planning tools that help implement Metro's Region 2040 concept are being encouraged.

Local governments submitted pre-application notices to DLCD and ODOT in early March. Grant applications were due in May, with grant awards scheduled for late July. Local applications are still in the formative stage. Metro is considering the following grant proposals:

- Washington Regional Center Master Plan. A joint project with Tigard, Beaverton, Washington County.
- Raleigh Hills Town Center. A joint master plan with Beaverton, Portland, and Washington County.
- Sherwood Town Center Plan and pre-planning for urban reserve #45. A joint land use and transportation plan for the Sherwood town center and urban reserve area.
- Murray Hill Town Center Plan. A joint project between Beaverton and Metro.
- Parking District Plan for Beaverton Regional Center. A joint project with Beaverton.
- Planning Urban Reserves. Case study model for urban reserve planning.
- Corner Commercial Handbook. A handbook for local governments defining zoning and design practices for local commercial infill.
- Connectivity Solutions Handbook. A handbook for local governments to assist in developing connected street systems.
- Defining Bike and Pedestrian Improvements. Developing bicycle modeling techniques leading to better bicycle project selection methods.
- Rural Road Access Study. Study and develop design and access policies guiding rural road access to and between urban areas.
- Green Corridor Tool Box and Demonstration. Develop policies and standards for green corridors (connections to neighbor cities outside the Metro boundary) and conduct an implementation demonstration.
- Secondary Transit to Industrial Areas. Define the best and most efficient strategies for serving industrial areas with transit service.
- Freight Access to 2040 Land Uses. Examine the freight access and circulation needs within 2040 land use areas including the Central City, regional centers, town centers, and industrial areas.

- Auto Travel Speed Survey. Collect real time travel speed on selected facilities to better calibrate models and provide a real time performance measure to evaluate transportation system plans.

Metro and the local governments will provide ODOT and DLCD with recommendations on priority projects within the Metro area.

EXPENDITURES	FTE	REVENUE	
	Amount		Amount
Personal Services		TGM	3,324,000
Transfers			
Materials & Services			
Computer			
Capital			
Total		**Total**	**$3,324,000**

TECHNICAL ASSISTANCE PROGRAM

PROGRAM DESCRIPTION

The Technical Assistance Program provides travel forecasting support to the Oregon Department of Transportation, Tri-Met, the Port of Portland, and the cities and counties of this region. Assistance is provided in terms of staff support, computer usage, and training. A budget allocation is developed that defines the amount of assistance that can 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, Metro 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 rate per cpu second basis.

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

RELATIONSHIP TO PREVIOUS WORK

Work Program prior to FY 1997-98

The program is on-going. Service is provided on demand and varies by request.

OBJECTIVES

Work Program for FY 1997-98

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

The technical assistance will be based upon the following budget allocation:

JURISDICTION	BUDGET
City of Portland	$ 27,448
Washington County	26,266
Clackamas County	25,368
ODOT	22,000
Port of Portland	11,652

City of Gresham	12,462
Multnomah County	12,252
Tri-Met	10,000
Sales	7,000
RTC	4,000
Clark County	3,000
Metro	4,500

Expense reports will be provided to each jurisdiction at least quarterly.

PRODUCTS

- Provide assistance as requested by client;
- Provide expense reports to each jurisdiction at least quarterly.

EXPENDITURES		FTE	REVENUE	
	Amount			Amount
Personal Services	$75,633	1.186	FY 98 Metro STP/ ODOT Match	79,292
Transfers	21,014		FY98 ODOT Supplemental	22,000
Materials & Services	0		FY98 Tri-Met	10,000
Computer	69,300		FY97 Metro STP/ ODOT Match	26,431
Capital	0		Other	14,000
			Metro	14,224
Total	**$165,947**		**Total**	**$165,947**

MANAGEMENT AND COORDINATION

PROGRAM DESCRIPTION

Provide for overall ongoing department management, including budget, UWP, contracts, grants, personnel and activities required by TPAC, JPACT and the Metro Council.

RELATION TO PREVIOUS WORK

Work Program Prior to FY 1997-98

Ensure compliance with all federal requirements for receipt of grants and maintain "certification" of the region for continued receipt of transit and highway construction funds and provide documentation to the FHWA and the FTA of such activity. Provide support to JPAC, MPAC, TPAC and subcommittees to ensure coordination between state, regional and local transportation, plans and priorities.

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

- FY 98 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;
- Periodic review with FHWA and FTA on UWP progress; and
- Update interagency agreements with ODOT, DEQ, RTC, Tri-Met and the Bi-State.

OBJECTIVES

Work Program for FY 1997-98

Ongoing.

PRODUCTS

- Budget Adoption (June); UWP Adoption (March)
- Grant Approvals (June)
- Contract Approvals (as needed)

- Federal Certification (annual)
- Progress Reports for Council and Federal Agencies (quarterly)
- Updated Interagency Agreements

EXPENDITURES		FTE	REVENUE	
	Amount			Amount
Personal Services	$83,655	1.16	98 PL	40,870
Transfers	25,345		98 Sec 5303	30,000
Materials & Services	0		Metro	38,130
Computer	0			
Capital	0			
Total	**$109,000**		**Total**	**$109,000**

DATA RESOURCE CENTER RLIS/SUPPORT SERVICES

PROGRAM DESCRIPTION

The Data Resource Center (DRC) is a central service function at Metro, housed within the Growth Management Services Department. Ongoing maintenance of the DRC's socio-economic and mapping databases is a shared cost across its user base. This customer base consists of three categories of users: Metro departments, local government partners (subscribers), and private purchasers of data and services. The socio-economic databases are a principal source for staff providing research services tailored to specific end user needs. Requests range from preprinted reports to study area demographic profiles to geographic analysis using RLIS. A substantial portion of staff resources are devoted to providing such services to Metro departments and member jurisdictions. Each year a technical assistance budget allocates a specific amount of staff and computer resource to each of the user groups. In FY 1996-97, Metro shifted from a dues funded program involving all local governments to a sales or subscription program for those that chose to use the services of the DRC.

OBJECTIVES

Work Program for FY 1997-98

The Center has experienced growth in response to new GIS and forecasting capabilities. However, FTE is decreasing by one position this fiscal year due to a person being transferred to the Transportation Department. This person has been providing GIS services for Transportation at nearly the one FTE rate this year. Next year's transfer will functionally integrate this position into the work group preparing the revised Regional Transportation Plan.

EXPENDITURES		FTE	REVENUE	
	Amount			Amount
Personal Services	364,334	.45	FY98 PL	$73,030
Transfers	124,128		FY98 Sec 5303	66,000
Materials & Services	177,346		97 ODOT Supplement	15,000
Computer	74,334		97 Tri-Met	37,500
Capital	9,000		Sales	32,798
			Metro	524,814
Total	**$749,142**		**Total**	**$749,142**

TOD IMPLEMENTATION PROGRAM

PROGRAM DESCRIPTION

The TOD Implementation Program provides for a development program that will ensure that some regionally significant Transit Oriented Development (TOD) demonstration projects are undertaken and that development tools for the program are in place. The program will cause construction by the private sector of higher density housing and mixed-use projects that encourage increased transit use. These projects, located at light rail stations, will be constructed with a strong pedestrian environment. Included will be street and sidewalk amenities, plazas, promenades and building massing and orientation that reinforce street level activity. These public-private partnerships will utilize Development Agreements for sale or lease of TOD sites and Financial Participation Agreements for eligible site preparation and site improvements when these funds become available. The TOD Implementation Program Fund will be the first in the United States that utilizes ISTEA funds for this purpose.

RELATION TO PREVIOUS WORK

Work Program Prior to FY 1997-98

The program began in 1994 with a series of written clarifications with the Federal Transit Administration on eligibility issues on use of federal transit dollars for TOD implementation. Last fiscal year the program concentrated on submittal of the TOD Revolving Fund grant application and other documentation to FTA; secured an exemption to the Common Grant Rule from the Secretary of Transportation for program income to be retained for use for other TOD projects, rather than returned to the federal government; and, moved small projects developed from light rail Right-Of-Way (R-O-W) fragments through various phases of pre-construction activities. One of these, the Gresham Central Project, completed work on an Intergovernmental Agreement, Master Construction Agreement, Promenade Operating Agreement and Financial Participation Agreement. The project has completed construction and is renting successfully. The Urban Land Institute has included the project in an article in the publication, Urban Land, as its prime example of a TOD in the suburbs.

Another at 172nd and East Burnside has recently completed all pre-construction activities and has closed its financing. Built on three small lot fragments that are excess to the transit station R-O-W, the project will break new ground on density in the suburbs. Utilizing podium construction, twenty two units are to be constructed on slightly more than one-third of an acre. At a net density of sixty units/acre, the project will be the highest density housing outside of Portland's core, yet because its good design it fits within the context of the surrounding community. These two projects utilize the kind of development tools and techniques that will be used with the TOD Implementation Program Fund.

OBJECTIVES

The work program for FY 1997-98 will focus on the following:

- Complete all requirements with FTA to fully establish an operating program;
- Negotiate and execute Development Agreements with selected developers;
- Provide technical assistance to selected other TOD projects;
- Detailed analysis of successful TOD Implementation projects completed to date (case studies);
- Establish supportive site improvements funding mechanisms for TOD projects.

PRODUCTS

Work Program for FY 1997

Specific products from this program include documentation, analysis and reports as needed including: appraisals, NEPA, pro formas, Development Agreements with the private sector for the TOD Implementation Program Fund, and completion of construction of the 172nd and East Burnside Housing Project.

EXPENDITURES			REVENUE	
	Amount	FTE		Amount
Personal Services	$166,394	2.5	96 FTA Sec 5307	$2,684,444
Transfers	50,906		TOD Match	274,691
Materials & Services	97,700		Metro	67,206
Computer	0			
Capital	2,711,341			
Total	**$3,026,341**		**Total**	**$3,026,341**

MAJOR INVESTMENT STUDIES

West Hayden Transportation Study Work Program

The Port of Portland is developing a Master Plan for the development of West Hayden Island as a future marine terminal. The overall study effort will develop both land use and transportation access alternatives. While there is a freight and rail component for the movement of goods to and from the island, the Port foresees the likely need for construction of a new bridge specifically to serve this area, and they may eventually be seeking federal funds. For this reason, this project has been studied as a MIS.

The work scope was divided into five major elements: 1) inventory; 2) development parameters; 3) schematic alternatives; 4) alternatives refinement; and 5) development plan. The Port of Portland hired a consultant to assist with these tasks associated with the development of the Master Plan for West Hayden Island. Following selection of the preferred alternative, begin the EIS development for a West Hayden Island bridge connector and other ancillary improvements.

Sunrise Corridor

The Clackamas County Board of Commissioners, on April 18, 1996, selected the central alignment for unit 1 and the southern alignment for unit 2. ODOT is preparing the MIS for unit 1 and expects to be completed by spring 1997. The FEIS for unit 1 will be conducted in FY 97-98. A 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 constructed. ODOT is also working on a construction phasing plan for unit 1.

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 will begin work in FY 97-98 on the design level analysis of the 99W to I-5 Connector project that resulted from the Study. The analysis will define the alignment and design for the potential toll-road facility.

Mount Hood Parkway

ODOT will complete and forward for Metro action a set of recommendations and findings resulting from the study MIS report. Metro will review the recommendations and incorporate appropriate projects and actions into the Regional Transportation Plan. ODOT, Metro, and local jurisdictions will then develop a strategy for moving priority recommendations into project development activities.

*Also see South Willamette Crossing and Highway 217 Corridor

OTHER PROJECTS OF REGIONAL SIGNIFICANCE

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 Regional Center Master Plan is scheduled for completion in August, 1997.

Federal Share:	$100,000 STP
Total:	$125.000

WASHINGTON COUNTY - INTERURBAN (COMMUTER) RAIL PROJECT

A feasibility analysis is currently being conducted to determine if commuter (just during peak commute hours) or interurban (service all day) rail makes sense now in SE Washington County. A rail line runs between Wilsonville and Beaverton, with a potential direct connection with the Westside LRT. A possible extension has the line connecting south to north. The current analysis focuses on ridership projections and "Institutional constraints, " such as ability to lease or purchase passenger rights from the trackage owner. Partners in this study are the cities of Beaverton, Tigard, Tualatin, Sherwood and Wilsonville; Washington County; Tri-Met; Metro; and ODOT. If the fatal flaw analysis concludes that further study is warranted, a feasibility analysis will be undertaken.

TRI-MET - TRANSIT CHOICES FOR LIVABILITY

In September 1996, Tri-Met launched Transit Choices for Livability (TCL) a major outreach and planning effort to involve citizens in preparing a strategy for transit expansion over the next 10 years. TCL has been guided by a 33 member Regional Advisory Committee (RAC) charged with *Using the regional centers of Hillsboro, Gresham, Beaverton, and Oregon City as initial examples, describe how transit should be used and expanded to respond to dramatic growth in the region over the next 10 years. Identify a full range of strategies for transit to help assure mobility and reinforce community growth management goals.*

The RAC found transit service in the suburbs needs attention now, it is not enough to simply provide more transit service, the region needs new models for providing transit service in the suburbs, public and private partnerships are going to be needed as a way to both pay for and provide additional transit service, and additional funding for transit will be needed to make TCL real.

Tri-Met will be moving forward with Phase Two of TCL in FY 97-98 to implement the recommendations of the RAC. TCL sketch plans will be used as the framework for new service decisions and pilot projects will be developed to begin implementation of the sketch plans.

RELATIONSHIP TO PREVIOUS WORK

This builds directly on Phase One of TCL and the recommendations prepared by the RAC. The recommendations of the RAC were approved by the Tri-Met Board at their January 1997 meeting. Phase One included $173,000 of Regional STP funds. No federal funds are expended as part of this project.

OBJECTIVES

Phase Two includes four distinct program elements: *Planning and Outreach* -- applying the outreach and planning approach from Phase One to the balance of the suburbs; *Community Leadership and Education* -- communicating the results of Phase One and building a broader constituency and understanding; *Community Transit* -- defining and preparing an action plan to implement Community Transit Alternatives; and, *Pilot Project* -- defining, and implementing TCL pilot projects in FY '98.

PORTLAND - CENTRAL CITY STREETCAR

Conduct preliminary and final engineering on a streetcar line running from Northwest Portland to Portland State University via the River District and the Downtown. Current funding is from a HUD Special Purpose Grant. Funding for the following year is local.

PORTLAND - SOUTH PORTLAND CIRCULATION STUDY

Investigate circulation options in the vicinity of SW Front/Barbur Blvd./Ross Island Bridge to improve travel and provide redevelopment opportunities in the Lair Hill and North Macadam areas.

Federal Share:	$120,000 STP
Total:	$150,000

PORT OF PORTLAND - PORTLAND AIRPORT LIGHT RAIL EXTENSION

The Port of Portland is working with Metro, Tri-Met, the City of Portland and private developers on a public/private proposal to extend light rail to the Portland International Airport. The conceptual proposal would connect with the existing MAX Light Rail line at the Gateway Transit Center. Light rail would be extended north, generally in the median of I-205, until crossing the southbound freeway lanes south of Airport Way. It would proceed to a terminus station within the Airport terminal which is currently under re-construction. Two intermediate stations have been proposed, one serving Sandy Boulevard and the Parkrose Park-and-Ride Lot and one south of Airport Way, west of I-205 serving the Portland International Center, a developing business park. The proposal would use all local funds, a combination of approximately 50 percent regional funds, 25 percent Port of Portland funds and 25 percent private developer funds.

ODOT - PLANNING ASSISTANCE

FY 1998 SPR PROGRAM

1. Prepare corridor studies on state facilities.
2. Support RTP Update, including subarea analyses (e.g. South Willamette River Bridge Crossing, modal studies, demand management, transportation system monitoring, and analysis of travel behavior).
3. Support Metro Transportation/Land Use Integration efforts (e.g., 2040, TPR, and TSAP).
4. Ensure the OTP, Oregon Benchmarks, TPR, and corridor planning are integrated into the RTP and local land use transportation system planning.
5. Support regional HCT and commuter rail studies.
6. Coordinate Metro and State TIP development.
7. Support the analysis of alternate funding options (e.g. highway tolls and congestion pricing) and innovative public/private financing including the Tualatin Expressway Toll Road Pilot Project development.
8. Identify innovative HOV, freight and transit supportive capital improvements for the state highway system.
9. Participate in regional air quality planning.
10. Perform local land use development and traffic impact reviews.
11. Develop "Green Corridor" implementation strategy.
12. Continue jurisdictional highway rationalization and National Highway System and RTP Roadway Systems definition.
13. Develop new or refine existing investment analysis procedures to assist future urban transportation planning and investment decision-making.
14. Perform reconnaissance level study of I-5 corridor and related river crossing, port access, and truck circulation issues.
15. Increase transportation model development activities.
16. State Infrastructure Bank development.
17. Support Willamette Valley Forum.

REVENUE	
98-SPR	$440,000

SOUTHWEST WASHINGTON REGIONAL TRANSPORTATION COUNCIL (RTC)

UNIFIED PLANNING WORK PROGRAM

FOR

FISCAL YEAR 1998

Southwest Washington Regional Transportation Council
1351 Officers' Row
Vancouver, WA 98661
Telephone: (360) 737-6067

Draft: February 1997

FISCAL YEAR 1998 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 FY98 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, 1997 through June 30, 1998.

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 are significant to the Regional Transportation Plans (RTPs) for the three-county region and the Metropolitan Transportation Plan (MTP) for the Clark County region. Since RTC was established in 1992, the agency's role and program of planning activities has continually evolved. RTC in the last 4 years has moved through the initial organizational steps of establishing regionally coordinated transportation planning and project prioritization to completing a series of major transportation planning studies and policy activities. FY98 represents a transition year. The current federal transportation act, the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), ends in 1997. It is hoped that the next multi-year act will be passed by Congress and signed by the President before the end of 1997. In addition, the work of the Transportation Futures Committee (TFC) in Clark County is complete. The Committee's findings have resulted in new transportation planning initiatives in the region.

UPWP Objectives

The UPWP describes the transportation planning activities and summary of local, state and federal funding sources required to meet the key transportation policy issues of the upcoming year. It reflects regional transportation problems and projects to be addressed during the next fiscal year. Throughout the year, the UPWP serves as the guide for planners, citizens, and elected officials to track transportation planning activities. It also provides local and state agencies in the Portland/Vancouver Metropolitan Area and RTPO region with a useful basis for regional coordination.

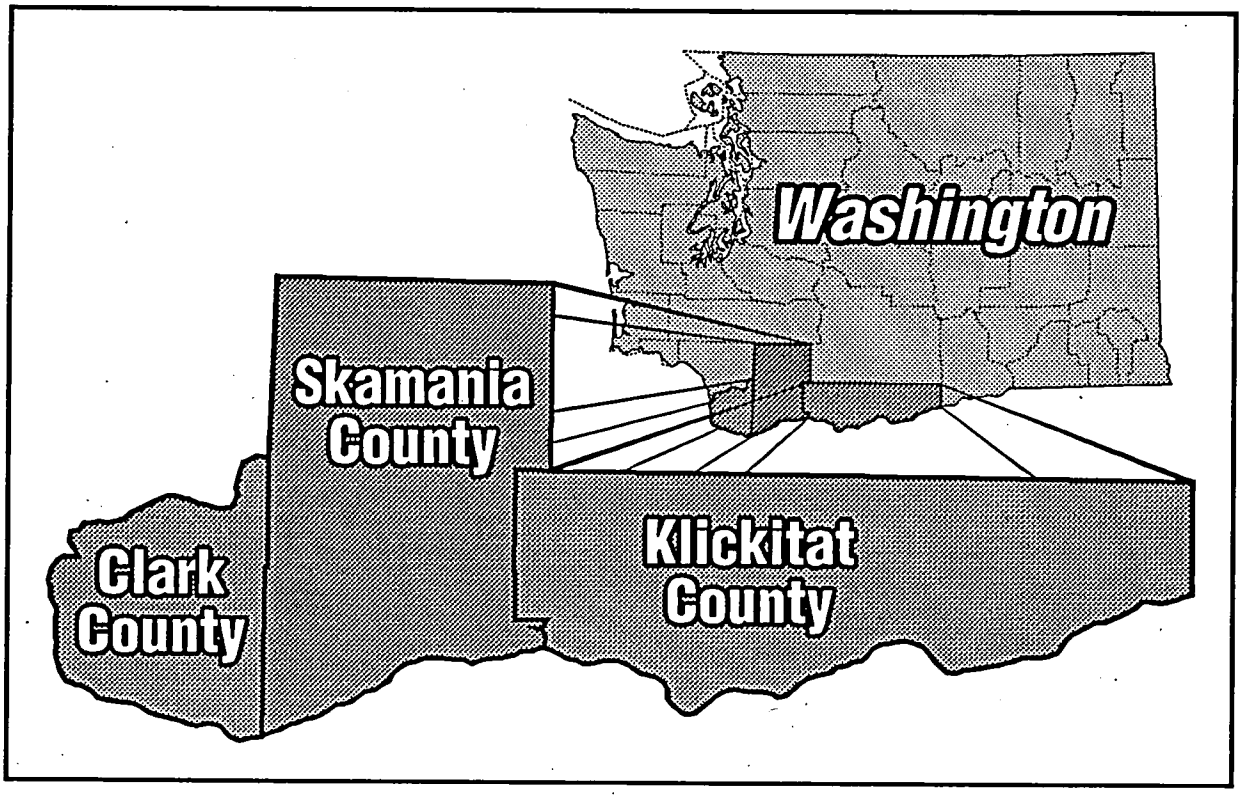
The key transportation issues facing the region during FY98 include:

- Identifying long-range and medium-term (six-year) transportation needs and strategy for financing improvements as part of the transportation plan for both the Metropolitan and RTPO region.
- Adopting a 1998-2000 Transportation Improvement Program (TIP) to reflect programming of the region's priority projects and funding programs under the federal transportation act.
- Providing for the rapid growth that the region is experiencing. Between 1990 and 1996, Clark County's population grew by 27.5 percent. A corresponding proportional investment in expanding transportation system capacity has not occurred.
- Implementing plans adopted under the Washington State Growth Management Act and implementing the 1991 federal Intermodal Surface Transportation Efficiency Act and its successor Act.

- Carrying out a High Occupancy Transportation Study to determine possible High Occupancy Vehicle (HOV) and High Capacity Transit (HCT) needs/demand, feasibility, design, potential corridors, cost and public acceptance.
- Addressing environmental issues relating to transportation, including seeking ways to reduce the transportation impacts on air quality.
- Study of the application of Intelligent Transportation Systems (ITS) technology in the I-5/Highway 99 corridor.
- Continuing the congestion management monitoring program.
- Working to address bi-state transportation needs in cooperation with Metro, Portland. Such needs are addressed in the South/North High Capacity Transit Corridor Draft Environmental Impact Statement (DEIS) and the update to the Metro Regional Transportation Plan.
- Involving the public in identifying transportation needs, issues and solutions in the region.

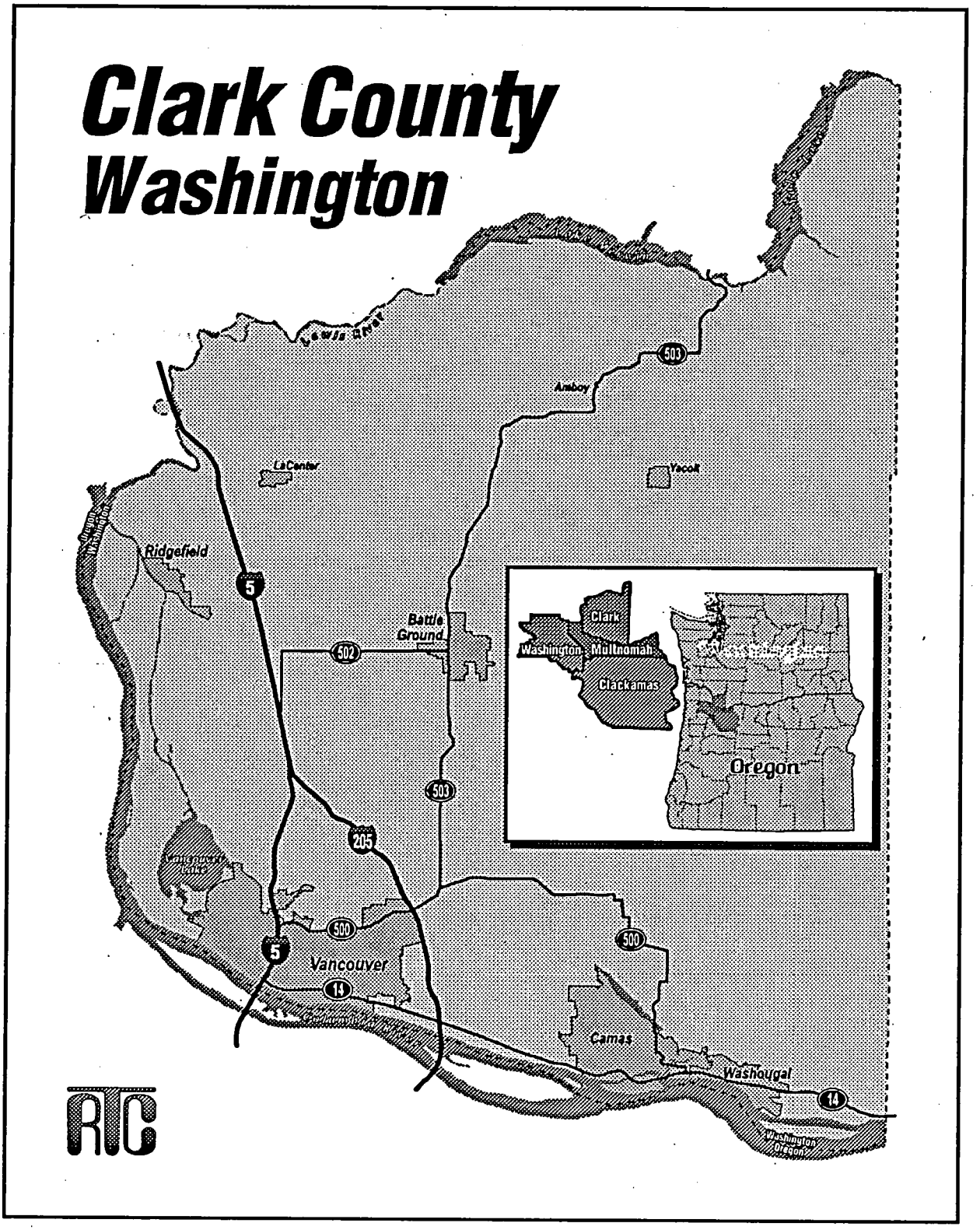
SOUTHWEST WASHINGTON REGIONAL TRANSPORTATION COUNCIL (RTC)

EXTENT OF RTC REGIONAL TRANSPORTATION PLANNING ORGANIZATION REGION



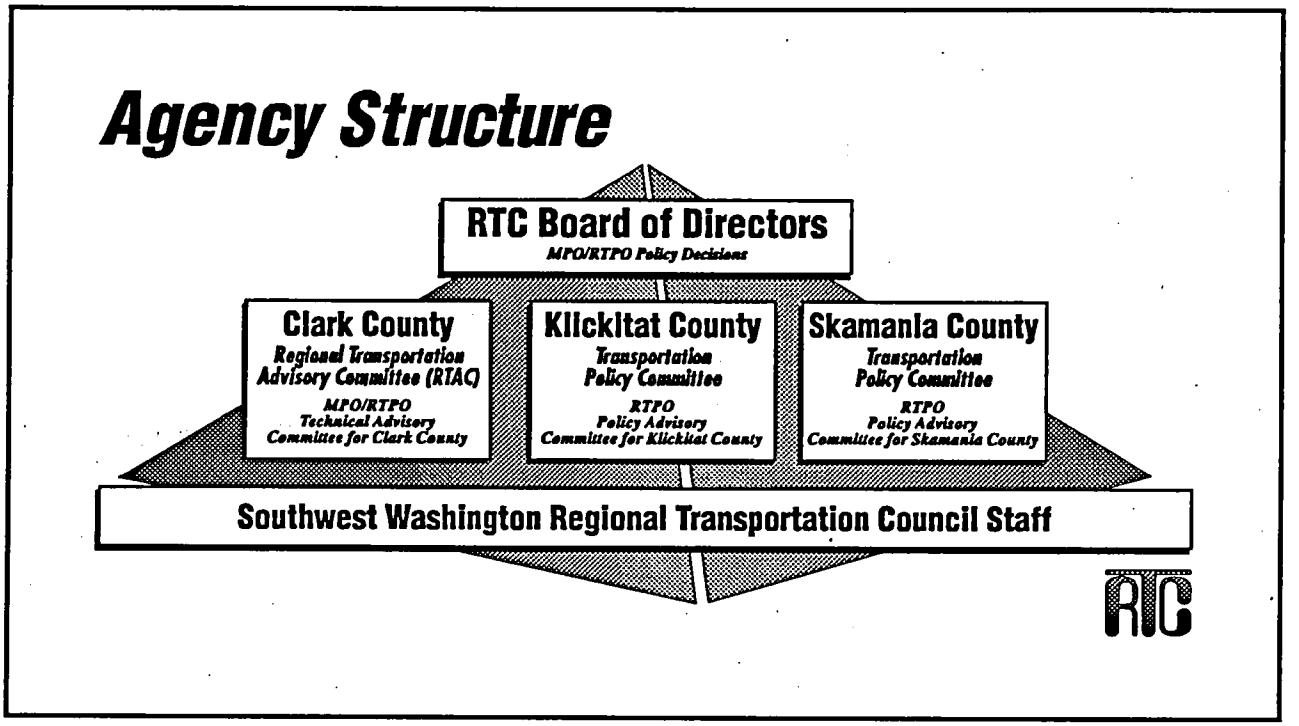
SOUTHWEST WASHINGTON REGIONAL TRANSPORTATION COUNCIL (RTC)

EXTENT OF RTC METROPOLITAN PLANNING ORGANIZATION REGION



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 Regional Transportation Council, C-TRAN, Washington State Department of Transportation, 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, Metropolitan Transportation Plan, the Transportation Improvement Program, and other regional transportation studies, operational and near-term transit planning. C-TRAN adopted the *1996-2001 Transit Development Program* (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 contains information required by RCW 35.58.2795 to be provided in the annual Transit Development and Financial Program. WSDOT is responsible for preparing *Washington's Transportation Plan*. 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 spelled out formally 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 with 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

Cities East	Mayor Charles Crumpacker (Washougal) [President]
Ports	Commissioner Bob Moser (Vancouver) [Vice-President]
Clark County	Commissioner Mel Gordon
Clark County	Commissioner Betty Sue Morris
Clark County	Commissioner Judie Stanton
City of Vancouver	Mayor Royce Pollard
City of Vancouver	Vernon Stoner (City Manager)
Cities North	Mayor Tevis Laspa (Ridgefield)
C-TRAN	Leslie White (Executive Director)
WSDOT	Gerald Smith (Southwest Regional Administrator)
ODOT	Dave Williams
Metro	Metro Councilor
Skamania County	Commissioner Judy Carter
Klickitat County	Commissioner Ray Thayer

Regional Transportation Advisory Committee Members

WSDOT Southwest Region	Mary Legry / Doug Ficco
Clark County Public Works	Pete Capell
Clark County Planning	Jerri Bohard
City of Vancouver, Public Works	Thayer Rorabaugh
City of Vancouver, Community Development	Azam Babar
City of Washougal	Mike Conway
City of Camas	Eric Levison
City of Battle Ground	Public Works Director
City of Ridgefield	City Clerk
C-TRAN	Deb Wallace
Port of Vancouver	Bernie Bills
ODOT	Leo Huff
Metro	Rich Ledbetter
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-McSherry, City Council Member
WSDOT, Southwest Region	Gerry Smith, SW Regional Administrator
Port of Skamania	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	Mamie Gaddis, City Council Member
WSDOT, Southwest Region	Gerry Smith, SW Regional Administrator
Port of Klickitat	Kathleen McCuistion, Port Commissioner

I. REGIONAL TRANSPORTATION PLANNING PROGRAM

Introduction

The Regional Transportation Planning Program encompasses MPO/RTPO planning activities including (A) Metropolitan Transportation Plan, (B) Transportation Improvement Program, (C) Congestion Management Monitoring, (D) High Occupancy Transportation Study, (E) Commuter Rail, (F) I-205 Six-Point Access Report, (G) Skamania County RTPO, and (H) Klickitat County RTPO. This region's 1997/8 regional transportation planning program will focus on continuing implementation of the transportation requirements of the State's Growth Management Program, the federal Intermodal Surface Transportation Efficiency Act of 1991 and its anticipated successor, and the Federal Clean Air Act Amendments of 1990, as well as monitoring performance of the regional transportation system.

All RTPO planning activities are incorporated into Regional Transportation Plans which include regional transportation policies, goals, data, and identify transportation needs in Clark, Skamania and Klickitat counties. The MTP/RTPs are the principal transportation planning documents which help to guide work of agencies throughout the RTPO region involved in transportation planning and programming of projects. The MTP/RTPs will be updated in FY98.

Federal transportation funding for individual projects within the MPO region of Clark County is dependent upon their consistency with the Metropolitan Transportation Plan (MTP); the Regional Transportation Plan for the Clark County metropolitan region. During FY98 the MTP will be updated to incorporate findings from the Transportation Futures Committee, updated transportation policies, work on a six-year transportation strategy, an enhanced financial plan and results from recent regional transportation planning studies. The MTP for Clark County covers a county-wide-area. Clean Air Act conformity analysis must be carried out on the updated Plan.

ISTEA requires that the MPO, in cooperation with the state and affected transit operators, develop a Transportation Improvement Program (TIP) which must include a priority list of projects and project segments for the next 3 years, together with a realistic financial plan. Projects included are those proposed for federal highway and transit funding. It is anticipated that a 1998-2000 TIP will be adopted in fall 1997, however, the schedule could be subject to change due to the impending re-authorization of the federal transportation act. Air quality conformity analysis will be carried out on the Program.

ISTEA designates regions of over 200,000 population, such as Clark County, as Transportation Management Areas (TMAs). Within the TMA, the MPO, in consultation with the state, selects projects for Surface Transportation, Congestion Mitigation/Air Quality and federal Transit Programs. Under ISTEA, TMAs must have a Congestion Management System in place, to include both travel demand reduction and operational management strategies. In FY98, RTC will focus on continuing implementation of the Traffic Congestion Management System the RTC Board adopted in May, 1995 with the Congestion Management Monitoring element. The program supports development of the MTP, concurrency management programs of local agencies, development of the regional travel forecasting model, TIP and implementation of the Congestion Management System.

Following completion of the I-205 and East/West Arterials Study in the fall of 1996, the next step in implementing study recommendations is to submit a six-point access report to the Federal Highways Administration to request additional access to the interstate system.

RTPO program activities for Klickitat and Skamania Counties are described in the Skamania County RTPO and Klickitat County RTPO work elements.

I. REGIONAL TRANSPORTATION PLANNING PROGRAM

A. 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. The 1996 update was primarily a technical update to incorporate revised demographic forecasts for the Clark County region, update the designated regional transportation system and list of system improvements. The 1996 review resulted in initiating work on a new current year travel forecasting model calibration, identification of policy issues and need for work on a six-year action plan to be incorporated into a 1997 MTP update. The Metropolitan Transportation Plan (MTP) work element includes (i) update 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 Update

1. Update of the adopted December, 1996 Metropolitan Transportation Plan (MTP) for compliance with GMA and ISTEA and consistency with state, local and regional plans. The MTP is to be regularly 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.

2. 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.

3. To comply with ISTEA, the sixteen transportation planning factors to be considered in the regional transportation planning process, are to be addressed in the MTP. The sixteen factors include the consideration of both freight and people movement. The sixteenth factor is the need to address recreational travel and tourism in developing plans and programs.

4. Public participation and review of the MTP, as well as inter-agency review of the Plan.

5. Although the National Highway System Designation Act of 1995 made ISTEA's six management systems optional at the state level, it did not remove the need for Transportation Management Areas (TMAs), such as Clark County, to maintain Congestion Management Systems (CMSs) as part of the Metropolitan Planning Organization's (MPO) planning process. The RTC Board adopted Transportation Management Systems (TMS) work completed by RTC at their May 2, 1995 meeting (RTC Board Resolution 05-95-14). Management systems include the consideration of multimodal intermodal linkages, transit, TDM and TSM strategies as alternatives to Single Occupant Vehicle capacity projects. Work on management systems will continue in this region with system monitoring through integration of CMS strategies into the MTP and through system performance monitoring to be reported in the MTP update. Washington State Department of Transportation is developing and using a Public Transportation Management System.

6. Incorporation of recommendations 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.

7. Incorporation of a six-year action strategy into the MTP.

(ii) SEPA/NEPA Review

1. Coordination with environmental resource agencies in MTP development.
2. Assessment of environmental conditions, at a regional level.
3. Environmental review of the proposed MTP, prior to MTP adoption.
4. Evaluation of cumulative environmental impacts consistent with ISTEA, Clean Air Act and State requirements, including Clean Air Act conformity analysis.

(iii) Continuing MTP Development

The MTP will be 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 triennial

update to the Plan required by ISTEA. The GMA also requires that a biennial review of the MTP takes place. Updating of the MTP will include:

1. Re-evaluation of the future regional transportation system to be used in quantifying transportation performance and cumulative environmental impacts consistent with ISTEA, Clean Air Act and State requirements.

2. Revisiting of major bi-state policy positions, such as the South/North Corridor Draft Environmental Impact Statement (DEIS), initial High Occupancy Vehicle (HOV) policies, Traffic Relief Options (TRO), and congestion management policies.

3. Incorporation of recommendations from modal plans developed by Washington State as plans are developed and/or revised. The *State Highway Systems Plan* is due for update in spring 1997. The *Public Transportation and Intercity Rail Passenger Plan for Washington State, 1997-2016* was completed in 1996.

4. Integration of results from Washington State's Six Year Plan.

5. Integration of the findings of ISTEA management systems, and any Major Investment Study results into the MTP.

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

7. Evaluation of freight routes and review of the State's Freight and Goods System for currency.

8. Integration of findings from the citizens' Transportation Futures Committee (TFC), which convened in fall of 1995 and met through July 1996 to address transportation policy and transportation needs in the Clark County region. A final meeting of the TFC was held in December 1996.

9. Track federal initiatives such as FTA's Livable Communities initiative and consider 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.

10. Consideration of concurrency management and its impact on development of the regional transportation system.

11. Consideration of High Occupancy Vehicle policy and system for the Clark County region.

12. Consideration of Intelligent Transportation System (ITS) applications to improve the Clark County transportation system. The I-5/Highway99 corridor has been identified for study of ITS applicability to improve its capacity.

13. An MTP update is likely in the fall/winter of 1997 to reflect a review of transportation policies in the region, updated consideration of High Capacity Transit needs, an updated base year regional travel forecasting model calibration and a six-year transportation strategy.

(iv) System Monitoring

1. The MTP will be used as the document in which system performance monitoring is reported.

2. 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 TIP and relates to ISTEA management systems. In Transportation Management Areas (TMAs), such as the Clark County region, no federally-funded project which will add capacity for single-occupant-vehicles will be permitted unless it is part of the ISTEA Congestion Management System and transportation alternatives have been considered.

FY98 Products

1. MTP update for Clark County meeting GMA standards and ISTEA requirements. The MTP will include a description of the proposed regional transportation system, including the number of lanes proposed for highway segments so that clean air conformity analysis assumptions are clear. The updated Plan will include more specific policy recommendations, actions and implementation measures, particularly in regards to non-motorized modes, freight transportation, Transportation Demand Management (TDM) measures and will address how these are incorporated into the planning process. A summary matrix, showing how the ISTEA-required sixteen planning factors, are incorporated into RTC's regional transportation planning process will be updated

2. An updated financial plan will show the application of fiscal constraint in development of the MTP. It will provide an analysis of revenue estimation and clearly document operations, maintenance and system preservation costs as well as system improvement costs. Information from C-TRAN's Transit Development Plan (TDP) will be included with transit financing information.

3. The updated Plan will identify and discuss transportation enhancement activities.

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

5. A description of Major Investment Study (MIS) procedures will be provided in the updated Plan. RTC's adopted procedures will use the MIS procedures developed by WSDOT and procedures adopted by Metro as their basis.

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

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

8. Initial application of a Least Cost Planning methodology, implementing SHB 1928, in development of the MTP.

9. A fully maintained Traffic Congestion Management System will serve 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. Use of results from the Management Systems will enhance the region's MTP in terms of transportation strategies, system and capital needs.

FY98 Expenses:	
	$
RTC	79,962
Total	79,962

FY98 Revenues:	
	$
FY98 PL	35,000
FTA, FY98	10,000
RTPO	12,000
Local	22,962
	79,962

I. REGIONAL TRANSPORTATION PLANNING PROGRAM

B. Regional Transportation Improvement Program

The regional 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. Adoption of 1998-2000 Transportation Improvement Program (TIP), consistent with the requirements of ISTEA. The awaited successive legislation to ISTEA may require that the TIP process be modified to comply with new project funding requirements contained in the new Act.

2. Review and implementation of project selection criteria used to evaluate projects proposed for federal highway and transit funding in order to prioritize projects. Projects for the following three years will be programmed in the 1998-2000 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 1998-99 TIP, with consideration given to emissions reduction benefits of such projects.

4. Work with local agencies to put together a regional package of projects to compete for statewide federal competitive Surface Transportation Program (STP) funds, federal Transportation Enhancement funds and state Transportation Improvement Account (TIA) funds.

5. Development of a realistic financial plan as part of the 1998-99 TIP which addresses costs for operation and maintenance of the transportation system.

6. Analysis of air quality impacts and Clean Air Act conformity documentation.

7. Review of project selection process.

8. Amendment of TIP, where necessary.

9. Monitoring of TIP implementation.

10. Maintain State Transportation Improvement Program (STIP) 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 III of the FY98 UPWP.

FY98 Products

1. An adopted 1998-2000 Transportation Improvement Program to reflect the programming of federal funds, clarification of project selection procedures and exercise of fiscal constraint to ensure that revenues and costs are balanced. 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 costs. A summary of significant public comments received during the public review period will be provided.
2. Clean Air Act conformity analysis and documentation.
3. Updated STIP database.
4. Opportunity for public involvement in TIP development.

FY98 Expenses:	$
RTC	37,903
Total	37,903

FY98 Revenues:	$
FY98 PL	17,000
FTA, FY98	5,000
RTPO	7,000
Local	8,903
	37,903

I. REGIONAL TRANSPORTATION PLANNING PROGRAM

C. Congestion Management Monitoring

The RTC Board of Directors adopted the Congestion Management System (CMS) for the Clark County region in May of 1995. The CMS focuses on vehicular travel, transit, and TDM performance in congested roadway corridors. ISTEA requires that any federally-funded project which significantly expands single occupancy vehicle capacity must come from a CMS. It also requires that all reasonable alternatives to the single occupant vehicle must be considered first. Congestion Management Monitoring continues implementation of the data collection, and congestion monitoring element of the Congestion Management System.

Work Element Objectives

1. Build from FY97's Congestion Management Monitoring work element which accomplished a major update of the regional traffic count database, allowed for re-calibration of the regional travel forecasting model and provided an updated congestion corridor index.

2. Collection of traffic counts, turning movements, vehicle classification counts, travel delay, and other key data to assist implementation of the adopted CMS program. The focus will be on the collection and analysis of traffic count data in identified CMS corridors, as well as at locations throughout the regional transportation network. This would expand on last year's traffic counts and collect data at missing locations, locations where major projects have been completed, and other locations to allow for analysis of growth from 1996 to 1997.

3. 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.

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

5. Collection, validation, factoring and incorporation of traffic count data into the existing count program. The data will be separated into 24 hour and peak hour categories, and utilized for travel model calibration.

6. Once traffic count data analysis has been completed it will be applied to measure and analyze the performance of the transportation corridors in the CMS network. This system performance information will be used to help identify system needs and solutions. The data will also be used to support Growth Management Act concurrency analysis.

Relationship To Other Work

The Transportation System Performance Monitoring element is closely related to the data management and travel forecasting model elements. Monitoring will support development of the MTP, TIP, implementation of concurrency management, ISTEA transportation management systems, including the Traffic Congestion Management System required in Transportation Management Areas (TMAs) and regional travel forecasting model development. Congestion

monitoring is a key component of the regional transportation planning process and supports local jurisdictions in their concurrency management process.

FY98 Products

1. Traffic counts, turning movement, vehicle classification counts, travel delay and other key data for numerous locations throughout Clark County.
2. Analysis of traffic data to provide system performance indicators and support for GMA concurrency analysis and CMS implementation.
3. Identification of system needs and solutions.

Continuation of a FY97 UPWP element

FY98 Expenses:		**FY98 Revenues:**	
	Estimated carry-over to FY98		
	$		$
		CM/AQ	55,000
RTC	63,584	Local	8,584
Total	63,584		63,584

The full project budget, begun in FY97, is for $100,000 in federal CM/AQ funds and $15,607 in local MPO funds for a total project budget of $115,607.

I. REGIONAL TRANSPORTATION PLANNING PROGRAM

D. Regional High Occupancy Transportation Study

High growth rates and limited funding for infrastructure investment have led to increasing levels of congestion in Clark County and on the two interstate bridges crossing the Columbia River. Efficient management of travel demand on Clark County and bi-state transportation corridors is critical to providing mobility within the region. A high-occupancy-vehicle (HOV) program can improve overall mobility in the most congested parts of our region by increasing the people-moving efficiency and capacity of freeways and arterials. HOV facilities have the potential to reduce travel times, encourage mode shift, manage congestion, improve transit mobility, increase corridor capacity, improve travel flow and reduce the need to expand highway vehicle-carrying capacity. A comprehensive regional and bi-state HOV/HCT study that examines needs/demand, feasibility, design, potential corridors, cost and public acceptance is to be developed. The study is scheduled for completion in 1998 and will result in a HOV facility implementation plan to include specific HOV projects, supported by a system plan. The Study will pay particular attention to travel needs within the I-5 and I-205 bi-state transportation corridors. RTC will coordinate the study and will have a Management Team for guidance, a Technical Advisory Committee comprised of the RTC member jurisdictions and full participation of bi-state partners. Local community input and review will occur through a citizens advisory committee and a broader citizen outreach process.

Work Element Objectives

1. Work with local jurisdictions, agencies and the community to develop a High Occupancy Vehicle/High Capacity Transit (HOV/HCT) strategy for Clark County. Work will be coordinated with C-TRAN's Transit Development Program and WSDOT's HOV Policy and State Highway System Plan. Bi-state issues affecting the HOV Study would be coordinated with Oregon Department of Transportation (ODOT) and Metro. These issues include the I-5 Capacity Reconnaissance being conducted by ODOT and I-5 north pricing alternatives for the Traffic Relief Options (TRO) Study. This study will also be coordinated with other regional transportation study activities currently under consideration, such as the I-5 Capacity Study and the Commuter Rail Study.

2. Define overall approach for regional HOV development and objectives of a Clark County HOV system. Work will include review of state and federal policies regarding HOV, the consistency of HOV policies with local land use plans, determination of transportation objectives for HOV facilities in Clark County, identification of transportation problems in Clark County and bi-state corridors that HOV facilities are intended to mitigate (such as recurring congestion and traffic bottlenecks). Fundamental issues critical to successful HOV facilities, such as the level of recurring congestion and the nature of commute patterns and distances, will be addressed.

3. Identify transportation corridors for evaluation. A two tier evaluation system will be used. First, screening criteria will be applied to identify corridors and facilities that have HOV potential. Thresholds for HOV viability such as travel time savings, congestion levels, corridor travel demand and travel demand between residential origins and activity centers, as well as the physical characteristics of the roadway will be considered. The second tier of evaluation criteria will be more detailed and use quantitative data to assess viable HOV corridors. Criteria will address transportation impacts, operational assessment, design considerations, and other factors.

4. Examine low-cost short-term HOV improvements that could be implemented to provide immediate mobility improvements.

5. Develop approach for addressing the function of Intelligent Transportation Systems (ITS) to supplement or complement HOV facilities or provide additional mobility to the transportation system.

6. Conduct screening process to determine viable or potential HOV corridors. Preliminary assessment of regional freeway and arterial corridors will be made. Viability thresholds and criteria will be compared with available transportation data and other qualitative information to assess the potential HOV corridors and identify corridors for further study. Candidate HOV corridors should meet viability thresholds including, adequate travel time savings, sufficient travel demand, and reasonable potential for successful implementation and operation. Information and data will be gathered for this activity. Factors conducive to HOV utilization such as congestion levels, optimal trip distances, travel time savings will be considered and base and forecast data for potential HOV corridors including: congestion, transit demand, trip length, travel time, average speed, vehicle occupancy, origin/destination data, trip density, and potential HOV travel sheds.

7. Determine types of HOV facilities for consideration in Clark County. For freeway HOV facilities this might include concurrent, contra-flow, movable barriers, queue bypass, reversible and barrier-separated facilities. For arterial HOV facilities the options might include bus-only, right-lane, middle-lane and contra-flow facilities.

8. Develop alternatives for potential HOV corridors. The range of appropriate HOV treatment and types for both auto and transit will be considered. Alternatives definition will also include facility design, access location, enforcement, operations, and support facilities.

9. Evaluate HOV alternatives. Design considerations, transportation model impacts, operational assessment, support facilities and programs, coordination with bi-state activities and long-term use of the corridor will all be considered.

10. Recommend HOV system alternatives for implementation. The comprehensive HOV system plan for Clark County will include phasing of proposed corridors, design (type and treatment) and a financial plan.

Relationship To Other Work

The HOV Facility Study relates to other specific UPWP elements such as MTP, TIP, and Regional Transportation Data and Travel Forecasting as well as to ongoing transportation studies in the metropolitan area such as the ODOT I-5 and I-205 Capacity Reconnaissance and the Metro's Traffic Relief Options (TRO) Study and other regional transportation studies currently under consideration such as an I-5 Capacity Study and Commuter Rail Study.

FY98 Products

1. A High Occupancy Vehicle/High Capacity Transit region-wide system plan for Clark County that defines policies and objectives, identifies the need and benefits, and identifies the location of possible corridors and/or facilities.

Continuation of a FY97 UPWP element

FY98 Expenses:		**FY98 Revenues:**	
		Estimated carry-over to FY98	
	$		$
		CM/AQ	170,000
RTC	196,759	Local	26,759
Total	196,759		196,759

The full project budget, begun in FY97, is for $216,000 in federal CM/AQ funds and $34,000 in local MPO funds for a total project budget of $250,000.

I. REGIONAL TRANSPORTATION PLANNING PROGRAM

E. Commuter Rail

The concept of a bi-state commuter rail system has been discussed for a number of years. The issue was studied as part of the alternatives narrowing process for the South/North Transit Corridor Study. However, the issue drew new attention through the Transportation Futures process. The Transportation Futures Committee identified commuter rail in their findings as an option for increasing bi-state capacity while utilizing existing facilities. This project will focus on operational issues and estimated costs for commuter rail implementation. Work will be coordinated with C-TRAN.

Work Element Objectives

1. Determine the feasibility of commuter service between Vancouver and Portland.
2. Examine a wide range of issues relating to potential implementation of commuter rail including identifying critical issues to consider and resolve. These issues will include reliability, operations, shared use of track with freight and inter-city passenger use, capital and operating costs, ridership and transit service objectives.
3. Examine how commuter rail integrates with other components of the transportation system including bus service, transit centers, and park and ride service.
4. Examine whether commuter rail can be a short-term or long-term strategy for bi-state travel needs.
5. Assess how commuter rail meets the regional transportation goals contained in the MTP and jurisdictional comprehensive plans
6. Coordinate the study with other commuter rail corridor studies in the Portland metro area.

Relationship To Other Work

The Commuter Rail Study relates to MTP development and will use data from the regional transportation database and regional travel forecasting model. It is a bi-state issue that will require coordination between Oregon and Washington transportation agencies. Work will be coordinated with C-TRAN.

FY98 Products

1. Report on the feasibility of a commuter rail system in Clark County and between Clark County and Portland.

Continuation of FY96 Element

FY98 Expenses:		FY98 Revenues:	
	$		$
RTC, Consultant	250,000	HCTA	200,000
		Local	50,000
Total	250,000		250,000

I. REGIONAL TRANSPORTATION PLANNING PROGRAM

F. I-205 Six-Point Access Report

The I-205 and East-West Arterials Study recommendations were endorsed by the RTC Board in August, 1996. The planning/conceptual design study examined traffic operations, transportation demand management, transit alternatives and traffic congestion in the I-205 corridor between the I-205/SR-500 interchange and the Glenn Jackson Bridge and on east/west arterials, between Andresen Road and 162nd/164th Avenue. Study recommendations are to build a split diamond interchange at 18th Street and Burton/NE 28th Street, together with a package of arterial improvements to include widening of Burton Road to 3 lanes, extension of a 3-lane NE 18th Street segment west to NE 87th Avenue, and widening of NE 18th Street to 5 lanes from I-205 to NE 162nd Avenue. The next step is to submit a Six-Point Access Report to the Federal Highways Administration (FHWA). FHWA approval is required before access can be added to the Interstate System. The I-205 and East-West Arterials Study report will be used as a basis for the Report.

Work Element Objectives

1. Prepare a report requesting FHWA approval for additional access to/from I-205 covering the six points described below:
   - **Point 1:** Demonstrate the need for the additional access. Show that design year traffic cannot be accommodated by existing transportation facilities or by improvements to the existing facilities and that the proposed access will accommodate regional traffic rather than local traffic.
   - **Point 2:** Demonstrate that all reasonable alternatives for design options, location, modes and transportation system management type improvements have been assessed.
   - **Point 3:** The report should include operational analyses of existing and proposed future Interstate and surface system, as well as an accident analysis.
   - **Point 4:** Address interchange spacing, access connections and design standards.
   - **Point 5:** Demonstrate that the proposed access is consistent with local and regional land use and transportation plans.
   - **Point 6:** The proposal should demonstrate coordination between the interchange improvements and the necessary connecting local circulation system.
2. Provide regional travel forecasting model output for the report.

Relationship To Other Work

The I-205 and East-West Arterials Study recommendations were incorporated into the December 1996 MTP. Completion of an access report is the next step toward being able to program recommended projects in the TIP.

FY98 Products

1. A Six-Point Access Report to submit to Federal Highways Administration (FHWA).

Continuation of a FY97 UPWP element

FY98 Expenses:		FY98 Revenues:	
	Estimated carry-over to FY98		
	$		$
RTC	5,000	State	5,000
Total	5,000		5,000

The full project budget, begun in FY97, is for $19,000 in funds from WSDOT.

I. REGIONAL TRANSPORTATION PLANNING PROGRAM

G. Skamania County RTPO

Work by the RTPO on a transportation planning work program for Skamania County began in FY 90. The Skamania County Transportation Policy Committee meets monthly to discuss local transportation issues and concerns. Work in FY97 focused on development of the SR-14 Corridor Plan and will continue into FY98. Review of the Skamania County Regional Transportation Plan (initially adopted in April, 1995) will begin in FY97 and continue with update in FY98. The regional transportation planning database for Skamania County will be further developed and RTC staff will continue to provide transportation planning technical assistance for Skamania County.

Work Element Objectives

1. Continue regional transportation planning process.
2. Review of the Transportation Plan for Skamania County's regional transportation system using regional transportation planning program guidelines formulated by WSDOT for RTPOs. 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 with the region.
   d. A statement of the principles and guidelines used for evaluating and development of local comprehensive plans.
   e. A statement defining the least cost planning methodology employed within the region.
   f. Designation of the regional transportation system.
   g. A discussion of the needs, deficiencies, data requirements, and coordinated regional transportation and land use assumptions used in developing the Plan.
   h. A description of the performance monitoring system used to evaluate the plan, including Level of Service (LOS) parameters consistent with federal management systems, where applicable, on all state highways at a minimum.
   i. An assessment of regional development patterns and investments to ensure preservation and efficient operation of the regional transportation system.
   j. A financial section describing resources for Plan development and implementation.
   k. A discussion of the future transportation network and approach.
   l. A discussion of high capacity transit and public transportation relationships, where appropriate.
3. The transportation database for Skamania County, developed since the inception of the RTPO, is used as input to the *Regional Transportation Plan*.
4. Continuation of transportation system performance monitoring program.
5. Assistance to Skamania County in implementing ISTEA, and its anticipated successor legislation. This will include continued assistance in development of federal and state-wide grants and development of the 1998-2003 TIP.

6. Continued assessment of public transportation needs, including specialized transportation, in Skamania County.

7. Assistance to Skamania County in conducting regional transportation planning studies.

8. In FY96, the *SR-14 Corridor Strategy and Action Plan* was drafted by RTC staff. RTPO members, the Gorge Commission, and public provided comments on the draft. In FY97, WSDOT staff used the Strategy Plan as a basis for development of the SR-14 Corridor Plan which combines a strategy and action plan, design guidelines, and Route Development Plan. A historic survey and truck survey, completed in FY97, are used as input to the Corridor Plan. Work on the Plan should be completed by FY98 and adoption is anticipated in FY98. RTC staff assisted in development of the Corridor Plan.

Relationship To Other Work Elements

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

FY98 Products

1. Continued development of a coordinated, technically sound regional transportation planning process in Skamania County.

2. Continued development of a technical transportation planning assistance program.

3. Update of the Regional Transportation Plan for Skamania County. This will include incorporating the provisions of RCW 47.80 (SHB 1928 codified) which requires that plans adopted after June 30, 1996, include a transportation strategy, assessment of regional development patterns, established planning principles and guidelines for local comprehensive plan development and use of a Least Cost Planning methodology. The SR-14 Corridor Plan will be addressed in the Plan update.

4. Preparation for 1998-2003 Regional Transportation Improvement Program (RTIP) for incorporation into the State Transportation Improvement Program (STIP).

FY98 Expenses:

	$
RTC	34,944
Total	34,944

FY98 Revenues:

	$
RTPO	16,944
STP	18,000
	34,944

I. REGIONAL TRANSPORTATION PLANNING PROGRAM

H. 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. Work in FY97 focused on development of the SR-14 Corridor Plan and will continue into FY98. Review of the Klickitat County Regional Transportation Plan (initially adopted in April, 1995) will begin in FY97 and continue with update in FY98. The regional transportation planning database for Klickitat County will be further developed and RTC staff will continue to provide transportation planning technical assistance for Klickitat County.

Work Element Objectives

1. Continue regional transportation planning process.
2. Review of the Transportation Plan for Klickitat County's regional transportation system using regional transportation planning program guidelines formulated by WSDOT for RTPOs. 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 with the region.
   d. A statement of the principles and guidelines used for evaluating and development of local comprehensive plans.
   e. A statement defining the least cost planning methodology employed within the region.
   f. Designation of the regional transportation system.
   g. A discussion of the needs, deficiencies, data requirements, and coordinated regional transportation and land use assumptions used in developing the Plan.
   h. A description of the performance monitoring system used to evaluate the plan, including Level of Service (LOS) parameters consistent with federal management systems, where applicable, on all state highways at a minimum.
   i. An assessment of regional development patterns and investments to ensure preservation and efficient operation of the regional transportation system.
   j. A financial section describing resources for Plan development and implementation.
   k. A discussion of the future transportation network and approach.
   l. A discussion of high capacity transit and public transportation relationships, where appropriate.
3. The transportation database for Klickitat County, developed since the inception of the RTPO, is used as input to the *Regional Transportation Plan.*
4. Continuation of transportation system performance monitoring program.
5. Assistance to Klickitat County in implementing ISTEA, and its anticipated successor legislation. This will include continued assistance in development of federal and state-wide grants and development of the 1998-2003 TIP.

6. Continue assessment of public transportation needs, including specialized transportation, in Klickitat County.

7. Assistance to Klickitat County in conducting regional transportation planning studies. In particular, there is need to conduct a Highway 35 Columbia River Crossing Feasibility Study. The Hood River Bridge across the Columbia connects Bingen/White Salmon, Washington to Hood River, Oregon. The bridge was built in 1924 and is experiencing serious maintenance, safety, and capacity problems. The proposal is to conduct a study of a new bridge's feasibility; to address preliminary design, environmental, and financial issues.

8. In FY96, the *SR-14 Corridor Strategy and Action Plan* was drafted by RTC staff. RTPO members, the Gorge Commission, and public provided comments on the draft. In FY97, WSDOT staff used the Strategy Plan as a basis for development of the SR-14 Corridor Plan which combines a strategy and action plan, design guidelines, and Route Development Plan. A historic survey and truck survey, completed in FY97, are used as input to the Corridor Plan. Work on the Plan should be completed by FY98 and adoption is anticipated in FY98. RTC staff assisted in development of the Corridor Plan.

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.

FY98 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 and update of the Regional Transportation Plan for Klickitat County. This will include incorporating the provisions of RCW 47.80 (SHB 1928 codified) which requires that plans adopted after June 30, 1996, include a transportation strategy, assessment of regional development patterns, established planning principles and guidelines for local comprehensive plan development and use of a Least Cost Planning methodology. The SR-14 Corridor Plan will be addressed in the Plan update.

4. Preparation for 1998-2003 Regional Transportation Improvement Program (RTIP) to be incorporated into the State Transportation Improvement Program (STIP).

FY98 Expenses:

	$
RTC	36,700
Total	36,700

FY98 Revenues:

	$
RTPO	18,700
STP	18,000
	36,700

II. DATA MANAGEMENT AND TRAVEL FORECASTING PROCESS

Introduction

Data Management and Travel Forecasting Process work elements include: (A) Regional Transportation Data Base and Travel Forecasting Process, (B) Air Quality Planning, and (C) Commute Trip Reduction.

The Regional Transportation Data and Travel Forecasting element includes: transit operations and ridership data, census data, transit/highway networks, population/employment allocations, traffic counts, origin/destination travel survey data, the further application of GIS technology for regional transportation planning purposes, and model update/refinement activities including analysis and inclusion of household travel survey data from the Metro-led survey carried out in FY95/96. Of continued significance in FY98 will be the use of model data as a tool in assessing transportation system needs to meet GMA concurrency requirements. 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 in the FY98 UPWP. 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 likely to play a significant part in providing for future mobility needs of Clark County's population. RTC's role will be in providing local agencies with data to assess the impacts of the CTR program.

II. DATA MANAGEMENT AND TRAVEL FORECASTING PROCESS

A. 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 FY98, RTC will 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. Collaboration with Metro to analyze travel survey data to enhance the regional transportation database and regional travel forecasting model.
12. Update computer equipment.

13. 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.

14. Continue local Transportation Model Users' Group (TMUG).

15. 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. The model needs to effectively handle trips by non-motorized mode.

16. 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 as well as review of base year calibration (1996).

17. Coordinate the utilization, development and refinement of the Clark County regional travel forecasting model with Metro and other local agencies.

18. Coordinate with WSDOT in their efforts to establish the Washington Travel Demand Forecasting Framework (WTDFF). The WTDFF is to consist of a set of polices and procedures that will provide guidance to transportation professionals involved in travel forecasting. WSDOT relies on MPO travel demand forecasting as the basis for identifying mobility deficiencies on all transportation facilities, both state- and locally-owned.

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.

FY98 Products

1. Maintenance and update of the regional transportation database.

2. Work on future population and employment forecasts.

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. Analysis of results from the travel behavior surveys carried out in collaboration with Metro to be used to enhance the regional travel forecasting model.
10. Purchase of updated computer equipment with RTPO revenues.
11. Continued implementation of interlocal agreement relating to use of model in the region.
12. Model Users' Group meetings.
13. Refined travel forecasting methodology using EMME/2 program.
14. Documentation of the regional travel forecasting model procedures.
15. Re-calibration of model as necessary.
16. Review and update of model networks.
17. Model for use in MTP development.
18. Use of six-year model for concurrency management programs and six-year transportation strategy in MTP.
19. Data for air quality data analysis and documentation.
20. Post-processing techniques.
21. 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.

FY98 Element Expenses:

	$
RTC	86,114
Computer Equipment (use of RTPO revenues)	7,000
Total	93,114

FY98 Element Revenues:

	$
FY98 PL	60,000
FTA, FY98	11,000
RTPO	10,000
Local	12,114
	93,114

II. DATA MANAGEMENT AND TRAVEL FORECASTING PROCESS

B. 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 Vancouver region was classified in 1990 as a 'moderate' nonattainment area for carbon monoxide air pollutants and a 'marginal' nonattainment area for ozone. In 1992, the Vancouver area came into technical attainment based on monitored emissions data. Maintenance Plans for ozone and carbon monoxide have been submitted to the Environmental Protection Agency (EPA). In October 1996, the Carbon Monoxide Maintenance Plan was approved by EPA. Mobile source strategies contained in the Maintenance Plans have been endorsed for implementation by the RTC Board of Directors (Resolution 02-96-04). 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 of 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 attain and maintain national ambient air quality standards. RTC assists the region's air quality planning program in providing demographic forecasts, development of a 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. The EPA are scheduled to set new ozone standards by June of 1997 which may impact this region.

<u>Work Element Objectives</u>

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 will take advantage of the upgraded version of TCM Tools which can be used with the Excel spreadsheet. 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 will provide 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.

FY98 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. Data analysis resulting in conformity analysis and documentation for updated MTP (scheduled for adoption in winter 1997), and 1998-2000 TIP (scheduled for adoption in fall, 1997) 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.

FY98 Expenses:

	$
RTC	20,747
Total	20,747

FY98 Revenues:

	$
FY98 PL	16,000
FTA, FY98	1,000
RTPO	1,000
Local	2,747
	20,747

II. DATA MANAGEMENT AND TRAVEL FORECASTING PROCESS

C. 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. The Law established goals of a 15% reduction in trips by 1995, a 25% reduction by 1997 and a 35% reduction by 1999. All affected Clark County jurisdictions have now adopted CTR ordinances. 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. Training of 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.

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.

FY98 Products

1. Review of annual TDM survey results and comparison with prior years.
2. 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.
3. Updated maps and graphics showing affected employer distribution, travel patterns, and survey results.
4. Participation in the annual training of Employer Transportation Coordinators (ETCs) from affected employers.

5. Participate in Clark County Regional TDM Planning Team; the Strategic Planning Group (SPG).

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

7. Continue monitoring implementation of Washington State's CTR program and compare with Oregon's Transportation Planning Rule.

FY98 Expenses:		**FY98 Revenues:**	
	$		$
RTC	5,000	WA State	5,000
Total	5,000		5,000

NOTE:

Clark County and other local jurisdictions also use money for commute trip reduction planning and implementation (see Section 4 of this FY98 UPWP)

III. TRANSPORTATION PROGRAM COORDINATION AND MANAGEMENT

Introduction

The third section of the FY98 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 includes the 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 quarterly and annual progress reports and review of RTPO certification that the local governments' 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. The Coordination element will include 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 ISTEA, Title VI, ADA, competitive services planning and emergency preparedness planning.

III. TRANSPORTATION PROGRAM MANAGEMENT

A. Regional Transportation Program Coordination and Management

This work element 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: Intermodal Surface Transportation Efficiency Act, 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 ISTEA, the Clean Air Act Amendments of 1990, the ADA, Title VI, competitive services planning, emergency preparedness planning and other federal requirements.

Work Element Objectives

Program Coordination and Management

1. Participate in and coordinate with special purpose state/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, the Transportation Improvement Board (TIB) who carries out STP-competitive, Transportation Improvement Account (TIA), and Urban Arterial Trust Account (UATA) project selection and the Transportation Enhancement Advisory Committee (EAC) who carries out STP-enhancement project selection and others.
2. Coordinate local transportation plans and projects.
3. Coordinate with State Department of Ecology in their research and work on air quality in Washington State.
4. 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 transportation project and planning EIS scoping meetings.
5. Manage the regional transportation planning program.
6. Develop meeting packets, agenda, minutes, and reports/presentations for the RTC Board, Regional Transportation Advisory Committee, Skamania County Transportation Policy Committee and Klickitat County Transportation Policy Committee.
7. Monitor new legislative activities as they relate to regional transportation planning and certification requirements.
8. 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.
9. Participate in key transportation seminars and training.
10. Certification of the transportation planning process required by ISTEA.
11. 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 provides the framework for RTC's planning, programming and coordinating activities. Prepare UPWP Annual Report and quarterly progress reports.

12. Preparation of indirect cost proposal.

13. Maintain and upgrade the MPO/RTPO computer system, including review of hardware and software needs to efficiently carry out the regional transportation planning program.

14. Provide computer training opportunities for MPO/RTPO staff.

15. 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.

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

17. Development of bi-state transportation strategies and participation in bi-state transportation studies. In FY97/98 this includes participation as a member of the Traffic Relief Options (TRO) Study Technical Advisory Committee.

18. Coordination with Metro's South/North Steering Group, South/North Project Management Group and South/North Technical Advisory Committee.

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

20. Continue the Bi-State Agreement between Metro and RTC.

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

Public Involvement

24. Public involvement is to be incorporated at every stage of the planning process. RTPOs are to actively recruit public input and consider public comment during the development of the RTP and TIP.

25. 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 the Metropolitan Planning regulations relating to ISTEA.

26. Documentation of public involvement and public outreach activities. The documentation can be made available to the public and interested agencies.

27. Conduct public involvement and review process for the MTP update and keep the public informed on TIP amendments and developments.

28. Coordinate MPO/RTPO public involvement program with WSDOT Southwest Region and Headquarters.

29. Continue to update the RTC web site which allows the public to gain information about planning studies being developed by RTC and provides links to other transportation agencies and local jurisdictions.

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

31. Participate in the public involvement programs for transportation projects of the local jurisdictions of Clark County.

32. Draft press releases to provide communication link with local media.

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

34. 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.

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

36. Continue with public involvement work resulting from completion of the Transportation Futures Committee work. The Transportation Futures Committee was convened in the fall of 1995 and regular meetings were held through July 1996. In December 1996 the findings of the Committee and staff response were presented to the Clark County Commissioners and City of Vancouver council.

Federal Compliance

1. Evaluation of transportation system needs to determine whether any potential transportation projects meet the criteria for a Major Investment Study (MIS).

2. Adoption of Major Investment Study (MIS) procedures and guidelines.

3. Understanding of Clean Air Act Amendments conformity regulations as they relate to the State Implementation Plan (SIP). Participation in SIP development process led by the Washington State Department of Ecology (DOE). Implementation of strategies for attaining and maintaining clean air standards by such means as use of Transportation Control Measures (TCMs) to promote emissions reductions. MTP updates will address Transportation Control Measures (TCMs) to ensure the 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 met.

4. 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 will undertake planning activities, such as data gathering and analysis and map-making, needed to support C-TRAN and local jurisdiction's implementation of ADA's provisions. RTC will review updates to C-TRAN's *ADA Paratransit Service Plan.* The current Paratransit Plan is the *1997 C-TRAN ADA Paratransit Service Plan*, published in January, 1997.

5. 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.

6. 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.

7. 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.

8. 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 activities and to HCT studies.

FY98 Products

Program Coordination and Management

1. Coordination efforts and participation in numerous transportation planning programs and committees.
2. Management of the regional transportation planning program.
3. Organization and administration relating to participation in transportation committees at the regional level.
4. Involvement of the business community in the transportation planning process.
5. Annual report on the FY97 UPWP.
6. FY98 UPWP amendments, as necessary, and quarterly progress reports on FY98 UPWP work activities.
7. An adopted FY99 UPWP.
8. Continued assessment of adopted local GMA plans as amended following Western Washington Growth Management Hearings Board decisions and remands. MPO certification of GMA plans 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.
9. Indirect cost proposal.
10. Efficient and effective use of existing computer system capabilities and research into future computer hardware and software needs.
11. Participation in Metro's regional transportation planning activities.

Public Involvement

Increased public awareness and information about regional and transportation issues.

1. Public information and input on transport issues and activities affecting the regional transportation system in Clark County and the Portland area.
2. Public meetings, including meetings relating to the MTP and TIP, coordinated with local jurisdictions and WSDOT Southwest Region and Headquarters.
3. Information publication and distribution on the regional transportation planning program.
4. Documentation of public involvement and public outreach activities carried out by RTC during FY98.
5. Review of the Public Involvement Program for adequacy. RTC will develop a menu of public involvement techniques to be used in implementing its public involvement program.
6. Public notification and comment period for any proposed changes to the Public Involvement Program.

Federal Compliance

1. Monitoring of implementation strategies for clean air attainment and maintenance, in collaboration with the state's Department of Ecology and local agencies.
2. Implementation of the requirements of the Americans with Disabilities Act relating to transportation planning and service provision.
3. Assistance, particularly in production of maps and data analysis, to C-TRAN in their efforts to implement ADA and Title VI.
4. Title VI documentation and certification as required by FTA.
5. Review of upcoming transportation projects for meeting MIS criteria. MIS projects will be noted in the MTP.

FY98 Expenses:

	$
RTC	95,285
Total	95,285

FY98 Revenues:

	$
FY98 PL	42,586
FTA, FY98	16,937
RTPO	14,832
Local	20,930
	95,285

IV. TRANSPORTATION PLANNING ACTIVITIES OF STATE AND LOCAL AGENCIES

Introduction

Federal ISTEA legislation requires that all 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 IV 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.

A. Washington State Department of Transportation, Southwest Region

Washington State Department of Transportation, Southwest Region, publishes the *Washington State Department of Transportation, Southwest Region, FY98 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. Continue updating the State Highway Systems Plan (HSP) and refinement of cost estimates.
2. Participating in the financial constraint of the Washington Transportation Plan, including development and implementation of the six year plan in cooperation with Programming and the Olympia Service Center.
3. Corridor and route development planning for SR-14 in the Columbia River Gorge Scenic Area.
4. Continuing multimodal/intermodal planning with participation in the high capacity transit (HCT) planning, high speed rail, and with the MPO's and transit agencies.
5. 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

IV. TRANSPORTATION PLANNING ACTIVITIES OF STATE AND LOCAL AGENCIES

B. C-TRAN

In addition to coordinating work with RTC C-TRAN has identified the following planning elements for FY98:

- **I-5 Priority Corridor Service Options:** C-TRAN will develop service and facility options which will allow for additional commuter service in the I-5 corridor which was included as a finding in the Transportation Futures Citizen's Committee process.

- **Transit Performance Measurement System Development:** A set of performance measures and standards will be studied to provide improved system performance indicators. Once implemented, this information will be used to analyze service and to allow adjustments to be made to improve overall performance and service to public transit customers.

- **Park and Ride Site Selection Study:** Information from the 1996 Park and Ride Study will be used as the basis for a site selection study to provide the agency with options for the development of additional park and ride facilities.

- **Passenger On-Board Survey:** Information will be gathered through the survey process which allows the agency to determine ridership patterns, conduct route analysis, and to analyze the allocation and distribution of transit amenities. This information will be used to recommend service and facilities improvements.

- **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.

C. Clark County and other Local Jurisdictions

The following planning studies have been identified by Clark County:

- **Transportation Improvement Program (TIP), 1998-2003:** will involve work with the Transportation Improvement Program Involvement Team (TIPIT), which includes citizen representatives, to develop the 1998-2002 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 will be issued periodically and full system evaluation and update will also be carried out periodically.

- **Access Management and Arterial Mobility Program:** for limited access, principal and specific minor arterials.

- 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 FY98 the classification system will be implemented and reviewed for currency.

- **The 134th Street/179th Street Sub-Area Study** will include study of local traffic circulation needs in the sub-area as well as operational analysis of the interchanges.

- **Ward Road/172nd Avenue Corridor** alignment study.

- **Fourth Plain/Orchards area** local traffic circulation study to look at impacts associated with the Fourth Plain widening project.
- 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.

- The **Urban Arterial Safety Study** and **Rural Arterial Study** will be used as a basis for determining priority projects to reduce safety deficiencies on the Clark County highway system.

- **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. In previous years, the Washington Station Energy Office has provided funding for the program. The element is programmed in the Transportation Improvement Program for Clark County. Work activities will 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.

- **Traffic Impact Fee Program Revision:** to support GMA implementation TIFs for the rural area will be differentiated from the urban TIF program. It is proposed that rural TIFs will include factors based on trip lengths.

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

- **Concurrency Management System** implementation.

- **Neighborhood Traffic Control Program.**

- **Continued Bicycle Mode Planning**

- **Sub-Area Transportation Planning** including the Esther Short Park sub-area study.

V. 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
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
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
HPMS	Highway Performance Monitoring System
I/M	Inspection/Maintenance

V. GLOSSARY

ABBREVIATION	DESCRIPTION
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
SIC	Standard Industrial Classification
SIP	State Implementation Plan
SMS	Safety Management System

V. GLOSSARY

ABBREVIATION	DESCRIPTION
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
TCM's	Transportation Control Measures
TDM	Transportation Demand Management
TDFP	Transit Development Financial Plan
TDP	Transit Development Program
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
WTPI	Washington Transportation Policy Institute

VI. SUMMARY OF EXPENDITURES AND REVENUES

A. FY98 Summary Spreadsheet

SOUTHWEST WASHINGTON REGIONAL TRANSPORTATION COUNCIL
FY98 UNIFIED PLANNING WORK PROGRAM - SUMMARY OF REVENUES/EXPENDITURES BY FUNDING SOURCE

		WORK ELEMENT	PL	FY98 FTA	RTPO	CM/AQ	STP	OTHER (incl. STP match)	MPO Funds	RTC TOTAL
I		REGIONAL TRANSPORTATION PLANNING PROGRAM								
	A	Metropolitan Transportation Plan	35,000	10,000	12,000	0	0	0	22,962	79,962
	B	Transportation Improvement Program	17,000	5,000	7,000	0	0	0	8,903	37,903
	C	Congestion Management Monitoring 1	0	0	0	55,000	0	0	8,584	63,584
	D	High Occupancy Transportation Study 2	0	0	0	170,000	0	0	26,759	196,759
	E	Commuter Rail 3				0		250,000		250,000
	F	I-205 6-Point Access Report						5,000		5,000
	G	Skamania County RTPO 4		0	16,944	0	18,000	0	0	34,944
	H	Klickitat County RTPO 4			18,700		18,000	5,000		36,700
		Sub-Total	52,000	15,000	54,644	225,000	36,000	260,000	67,209	704,853
II		DATA MANAGEMENT AND TRAVEL FORECASTING PROCESS								
	A	Reg. Transp. Data and Travel Forecasting	60,000	11,000	10,000	0	0	0	12,114	93,114
	B	Air Quality Planning	16,000	1,000	1,000	0	0	0	2,747	20,747
	C	Commute Trip Reduction 5	0	0	0	0	0	5,000	0	5,000
		Sub-Total	76,000	12,000	11,000	0	0	5,000	14,861	118,861
III		TRANSPORTATION PROGRAM COORDINATION AND MANAGEMENT								
	A	Reg. Transp. Program Coord. & Management	42,586	16,937	14,832	0	0	0	20,930	95,285
Totals			170,586	43,937	80,476	225,000	36,000	265,000	103,000	918,999

Jan. 28, 1997

NOTES: Numbers may not add due to rounding in the spreadsheet program

PL, FTA & RTPO Allocations (WSDOT Communication, 12/19/96)

1 CM/AQ funding; estimated carry-over from project begun in FY97 (Total CM/AQ = $100,000, Local = $34,000)

2 CM/AQ funding; estimated carry-over from project begun in FY97 (Total CM/AQ = $216,000, Local = $34,000)

3 High Capacity Transit Account (HCTA) funding and local funds

4 Local match for STP will be provided from RTPO funds

5 State funding through Clark County

B. FTA GMIS Codes

GRANTS MANAGEMENT INFORMATION SYSTEM (GMIS) EXPENDITURE DETAIL CODES FY98 UPWP FTA AND LOCAL MATCH				
Line Item Code	FY98 UPWP Work Element Description	FY98 FTA Sec. 5303	FY98 Local Match for Sec. 5303	FY98 FTA and Local Match Total
41.13.01	Metropolitan Transportation Plan	$10,000	$2,500	$12,500
41.15.00	Transportation Improvement Program	$5,000	$1,250	$6,250
41.13.01	Regional Transportation Data Base & Forecasting	$11,000	$2,750	$13,750
41.16.02	Air Quality Planning	$1,000	$250	$1,250
41.11.00	Regional Transportation Program Coord. & Management	$16,937	$4,234	$21,171
	Total	$43,937	$10,984	$54,921

GRANTS MANAGEMENT INFORMATION SYSTEM (GMIS) EXPENDITURE DETAIL CODES FY98 UPWP FTA AND LOCAL MATCH				
Line Item Code	FY98 UPWP Work Element Description	FY98 FTA Sec. 5303	FY98 Local Match for Sec. 5303	FY98 FTA and Local Match Total
41.20.01	Personnel	$43,937	$10,984	$54,921
41.20.03	Travel	$0	$0	$0
41.20.05	Supplies	$0	$0	$0
41.20.06	Contractual	$0	$0	$0
	Total	$43,937	$10,984	$54,921

STAFF REPORT

CONSIDERATION OF RESOLUTION NO. 97-2464 FOR THE PURPOSE OF APPROVING THE FY 1998 UNIFIED WORK PROGRAM

Date: February 18, 1997 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 1998 and 2) authorize the submittal of grant applications to the appropriate funding agencies.

TPAC has reviewed the FY 1998 Unified Work Program and recommends approval of Resolution No. 97-2464.

FACTUAL BACKGROUND AND ANALYSIS

The FY 1998 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, 1997. Included in the document are federally-funded studies to be conducted by Metro, Regional Transportation Council (RTC), Tri-Met, the Oregon Department of Transportation (ODOT), the City of Portland and local jurisdictions. Major commitments continue to the Traffic Relief Options Study (Congestion Pricing) pilot project, Urban Growth Management, the Westside Corridor project, and the South/North Alternatives Analysis (AA). Also of major priority are the Transit-Oriented Development project, the Southeast Corridor Study, the response to Rule 12 and the Intermodal Surface Transportation Efficiency Act (ISTEA), the Travel-Forecasting Surveys and Research and implementation of the Management System.

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, 1997 in accordance with established Metro priorities.

KT:lmk
97-2464.RES
3-5-97

98uwp
03/03/97

FY98 UNIFIED WORK PROGRAM FUNDING SUMMARY

	98PL ODOT (1)	98 Sec5303* 80X006	98Metro STP* 33C	98Metro STP ODOTMtch	98 ODOT Supplemt	98 Lcl TriMet	98 Planning TGM*	CARRYOVER 97 STP Tod*	97S/N DEIS/FEIS TriMet	97 Metro STP* 33c	97 Metro STP* ODOTMtc	97 Sec 5303 80-x005*	96MetroSTP /ODOTMtc 33C	FTA 96(e)(4) 29-9024	96FHWA* Pilot CgstnPric	95 S/N AA/DEIS 299023*	93 Trl-Met Hillsboro FEIS	USDOT Sec5309* TMIP	Other Federal Grants	98 SPR	Local Match	TOTAL
METRO																						
RTP Update/Refinemen	378,957		62,811	3,595		37,500															239,294	722,157
Arterial Street Desi	56,000																					56,000
Congestion Managemen	53,000																				3,200	56,200
Intermodal Mgmt Syst	44,000																				3,200	47,200
Regional Bike/Ped			80,757	4,621																	4,622	90,000
Trans Imprv Program	46,419	38,104	25,123	1,438	45,000	45,000				20,000	1,145	25,000									46,721	293,950
Urban Arterial Prog																						
Local Plan Coord			141,125	8,077																	48,500	48,500
Congestion Pricing Prog										50,000	2,861										10,937	213,000
Willamette Crossing	83,000	4,000			10,000										523,600						106,400	630,000
Hwy 217 Study	27,000	8,000			28,000	15,000				50,000	2,861		52,860								14,299	164,159
South/North DEIS**									1,215,091												45,077	175,938
S/N Extension**									23,250							6,885,513						8,100,604
S/N FEIS**									608,871							131,750						155,000
Westside Corridor Study																						608,871
PDX Alternative Mode Study																	57,000					57,000
Trans Model Improve Prog														64,600							11,400	76,000
Survey & Research	168,555	25,000	160,000	9,157	75,000	50,000				213,433	12,215							600,000				600,000
Trvl Model Refinemnt	48,000	30,000	55,184	3,158	30,000	30,000													150,000		62,642	926,002
Trans Growth Mgmt							3,324,000														17,658	214,000
Technical Assistance			75,000	4,292	22,000	10,000				25,000	1,431											3,324,000
Coordination & Mgmt	40,870	30,000																			28,224	165,947
Data, Growth Monitor	73,030	66,000			15,000	37,500															38,130	109,000
TOD								2,684,444													557,612	749,142
																					341,897	3,026,341
Metro Subtotal	1,018,831	201,104	600,000	34,338	225,000	225,000	3,324,000	2,684,444	1,847,212	358,433	20,513	25,000	52,860	64,600	523,600	7,017,263	57,000	600,000	150,000	0	1,579,813	20,609,011
ODOT PLANNING ASSISTANCE																						
ODOT Subtotal																				440,000		440,000
																				440,000		440,000
GRAND TOTAL	1,018,831	201,104	600,000	34,338	225,000	225,000	3,324,000	2,684,444	1,847,212	358,433	20,513	25,000	52,860 (4)	64,600	523,600	7,017,263	57,000	600,000	150,000	440,000	1,579,813	0 21,049,011 21,049,011

1. PL/ODOT is $744,768.38 comprised of $668,280.67 (89.73%) fed share, $76,487.71(10.27%) ODOT plus carryover of $245,916.50 feder and $28,146.24 ODOT includes an undetermined amount of restoration funds.
*Federal funds only, no match included

**included in S/N DEIS Description

2:Includes System Monitoring & Model Refinement

3:Includes DRC Database & RLIS Support System

(4) $50,000 96STP, $2,860 ODOT match