STAFF REPORT

CONSIDERATION OF RESOLUTION NO. 96-2281 FOR THE PURPOSE OF APPROVING THE FY 1997 UNIFIED WORK PROGRAM

Date: February 6, 1996 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 1997 and 2) authorize the submittal of grant applications to the appropriate funding agencies.

TPAC has reviewed the FY 1997 Unified Work Program and recommends approval of Resolution No. 96-2281.

FACTUAL BACKGROUND AND ANALYSIS

The FY 1997 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, 1996. 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 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, 1996 in accordance with established Metro priorities.

This UWP programs STP funds allocated by Resolution No. 95-2176B to Metro's Transportation Planning Program. Note: Funding for the Port of Portland's Commodity Flow Analysis is increased by $50,000 (from $225,000 to $275,000) by this action. The additional funding was recommended by TPAC as part of this task's FY 96 allocation. The recommendation was omitted by error from Resolution No. 95-2139A approved by JPACT and Metro Council on May 18 and May 25, 1995, respectively. Approval of the '97 UWP will add the funds to the task's FY 97 budget.

EXECUTIVE OFFICER RECOMMENDATION

The Executive Officer recommends approval of Resolution No. 96-2281.

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF APPROVING THE FY 1997 UNIFIED WORK PROGRAM)

RESOLUTION NO. 96-2281

Introduced by
Councilor Rod Monroe,
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 1997; and

WHEREAS, The FY 1997 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 1997 Unified Work Program is required to receive federal transportation planning funds; and

WHEREAS, The FY 1997 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 1997 Unified Work Program is approved.

2. That the FY 1997 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 _____ day of _____, 1996.

_____
Jon Kvistad, Presiding Officer

Approved as to Form:

_____
Daniel B. Cooper, General Counsel

96-2281.RES
KT:lmk
3-5-96

FY 1996-97
Unified Work Program

DRAFT

Transportation Planning in the
Portland-Vancouver Metropolitan Area

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

March 6, 1996

Table of Contents

OREGON PORTION

Southwest Washington Regional Transportation Council Portion

(See Next Page)

SOUTHWEST WASHINGTON REGIONAL TRANSPORTATION COUNCIL
FY97 UNIFIED PLANNING WORK PROGRAM
TABLE OF CONTENTS

Page

1996-97

Portland Metropolitan Area

Unified Work Program

Overview

Introduction

Metro is the metropolitan planning organization (MPO) designated for the Oregon portion of the Portland-Vancouver urbanized area. It is required to meet the Intermodal Surface Transportation Efficiency Act (ISTEA) "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 represents 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 Early Implementation 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.

- Initiation of the South/North Project to define the next high capacity transit (HCT) project after the Westside Project to Hillsboro.

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.

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.

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 and 1989. 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.

As the first phase of the current update to the RTP, an Interim Federal RTP was adopted in 1995 to address regulations set forth in the federal Intermodal Surface Transportation Efficiency Act (ISTEA). This interim document was adopted to maintain compliance with federal requirements, and includes a long-range multi-modal system plan consistent with 15 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 is currently underway, and 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 programs related to the Regional Transportation Planning program include:

Regional Street Design Study
Tri-Met Five-Year Transit Development Program
Congestion Management System
Intermodal Management System
Regional Bicycle Plan
Regional Pedestrian Plan
Regional Transportation Public Involvement Planning and Program

RELATION TO PREVIOUS WORK

Work Program Prior to FY 1996-97

The FY 95-96 work program was centered on completing Phase I activities of the RTP update. The first phase of the RTP update included adoption of a public involvement plan, and recruitment of the first RTP Citizens Advisory Committee and technical work teams. Phase I

projects included completion of RTP text and map revisions that address requirements of the federal ISTEA and completion of an air quality conformity analysis of the newly adopted "financially constrained" plan. The Phase I effort was adopted in an effort to meet all requirements set forth in the Federal ISTEA -- including addressing the 15 planning factors and developing a financially constrained plan -- as well as certain requirements of the state TPR.

Phase II activities of the RTP update began in FY 95-96, beginning with a detailed Phase II RTP work program features two distinct components to be adopted separately. A "policy" component focused on updating the goals and objectives of the RTP -- Chapter One of the plan -- and establishing system performance measures and appropriate standards. This component concluded in Spring 1996 with Council adoption of an updated RTP policy chapter. The policy component also provides the transportation direction for 2040 interim implementation measures. The "system" component of Phase II will include the various system elements of the RTP, encompasses most of the remaining document. The system component is scheduled for completion in FY 96-97.

The policy component of Phase II of the update was underway in the second quarter, with the RTP work teams developing draft text revisions for review by TPAC and the RTP Citizens Advisory Committee (CAC). During the quarter, the CAC completed a brainstorming/issue identification process for bicycle, pedestrian, transit, TSM, TDM, freight and street design issues, and began to review text revisions. Beginning with draft amendments prepared by the Bicycle Work Team late in the quarter, the CAC will continue to review draft and final text revisions to the various policy sections of the RTP throughout the next quarter.

Public involvement activities for both the policy and system components of the Phase II process will continue to be linked with activities planned in conjunction with the Region 2040 process. During FY 95-96, these activities included a special two-page focus on transportation and the RTP update in the Fall 1995 2040 Framework newsletter, and a number of public events tied to adoption of the policy component Spring 1996.

Finally, coordination with local governments was ongoing throughout FY 95-96. Within one year of adoption of the second component of the updated RTP (in FY 95-96), each local jurisdiction must submit a transportation system plan (TSP) consistent with the RTP. Consequently, Metro continued to work closely with local governments to ensure that consistency. Local coordination will be expanded in FY 96-97, when local jurisdictions are preparing local TSPs.

OBJECTIVES

Work Program for FY 1996-97

The FY 96-97 program will focus on two activities: 1) Completion of the system component of Phase II of the RTP update by December, 1996; 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.

The system component of the RTP update will include the system elements of the RTP, which encompasses most of the document, and may include minor revisions to the opening policy chapter, as well. This component will include a system analysis and identify recommended projects and programs through 2015. A detailed work plan for the system component of the update will be completed early in the fiscal year, and would initially overlap adoption activities related to the policy component. The updated RTP will serve as the transportation element of the Regional Framework Plan (RFP).

The Phase II effort includes the development of the core materials for the development of a five-year Transit Development Plan by Tri-Met drawing on the policy framework and analysis defined in the RTP transit element.

The Phase II effort also incorporates products from the Regional Street Design Study, a state TGM-funded project. This study will provide policy background and design alternatives for updating the RTP functional classification system and RTP system maps. The study will also produce design guidelines intended to create consistency in local TSP development. The street design study is scheduled for completion in June 1997.

Upon completion of Phase II of the RTP Update, Metro will begin a series of refinement plans for specific corridors within the region, as defined in the RTP. During the same period, Metro will work closely with local jurisdictions to facilitate local TSP adoption and to evaluate local plan consistency with the RTP. This work will begin in Winter 1997 and continue through FY 97-98.

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

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.

Meet or exceed the federal metropolitan planning requirements, including the recognition of the National Highway System and addressing the 16 Federal Planning Factors. The latter includes the new factor covering tourism and recreational opportunities.

Support early implementation of the Region 2040 Growth Concept by adoption of both the policy and system components of an updated RTP.

Incorporate the results of the 1996 Governor's Transportation Initiative Program.

Satisfy ISTEA financial analysis requirements by the development of a financial forecasting tool suitable for ongoing operation and maintenance by Metro staff.

Develop and evaluate four transportation funding scenarios: 1) Committed Revenues; 2) Constrained; 3) Strategic; 4) Preferred.

Conform updated RTP with ODOT's Multi-Modal Oregon Transportation Plan.

Coordinate with ODOT's plan for multi-modal corridor studies (MACS) intended to identify improvements on key, state-owned urban arterials.

Coordinate and provide technical assistance in local TSP development and adoption.

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.

Continue to assist ODOT and local governments in major investment studies for the proposed Mt. Hood Parkway, Sunrise Corridor and the Western Bypass.

Complete the Tri-Met Transit Development Plan.

Continue to coordinate with development of the IMS and CMS programs.

Complete the Regional Street Design TGM study.

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.

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, LCD, 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.

Support the findings of the Suburban Transit Study which calls for contracted service to serve developing areas, continue to identify transit markets and types of service areas appropriate for implementation by the private sector.

RTP PRODUCTS

The major product for FY 1996-97 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).

EXPENDITURES			REVENUE	
	Amount	FTE		Amount
Personal Services	$339,819	5.19	97 PL	$261,626
Transfers	101,282		97 Metro STP	39,726
Materials & services	92,943		97 Metro STP/ODOT Match	2,273
Computer	41,394		97 ODOT STP	100,000
			97 Tri-Met	41,700
			Metro	130,113
Total	**$575,438**		**Total**	**$575,438**

REGIONAL STREET DESIGN STUDY

PROGRAM DESCRIPTION

Metro has received a combination of category 1 and category 2 Transportation Growth Management (TGM) grants to help the Portland region develop an updated classification and design approach for the regional street system defined in the RTP. The state Transportation Planning Rule (TPR) requires metropolitan planning organizations (MPOs), like Metro, to prepare 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. Section 660.12.020(2)(b) specifically calls for a regional road plan for a network of arterials and collectors, with functional classifications of roads consistent with the state TSP and provide continuity between adjacent jurisdictions. MPOs must comply with provisions of the TPR by May 1996.

The Regional Street Design Study is divided into two distinct phases, with products from the first phase intended to facilitate completion of the TSP. The second phase of the study will focus on products that can be used to implement the regional TSP and develop local TSPs within the Portland region.

During the second phase of the RTP update, Metro will use the 2015 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 more detailed street functional classification system will be developed to better address the relationship between roadways and urban form. In addition, a range of design standards and recommendations corresponding to the functional classifications will be developed. This component will be completed by the end of the second phase of the RTP update, in May 1996.

The major issues to be addressed by the study include:

- Develop and adopt RTP functional classification system based on Region 2040 growth concept land use elements and existing functional classifications to create multi modal streets including bike and pedestrian facilities as well as transit oriented amenities.

- Expand on Street Design Work Team design issues to create a range of RTP roadway performance measures and standards, including conceptual design cross-sections. The parameters include but are not limited to: number of vehicle lanes; vehicle lane width; median treatment; bicycle lane design; parking requirements; landscaping; sidewalk design; pedestrian amenities; intersection spacing and turning radius; driveway spacing and signalization requirements. Refinements to these parameters will be completed by the project consultant.

- Develop performance measures for evaluation of local TSP compliance and land use plan amendments with regional roadway performance standards. Of particular importance are measures to determine progress in meeting TPR goals for per capita reductions in vehicle miles traveled (VMT) and parking spaces.

- Model a total of six case studies of local street connections to arterial streets in both urban and suburban settings at 8; 14 and 20 connections per mile to measure the impact of increased connectivity on the regional network.

- Develop criteria for use of parallel routes in multi-modal corridor designs.

RELATION TO PREVIOUS WORK

Work Program Prior to FY 1996-97

The focus of the prior year's street design program was on specific program objectives and work tasks to complete Phase I. Tasks included the following:

- An analysis of the 2015 interim forecasts and modeling results of the federal ISTEA with the adopted 2015 population and employment allocations completed as part of the RTP Phase II update.
- Literature search to identify a broad range of innovative approaches to functional classification, multi-modal street design and access management.
- Development of functional classification system incorporating bike, pedestrian, transit and freight design elements.
- Development of performance measures to maintain efficient land use and roadway system performance.
- Development of six prototypical corridors for modeling with 2040 Growth Concept land use assumptions "build out" and with local or collector street connections.

PRODUCTS

- Refined work program.
- System performance analysis with 2015 population and employment allocation.
- Draft functional classification system emphasizing multi-modal components.
- Report of design standards and performance measures that reflect the functional classification system.
- Outline of case study parameters for six corridors.

OBJECTIVES

Work Program for FY 1996-97

The focus of this year's program will be the evaluation and modeling of six connectivity case studies and the development, analysis and testing of parallel route criteria. This information will be used to guide the region in the use of parallel route solutions in the RTP and in ongoing corridor studies. These tasks will include the following activities:

- Evaluation of connectivity case studies for six prototype corridors.
- Background research by the consultant on parallel routes to provide examples of working solutions.
- Development of evaluation and modeling criteria.
- Analysis of regional street standards relative to local TSPs.

- Development of performance measures for formal adoption as regional TSP amendments.

PRODUCTS

- Summary report of case study findings and conclusions.

- Background report/literature search on parallel route strategies.
- Report of evaluation criteria and consultant findings of regional street standards for local TSPs.

EXPENDITURES			**REVENUE**	
	Amount	FTE		Amount
Personal Services	$24,385	0.36	ODOT Arterial Street TGM	$73,723
Transfers	6,615		Metro	21,277
Materials & Services	64,000			
Computer	0			
Total	**$95,000**		**Total**	**$95,000**

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 will 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 1995-96 and must be implemented by October 1, 1997.

RELATION TO PREVIOUS WORK

Work Program Prior to FY 1996-97

The focus of FY 1995-96 activities was to refine the Interim CMS Document for application to significant single-occupant-vehicle projects in the period prior to implementation of the Final CMS. FHWA changed the date for Final CMS compliance for non-attainment TMAs from October 1, 1995 to October 1, 1997. Development of the draft Final CMS for review and adoption occurred during the third and fourth quarters. Specific tasks included:

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

OBJECTIVES

Work Program for FY 1996-97

- Ongoing transportation project review of determination and compliance through the Interim CMS.
- Final CMS adoption; submittal of Final CMS implementation plan to USDOT.
- Develop CMS guidelines/users manual for SOV analysis process.

- Ongoing coordination with the Oregon Intermodal Management System (IMS).
- Continue work on development of GIS-based data collection and monitoring program. (Ongoing)
- Continue data collection and network monitoring activities. (Ongoing)

PRODUCTS

- Final CMS Implementation Plan
- CMS Guidelines and Users Manual

EXPENDITURES			**REVENUE**	
	Amount	FTE		Amount
Personal Services	$33,445	0.51	97 PL	$21,550
Transfers	10,055		96 Sec 8	20,000
Materials & Services	0		Metro	5,150
Computer	3,200			
Total	**$46,700**		**Total**	**$46,700**

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 will participate in the development of the Portland are IMS as well. Statewide, ODOT is coordinating with other MPOs, port districts, and local jurisdictions. Private sector transportation providers and shippers are also included in the process.

Finally, 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 1996-97

Work on the IMS has been conducted in two phases. Phase I was completed in 1994 and included the development of a preliminary IMS, including a preliminary system, performance measures, data needs and a scope of work to finalize the IMS and begin implementation.

Other early activities included:

Development of an IGA with the Port of Portland for project assistance. The Port of Portland is acting as the lead IMS agency in the Portland area, in conjunction with Metro and ODOT.

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).

Hiring consultants and initiating the second phase of the IMS.

Completing consultant activities on phase II, including the update of the Intermodal system, identifying a list of intermodal/freight needs, developing and testing performance measures,

developing an intermodal data base, and developing an IMS software application to utilize data and performance measures.

OBJECTIVES

Work Program for FY 1996-97

FY 1996-97 activities will include:

- Transforming consultant recommendations into the RTP update process and gaining adoption of the IMS components (December, 1996).
- Incorporating needs identified through the IMS into the MTIP process (concluding October, 1997).
- Update and populate the IMS data base consistent with priority attribute and entity data needs related to IMS performance measures.
- Utilize IMS as part of RTP update to evaluate Intermodal/freight systems and identify any additional needs.
- Continue coordination of information with other management systems. In particular, coordinate GIS elements.
- Utilize the IMS through corridor and sub-area studies.
- Determine coordination needs with local jurisdictions for use of the IMS. Consider work station and training needs.

EXPENDITURES			**REVENUE**	
	Amount	FTE		Amount
Personal Services	$32,347	.46	97 PL	$17,905
Transfers	9,253		97 Metro STP	20,000
Materials & Services	22,700		97 Metro STP/ODOT	1,145
Computer	1,600		97 ODOT STP	20,369
			Match	2,331
			Metro	4,150
Total	**$65,900**		**Total**	**$65,900**

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 will be the lead agency for coordinating, implementing and monitoring bicycle and pedestrian-related policies incorporated into the 1995 Interim Federal Regional Transportation Plan (federal RTP). Refinements to the Regional Bicycle Plan and RTP Pedestrian Element will continue during the RTP Transportation System Plan (TSP) Update in FY 1996-97. Also, Metro will work with local jurisdictions and the public to add further detail to the planned regional bicycle system.

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 1996-97

Specific activities during FY 1995-96 included:

- Printing and distribution of the *Bike There!* map, a major updating of the regional bicycle user suitability map.
- Participation in local project development activities related to bicycle and pedestrian projects.
- Completion of the Draft 1995 Regional Bicycle Plan, which includes the goals and objectives, and the regional bicycle network map adopted as part of the federal RTP.
- 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 and performance measures for the RTP/TSP Update.
- Definition of needs and inventory of existing pedestrian facilities in pedestrian-oriented districts and major transit corridors.
- Refinement of the regional bicycle network map for the RTP/TSP Update.

OBJECTIVES

Work Program For FY 1996-97

The FY 1996-97 work program continues implementation, through the RTP/TSP 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 a regional commute option incentives program, similar to the Metro employees' TDM program.
- Begin development of a regionally-based bicycle and pedestrian safety and education program.
- Provide bicycle and pedestrian planning and facility design expertise in ongoing coordination with main street 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.
- Develop a measure for pedestrian level of service.
- Develop and refine a bicycle network travel demand model. (ongoing)

FY 1996-97 Budget Summary

EXPENDITURES			**REVENUE**	
	Amount	FTE		Amount
Personal Services	$49,600	0.70	97 STP	$48,712
Transfers	14,400		97 STP/ODOT Match	2,788
Materials & Services	0		Metro	12,500
Computer	0			
Total	**$64,000**		**Total**	**$64,000**

TRANSPORTATION IMPROVEMENT PROGRAM

PROGRAM DESCRIPTION

The Transportation Improvement Program (TIP) is prepared in response to USDOT regulations which direct that a program of highway and transit projects using federal funds be developed no less than every two years under direction of the Metropolitan Planning Organization (MPO). It serves as a regional programming and policy document describing metropolitan area transportation projects that have been authorized to obligate federal funds in a current fiscal year and in two subsequent years (the three-year approved program). The TIP includes cooperatively developed projects defined by cities and counties and incorporates major regional actions such as Tri-Met's Transit Development Plan. Locally funded projects not technically included in the TIP are also described for purposes of air quality analysis. The metropolitan TIP is endorsed by JPACT and the Metro Council and is then submitted to ODOT for incorporation, without change, into the State TIP. The State TIP is then approved by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA).

The Clean Air Act Amendments (CAAA) of 1990 and the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 mandated substantial revision of the metropolitan TIP development and review process. The TIP must conform with the State's (air quality) Implementation Plan (SIP) by showing that planned projects would not degrade air quality. ISTEA has resulted in a number of funding program revisions which require revised programming procedures for both States and MPOs. Roles and responsibilities have also changed. As a result of ISTEA, substantial regional and public discussion and coordination has occurred and will occur to define responsibilities and identify priorities.

RELATION TO PREVIOUS WORK

Work Program Prior to FY 1996-97

Work completed in FY 1995-96 focused on development of an FY 96 TIP which responded to ISTEA/CAAA directives:

- Historical documentation of federal transportation appropriations for submittal to our Congressional Delegation.

- FY 96 MTIP Report published and distributed to city recorders, public works directors, members of TPAC; MTIP amended as requested by ODOT and local jurisdictions pursuant to Metro Res. No. 85-592.
- Participation in DEQ Committee to develop Statewide Air Quality Conformity Rule pursuant to the Clean Air Act Amendments of 1990 and consequent implementing federal regulations issued October, 1993.

- Preparation of Conformity Determination for the FY 96 TIP and 1995 RTP pursuant to the new DEQ Conformity Rule.

- Compliance of the MTIP with new federally mandated metropolitan planning regulations adopted in November, 1993.

- Staff participation in ISTEA discussion, training and information sessions, including participation in workshops and conferences; updates to TPAC and JPACT.

- ISTEA/CAAA Compliance. Finalization of TIP procedures responding to ISTEA guidelines for metropolitan planning, including public involvement and local project reporting procedures.

- Coordination with ODOT to prepare a streamlined FY 96 STIP incorporating results of fiscal constraint of the 1992 RTP; development of new multi-modal project selection criteria and allocation of the Region 2040 Reserve and Alternative Mode Reserve funds.

- Initiation of consolidation of ODOT and Metro databases to streamline MTIP and STIP compliance with federal planning regulations and to provide online regional access to project authority and obligation status updates.

- In coordination with ODOT, the TIP Subcommittee, and the public, began a 10 month process to revise the latest JPACT/Metro Council multi-modal objectives and criteria for TIP project and program prioritization (began November 1995). Incorporated results of ODOT funded Least Cost Planning and Multi-Modal Investment Study, as appropriate and output of the Congestion, Intermodal and Public Transit Management System programs (Spring 1996). The objectives and criteria are intended to strongly reflect priorities of the adopted Region 2040 Growth Concept, the 1995 Interim Federal RTP and further enhance and reflect ISTEA, Rule 12, and other recent planning activities (Spring 1996). Applied revised factors to initial phase of FY 97 MTIP and STIP preparation that will allocate FY 97 - 2000 projected revenue (May 1996).

OBJECTIVES

Work Program for FY 1996-97

The FY 1996-97 program focuses on better integrating the STIP with the MTIP. The program emphasizes a joint TIP development process; developing a joint database to monitor obligations; and enhance the TIP amendment process to ensure consistency in TIP amendments as they proceed from Metro to ODOT to USDOT. Specific activities include:

- Continued cooperation with ODOT, the TIP Subcommittee, and the public, to apply updated JPACT/Metro Council multi-modal objectives and criteria during FY 97 MTIP project and program prioritization (July 1996); publish MTIP in concert with STIP as mandated by federal planning regulations.

- In coordination with ODOT, the TIP Subcommittee, and the public, initiate new 12-month TIP update process (September, 1996). The process will adjust prior programming to reflect final federal fiscal year obligations and will then assess whether elements of the final RTP update consolidating Region 2040, Regional Framework Plan and Rule 12 Transportation System Plan mandates warrant revision of TIP project selection and prioritization criteria (December 1996). Finally, the MTIP revision schedule should prepare to account for changes to ISTEA appropriation and/or policy elements which may become known in May-June related to ISTEA's reauthorization expected on or about October of 1997. The process should identify and prioritize projects or programs of regional significance for Federal and State funding over a minimum period of Federal Fiscal Years 1998-2000 (May 1997). Funding sources, project costs and schedules would be determined and reviewed through local and regional and statewide public involvement processes. Formal public hearings, adoption, and CAAA conformity determinations would be conducted in FY 1996-97 (May-June 1997).

- Maintain files on TIP administration, maintenance, and amendment activity as coordinated and processed through ODOT. Enhance coordination of MTIP and STIP data processing procedures to ensure greater identity between both programs. Proceed with integration of

Metro and State TIP databases to generate Metro reports and initiate sharing of resources as warranted.

- Ongoing Maintenance. Provide ODOT and local jurisdictions essential funding information to better schedule project implementation activities. Metro will monitor past and current funding allocations, schedules, cost and management of cost overruns and underruns. Metro will produce quarterly reports documenting funding authorizations, obligations, and reserves by funding category and jurisdiction.

- Annual Report. Annual update of the TIP to reflect current costs, schedules, priorities, and funding action approved throughout the year.

- Amendments. Process periodic amendments to the TIP, including conformity determinations, as necessary.

- Provide comprehensive public involvement activities for FY 1997-1999 TIP. Additional activities include a TIP CAC and improved public responsiveness.

PRODUCTS

- Submission of revised TIP project selection and prioritization criteria for JPACT/Metro Council approval.

- Publication of FY 97 MTIP.

- Publication of 1996 Conformity Determination for FY 97 MTIP and STIP.

- Monthly status reports to TPAC; Quarterly reports to JPACT.

- Established procedures to access online reports of project authority and obligation status.

EXPENDITURES			**REVENUE**	
	Amount	FTE		Amount
Personal Services	$155,623	2.43	97 PL	$ 35,765
Transfers	49,172		97 Sec 8	35,000
Materials & services	15,600		97 Metro STP	45,000
Computer	43,005		97 Metro STP/ODOT Match	2,575
			97 ODOT Supplemental	45,000
			97 Tri-Met	45,000
			96 Sec 8	25,000
			Metro	30,060
Total	**$263,400**		**Total**	**$263,400**

URBAN ARTERIAL 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 of 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 programs 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.

RELATION TO PREVIOUS WORK

Work Program Prior to FY 1996-97

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 a 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 10 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 hearing.
- 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 6 years) to be forwarded to JPACT, TPAC, and the Metro Council.

Two focus groups of 10 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 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.

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 tax, 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 1996-97

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 liveability through the Region 2040 Growth Concept. Referral of these ballot measures will likely be in 1997.

EXPENDITURES			REVENUE	
	Amount	FTE		Amount
Personal Services	$ 25,692	.34	97 Metro STP	$ 27,941
Transfers	7,508		97 Metro STP/ODOT Match	1,599
Materials & Services	1,400		97 Metro	5,060
Computer	0			
Total	**$34,600**		**Total**	**$34,600**

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 conducted by other agencies for their consistency with regional transportation policy, primarily identified in the RTP and the Framework Plan. Metro's authority in such matters is specifically identified in the Transportation Planning Rule.

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 Corridor and Subarea Plans; and
- Local policy and project development.

The formal recognition of Metro's involvement in these activities represents a new program area for FY 97.

RELATION TO PREVIOUS WORK

Work Program Prior to FY 1996-97

The primary focus in FY 95-96 was the update to the RTP to address provisions of the state Transportation Planning Rule (TPR). Local coordination activities are primarily associated with local jurisdiction's and agency's involvement in the Metro process. However, a number of jurisdictions have initiated planning efforts to meet the TPR including, Portland, Gresham, Milwaukie, and Clackamas County. 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 of mainly 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 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: Western Bypass Study; Mt. Hood Parkway Study; Sunrise Corridor DEIS; Highway 217 Interchange; Highway 43 Corridor; Highway 26 Corridor; Highway 30 Corridor; Sandy Blvd. Corridor.

- Tri-Met: Barnes Road access (in conjunction with Westside LRT); Westside Transportation Mitigation Program.

- Port of Portland; West Hayden Island Major Investment Study (MIS).

- Local Jurisdictions: Portland Columbia Corridor Study; Portland Southbound I-5 Alternative Access Study; Tigard Triangle Access and Circulation.

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 1996-97

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 will be initiating 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. Tri-Met is anticipated to initiate a process for its five-year Transit Development Program (TDP) and will continue its Westside Traffic Mitigation Program.

- Transportation Finance. Metro will participate in regional and statewide efforts related to transportation finance, including activities associated with the 1997 Legislature.

In addition, Metro regularly participates in anywhere from five to ten "immediate need" studies to address unanticipated issues.

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			**REVENUE**	
	Amount	FTE		Amount
Personal Services	$174,470	2.60	97 PL	$ 46,132
Transfers	51,631		97 Metro STP	137,121
Materials & Services	0		97 Metro STP/ODOT Match	7,847
Computer	0		Metro	35,000
Total	**$226,100**		**Total**	**$226,100**

CONGESTION PRICING PILOT PROJECT

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 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 consensus about congestion pricing as a demand management tool to reduce congestion; and (2) to provide for a comprehensive evaluation and implementation of congestion pricing, beginning with a pre-project study to evaluate alternatives.

In order to accomplish the program goals, the study was divided into two distinct but overlapping components: Technical Work and Public Involvement. While there is a recognized separation between these two components, it is important for this study that the overall focus be a single and coordinated effort to assess the potential for congestion pricing in the Portland area.

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

- Definition and evaluation of, pricing alternatives, including their geographic location and population served.
- Evaluation of the technology to implement a congestion pricing demonstration project.
- Determination of the socioeconomic impacts of congestion pricing on business, land development, and low income drivers.
- Determination of the appropriate fee level for congestion pricing and an assessment of how best to use the revenues generated by the fees.

RELATION TO PREVIOUS WORK

Work Program Prior to FY 1996-97

The focus of the prior year's program was pre-project start-up activities. These activities included contracting with ODOT, who is the pass-through agency for receipt of federal funds, the preparation of inter-governmental agreements between Metro and six participating agencies for securing the required 20 percent local match, and the drafting of job descriptions and employment announcements for bringing project staff on-board.

In addition, work was initiated on establishing the technical and policy committees for conducting the study. The committee structure includes: a "Blue Ribbon" Project Steering Group (PSG) comprised of state and local government leaders, as well as the business and environmental community, to oversee the study and to make final policy recommendations; a Technical Advisory Committee (TAC) to advise the PSG on technical matters relating to the pre-project study; and a Citizens Advisory Committee (CAC) that will serve as a forum for discussions among the region's many interest groups concerning congestion pricing issues such as the potential impacts of congestion pricing on businesses, neighborhoods and the environment.

Study activity was initiated regarding survey and focus groups, transportation model enhancement, and providing background for study committees. Finally, consultant RFPs for the technical and public involvement components was prepared.

PRODUCTS

- Technical and Public Involvement RFPs
- Local agency IGAs

OBJECTIVES

Work Program for FY 1996-97

The focus of this year's program will be on specific program objectives and Phase I work tasks to complete the technical work component and the public involvement component. These task will include the following activities:

- Continue public opinion research to gauge public attitudes and awareness about congestion pricing as a possible congestion management tool.
- Implementation of a public awareness and involvement campaign to educate the public, build awareness and interest, and solicit reposes from all targeted audiences.
- The development of presentation material for Phase I outreach activities including videos, maps and charts.
- The development of media advertisement, newsletters and brochures for presenting study progress and results.
- Continue updating the current travel model and base travel data with results from the 1994 household survey and integrate these results with the "stated preference" survey data to develop model parameters and elasticities.
- The application of the regional model to the 2015 transportation system to account for pricing effects.
- The development of alternative pricing scenarios and ranking criteria for finalizing a list of alternatives to be modeled.
- Analysis and ranking of congestion pricing alternatives.
- Recommendation on alternatives to be advanced for further evaluation in Phase II.

PRODUCTS

Specific products for Phase I Public Involvement component:

- Written report of public opinion attitudes and awareness about congestion pricing.
- Written advertisement and production material.

- Public involvement plan, implemented public involvement program and trained outreach personnel
- Presentation material for public involvement campaign.
- Public Involvement Newsletter
- Written record of public comment concerning congestion pricing in the Portland area.

Specific products for Phase I Technical Work component:

- Recalibrated regional travel model with 1994 household data.
- Written description of base demand and supply conditions with list of candidate locations for congestion pricing.
- Updated EMME/2 travel forecasting baseline data, maps and charts for use at public meetings.
- Matrix of initial screening criteria to narrow candidate locations for detailed modeling.
- Written report identifying candidate locations for modeling.
- Technical report of alternative congestion pricing scenarios and ranking criteria.
- List of ranked alternative congestion pricing scenarios.

EXPENDITURES			**REVENUE**	
	Amount	FTE		Amount
Personal Services	$248,071	3.775	FHWA Pilot Grant	$572,000
Transfers	49,172		Metro	60,000
Materials & services	385,060		Local	83,000
Computer	8,207			
Total	**$715,000**		**Total**	**$715,000**

MAJOR INVESTMENT STUDIES
(Highway 217)

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.

Metro is or will be the lead agency on two system-level sub-area MISs for FY 96-97, the South Willamette River Crossing Study (SWX) and the Highway 217 Corridor Study. Metro conducts sub-area or corridor level MISs where there are potential high-type investments to be made to the regional system and/or where there are multi-jurisdictional transportation issues requiring a broad-based regional over-view. The Highway 217 will begin following completion of the SWX Study.

RELATION TO PREVIOUS WORK

Work Program Prior to FY 96-97

Work prior to FY 96-97 focused on completion of Metro's MIS procedures document and initiating the South Willamette River Crossing (SWX) Study (in late FY 95). The SWX project is a first phase system-level MIS intended to determine whether a new bridge, a reconstructed Sellwood Bridge, additional capacity to the Ross Island Bridge, any combination of the three, or other capital improvements should be incorporated into the RTP.

A number of related studies and issues were identified prior to FY 96-97 that indicated the need for a Highway 217 MIS. These included:

- 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 Highway. 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 those growing areas and circulation within are key regional issues.

OBJECTIVES

Work Program for FY 96-97

Next Year's MIS program will conclude the SWX Study late in the year and initiate an MIS in the Highway 217 Corridor. Highway 217 MIS activities will focus on the following:

1. Initiate study, including work program, schedule, and public involvement program development.

2. Establish study support structure including technical and citizen committees.

3. Begin study background information based on technical data and information and pubic input. Conduct literature search, compile results of other planning activities within or adjacent to study area.

4. Develop travel forecast networks for study area.

5. Identify initial study issues and study goals and objectives.

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

PRODUCTS

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

- Develop study work program.
- Establish study technical and public processes and committees, as appropriate.
- Initiate Study Background Report.
- Identify study issues, goals, and objectives.
- Develop travel forecast network.

EXPENDITURES			REVENUE	
	Amount	FTE		Amount
Personal Services	$9,656	0.13	97 PL	$ 8,500
Transfers	2,730		97 ODOT Supplemental	16,000
Materials & Services	0		97 Tri-Met	2,500
Computer	19,614		97 Metro	5,000
Total	**$32,000**		**Total**	**$32,000**

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.

Metro is or will be the lead agency on two system-level sub-area MISs for FY 96-97, the South Willamette River Crossing Study (SWX) and the Highway 217 Corridor Study. Metro conducts sub-area or corridor level MISs where their are potential high-type investments to be made to the regional system and/or where there are multi-jurisdictional transportation issues requiring a broad-based regional over-view. The SWX study is the priority MIS and is discussed in this narrative.

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. In conjunction with the structural need to replace the Sellwood Bridge, this study examines the need for additional multi-modal Willamette River crossing capacity south from the Ross Island Bridge to I-205. This project is a first phase system-level MIS intended to determine whether a new bridge, a reconstructed Sellwood Bridge, additional capacity to the Ross Island Bridge, any combination of the three, or other capital improvements should be incorporated into the RTP. The study will identify a number of reasonable alternatives which can then proceed to Alternatives Analysis/DEIS. The work program has been coordinated with the South/North DEIS.

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.

The MIS Program has continued work on the SWX Study in FY 95-96. Activities have focused on the following:

- Recruitment and hiring of a new project manager (the loss of a project manager significantly delayed FY 96 progress on the study).

- First cut alternatives narrowing. The study Project Management Group (PMG) has recommended that a number of alternatives be set aside in that other alternatives better fit

the existing transportation system and, based on qualitative assessments, have fewer environmental impacts.

- Development of the study evaluation methodology for quantitative and additional qualitative assessments of multi-modal alternatives.
- Development of a study background report.
- Development of a base conditions report examining 1994 (base-year).
- Preparation of a forecast-year (2015) travel network consistent with the 2040 Growth Concept.
- Traffic and technical feasibility analysis for joint river crossing opportunities with South/North Light Rail.

OBJECTIVES

Work Program for FY 96-97

Next Year's MIS program will conclude the SWX Study. Major activities include:

1. Conduct analysis of alternative Willamette River bridge crossings, options for upgrading or replacing existing bridges, and feasible locations of new bridge alternatives. Focus on determining the impacts of increased bridge capacity on:
    - The need for other system improvements on both sides of the river to make the proposed alternatives work.
    - The ability of the alternative to solve problems identified in the study problem assessment and scope of work.
    - The operation of the arterial, transit, bicycle, pedestrian, and freight systems.
    - The need for improvements to the bridge approaches for arterials, transit, bicycles, pedestrians, and freight.
2. Determine the neighborhood traffic impacts of the bridge and system alternatives.
3. Evaluate the ability of TDM measures and transit alternatives (consistent with the South/North DEIS) to minimize the need for increased river crossing capacity.
4. Identify the significant social, economic, and environmental impacts and costs for each of the proposed alternatives.
5. Identify a package of preferred improvements within the study area, including cost estimates and project timing, including phasing activities.
6. Work with jurisdictions and the public to gain consensus on a preferred set alternatives.
7. Develop a Major Investment Study Report and integrate study recommendations into the RTP, the Oregon Transportation Plan, and local transportation system plans, as necessary.

PRODUCTS

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

- Completed Alternatives Analysis utilizing adopted evaluation methodology.
- 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

EXPENDITURES			**REVENUE**	
	Amount	FTE		Amount
Personal Services	$107,392	1.68	97 PL	$ 35,105
Transfers	31,858		97 Sec 8	5,000
Materials & services	14,750		97 ODOT Supplemental	47,000
Computer	0		97 Tri-Met	10,000
			Metro	56,895
Total	**$154,000**		**Total**	**$154,000**

SOUTH/NORTH TRANSIT CORRIDOR STUDY

PROGRAM DESCRIPTION

The purpose of the South/North Transit Corridor Study is to refine the design scope and concept of South/North Light Rail Transit based upon the environmental analysis and evaluation of a handful of promising alignment alternatives, design options and terminus alternatives. The refined LRT alignment (locally preferred strategy) will advance into the Final Environmental Impact Statement (FEIS) and completion of Preliminary Engineering, Final Design and Construction. The Study has been structured into two tiers: The purpose of Tier I was to select a preferred HCT mode, identify the study termini and narrow the range of alignment alternatives and design options. The LRT termini and narrowed alignments will advance into Tier II and the DEIS. The completion of Tier I satisfies the federal major investment study requirements. The purpose of Tier II, the current work program, is to prepare the environmental analysis that will be used in preparing the DEIS, in refining the design scope and concept of the LRT alternative and in making the State of Oregon land use decisions. The Tier II design scope and concept refinement will be made by Metro Council and the C-TRAN Board of Directors, with recommendations from the project Steering Group, Citizens Advisory Committee and participating jurisdictions. Metro Council will make the State of Oregon land use decision, and the C-TRAN Board of Directors will make any decision relating to the State of Washington Environmental Protection Act (SEPA).

The South/North Transit Corridor Study was initiated following the conclusion of the I-205/ Milwaukie and the I-5/I-205 Portland/Vancouver Preliminary Alternatives Analyses in May 1993. Within the Metro Joint Resolution No. 93-1784, the Milwaukie Corridor and the I-5 North Corridor were selected to be combined into the single South/North Corridor as the region's priority for HCT following the Westside extension of light rail to downtown Hillsboro.

The South/North Transit Corridor Study completed the Federal MIS requirements in December 1993 with the adoption of the *Tier I Final Report* which selected the corridor's locally preferred design concept and scope and the subsequent amendment of the RTP in May 1995 to include the design concept and scope.

The current goal of the South/North Corridor is to initiate the Tier II DEIS and Step One of PE in January 1996. Several of the objectives of the program are to implement an on-going public involvement program through the duration of the project, to prepare a detailed transportation impacts analysis on the alternatives, to prepare a detailed environmental analysis on the alternatives, to prepare a definition of the alternatives (including conceptual engineering), to prepare and publish a DEIS, to initiate PE, and to implement a corridor-wide decision-making process.

The purpose of the South/North Phase II Extension to Oregon City is to determine the best light rail transit route between the proposed South/North LRT extension to Milwaukie and the Clackamas Town Center area as determined by Metro Council in December 1994. Two general alternative alignments are under consideration: 1) McLoughlin Boulevard between the Milwaukie Central Business District (CBD) and Oregon City, with possible routing through the Gladstone CBD; and 2) I-205 between the Clackamas Town Center area and Oregon City, with possible routing through the Gladstone CBD. A third identified route using the abandoned Portland Traction Company alignment south of the Milwaukie CBD and west of McLoughlin Boulevard removed from further consideration by the Metro Council in December 1994. The goal of the study is to establish a preferred Phase II alignment for inclusion within the RTP and Regional Framework Plan.

Current Year's Program - FY 1996-97

The focus of the South/North Transit Corridor Project in FY 1996-97 will be the conclusion of the Tier II process and the environmental and transportation analysis of the LRT alternative. The analysis will be documented within results reports and summarized within a DEIS. Preliminary Engineering on a set of alignment segments will continue. The candidate segments for PE Step One are those segments with one remaining alignment option under study in the DEIS that are South of the Oregon Arena: Downtown Portland; McLoughlin Boulevard (generally between Holgate Boulevard and Tacoma Street); and Railroad Avenue (generally between Milwaukie CBD and Clackamas Town Center. Following publication of the DEIS, the process leading to the refinement of the design concept and scope of the LRT alternative and adoption of the Land Use Final Order will be conducted. The LPS process will determine the alignments and minimum operable segment to advance into the FEIS/PE Step Two, which will be initiated in spring 1997.

The activities that will be the focus of FY 1996-97 are consistent with and are required steps in the process that leads to the refinement of the design scope and concept of the LRT alternative and adoption of the Land Use Final Order.

PRODUCTS

1) On-going public involvement program;

2) Transportation Analysis documented in Results Reports;

3) Environmental Analysis documented in Results Reports;

4) Costing and Financial Analysis documented in Results Reports;

5) DEIS;

6) Briefing Document;

7) Locally preferred strategy report;

8) Initial set of PE products:

   Project Management Plan and Utility Relocation Plan;
   Construction Management Framework;
   Station Location Analysis;
   Right-of-Way Determination;
   Preliminary 30% Design Sheets; and
   Preliminary Detailed Capital Costs for the three PE segments; and

9) FEIS/PE Step One Work Plan and Project Management Plan.

Next Year's Program 1996-97

Work will be initiated on the Final EIS and PE Step Two in the Spring of 1997. Project management responsibility will shift from Metro to Tri-Met, with Metro still responsible for management of the FEIS. Tri-Met will prepare and implement a Funding Plan for the FEIS/PE Step Two. Tri Met will also execute IGA's with Metro and the other participating jurisdictions for the FEIS/PE Step Two.

The focus of the South/North Project in FY 1997-98 will be the completion of the FEIS and mitigation plans. Tri-Met will conclude PE and will seek a Record of Decision from FTA.

The next year's program for the Phase II extension to Oregon City will be to conclude the development and documentation of data, to complete the public involvement work plan and to conclude the study with the selection of one Phase II alignment to be included within the RTP and Regional Framework Plan, and to be studied further within the Phase II environmental analysis. FY 1995-96 will see the accomplishment of the program's goals and objectives.

The focus of the current year's program for the Phase II extension of the South/North Transit Corridor to Oregon City is to develop and adopt a work plan, budget and necessary intergovernmental agreements for the conduct of the study. Initial analysis of the alternatives will be initiated with alternative transportation network development and initial background data development. Work on developing land use projections and alternatives will also be initiated. Finally, initial implementation of a public involvement work element will be undertaken. Because the work plan, budget and intergovernmental agreements have not been adopted or executed, the current budget estimates are preliminary and pending their completion.

Materials & Services - FY 1996-97

Graphic/Repro Supplies	$ 9,500
Subscriptions/Publications	1,200
Dues	1,305
Auditing Services	5,000
Miscellaneous Professional Services	1,516,244
Equipment Rental	10,000
Ads & Legal Notices	21,500
Printing	190,000
Typesetting & Repro	56,000
Postage	31,000
Delivery Services	7,500
Travel	13,005
Mileage Reimbursement	85
Temporary Help	5,000
Training/Tuition/Conferences	9,095
Pay to Other Agencies	5,472,185
Meetings	21,000
Capital Lease-Furn/Equipment	1,500
Total	**$7,371,119**

EXPENDITURES			**REVENUE**	
	Amount	FTE		Amount
Personal Services	$1,508,919	22.045	ODOT S/N Lottery	$2,000,000
Transfers	417,644		94 S/N AA/DEIS OR-29-9022	200,000
Materials & Services	7,371,119		96 FTA 103 e(4) OR-29-9023	5,504,349
Computer	65,623		T-M DEIS	1,006,651
			T-M FEIS	640,000
			Metro	12,325
Total	**$9,363,325**		**Total**	**$9,363,325**

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 lead 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 Supplemental 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 of the Zoo Station.

The purpose of the Hillsboro Corridor Final Design is to prepare the final engineering specifications, construction management documents and procedures, and funding for the construction of the Hillsboro Corridor LPA. Tri-Met is lead agency for this program and Metro's HCT Planning Section will provide support to Tri-Met. Metro's responsibility will be to provide any necessary evaluation of design modifications being evaluated or incorporated into the project's final design.

With the completion of PE/FEIS in March 1994, the Hillsboro Corridor has advanced into final design. As with the Westside Project, as the HCT Corridor receives final engineering, design modifications are made or alternative design modifications are evaluated. The goal of the program is to anticipate the need to update environmental and travel demand analyses as design modifications are made during the Final Design Phase.

Current Year's Program - FY 1996-97

The focus of this year's activities for the Westside/Hillsboro Phase III are in three 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. This includes cash flow and Congressional appropriation issues.

Next Year's Program 1996-97

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 analyses may be required for changes in the project description. Work will also continue on overall project financing issues.

EXPENDITURES			**REVENUE**	
	Amount	FTE		Amount
Personal Services	$49,346	.65	Tri-Met Westside/Hillsboro	$65,000
Transfers	15,654			
Materials & Services	0			
Computer	0			
Total	**$65,000**		**Total**	**$65,000**

PDX ALTERNATIVE MODE STUDY

PROGRAM DESCRIPTION

The purpose of the Portland International Airport (PDX) Alternative Mode Study is to identify and evaluate effective short-term and long-term alternatives to private automobiles which can provide efficient ground transportation access to Portland International Airport. The study may explore options such as satellite terminals, shuttles to LRT, and the relative location of alternative modes at the airport terminal. It will develop a database of information to use in evaluation, develop improved analytical tools and provide a framework for implementation of alternative mode strategies.

The Port of Portland will manage the study in conjunction with Metro and Tri-Met and in cooperation with C-TRAN and the Southwest Washington Regional Transportation Council (RTC) in Clark County, Washington. In 1994 the Port of Portland completed the *Portland International Airport Ground Access Study* which evaluated the facility and operational issues relating to the existing mix of ground access services at the airport. The intent of this study is to build upon that previous analysis and develop recommendations on the viability of various alternative modes for airport access.

RELATIONSHIP TO PREVIOUS WORK

Work Program Prior to FY 1996-97

The work completed prior to FY 1996-97 included the development of a conceptual work program and the preparation of a grant application.

OBJECTIVES

This years work program will include background research on existing ground access conditions at PDX and at similar airports nationally and internationally. It will also include the preparation and implementation of survey research on airport user travel behavior, including the use of both revealed preference and stated preference techniques.

The work program also includes the development of a PDX-specific mode choice model which will be consistent with Metro's regional mode choice model, but will be based on the unique mode sensitivities of airport users.

This model upgrade will be used to evaluate the effectiveness of various alternative mode options, including light rail. This evaluation will lead to short-term and long-term recommendations on an effective mix of alternative ground access modes (both public and private) serving PDX.

PRODUCTS

- Summary of background research on alternative mode service to airports and survey research on PDX user travel behavior.
- PDX-specific mode choice model.

- Report on the evaluation of alternative modes including recommended implementation strategies.

- Determine impact on airport parking demand resulting from each alternative strategy.

EXPENDITURES			**REVENUE**	
	Amount	FTE		Amount
Personal Services	$ 59,227		103(e)(4)	
Transfers	18,787		OR-29-9024	$ 300,000
Materials & Services	272,186		Metro	52,941
Computer	2,741			
Capital	0			
Total	**$ 352,941**		**Total**	**$ 352,941**

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 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 in 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.

RELATION TO PREVIOUS WORK

Work Program prior to FY 1996-97

Person Travel Demand Model
Survey data is continually used to improve or replace current models with ones offering enhanced explanatory capabilities. In FY 1994-95, a major household activity survey was completed for the entire Willamette Valley, including Vancouver, WA and Medford. The assessment of the data was begun in July. Major work elements so far have included the geocoding of the activity locations, the development of travel time data for all the trip information, the cleaning of the data, the production of a summary document, and the determination of specifications for the new models that will be built. During the remaining months of this fiscal year, work will begin on the construction of more robust model elements. Completion will be in FY 1997.

Commodity Carrier Model
Particular attention is being given to commodity movement this year. Vehicle classification counts are being taken to enhance the current database. Surveys will be taken in order to better understand the movement of goods at key freight locations. The analysis of the data will continue into FY 1997.

OBJECTIVES

Work Program for FY 1996-97

Person Travel Demand Model
In FY 1996-97, results from the household activity survey will be used to make improvements with regard to 1) accessibility measurements and their effect on travel frequency, duration, distance, auto acquisition, and housing location choice, 2) mode of access to transit, 3) trip

chaining, and 4) walk and bike travel. Major emphasis will be placed on integrating the elemental improvements to a unified model.

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.

Other Federal Grants $225,000
This represents the unfunded elements of this program in the area of person travel demand.

1) $150,000 - Estimated cost of a proposed logitudinal household survey. This survey will ultimately be needed to model household location decisions and auto acquisition.

2) $75,000 - Estimated cost of consultant resources to aid with the development of new tow (chain) based models. This help would make the use of Metro staff resources more efficient, leading to a shorter model development time.

Commodity Carrier Model
A two year work program was initiated in FY 1996 to collect and analyze data regarding commodity movement. Surveys are being planned for the Port of Portland facilities, truck weigh stations, and trucking firms. Vehicle classification count data is being assembled and summarized. Once all the data has been collected, origin and destination flow data can be derived from computer simulation. The information will be very useful in policy and investment analysis. The FY 97 budget of $275,000 is split $70,000 to Metro staff and $205,000 to Port/Consultant.

PRODUCTS

- Improved decision algorithms assimilated into the travel demand model.
- Commodity flow allocation model.

EXPENDITURES			REVENUE	
	Amount	FTE		Amount
Personal Services	$ 354,290	4.705	97 PL	$148,246
Transfers	107,714		97 Sec 8	30,000
Materials & Services	430,000		97 Metro STP	*351,500
Computer	59,996		97 Metro STP/ODOT	17,254
			97 Tri-Met	50,000
			97 ODOT Supplement	50,000
			Other Federal Grants	225,000
			Metro	80,000
Total	**$952,000**		**Total**	**$952,000**

*$50,000 - To commodity flow contingent upon reaffirmation by TPAC and JPACT.

1000 FRIENDS OF OREGON (LUTRAQ)

PROGRAM DESCRIPTION

Provide travel and integrated land use forecasts to investigate the possible secondary air quality and UGB impacts of a Western Bypass freeway project and its alternatives.

RELATION TO PREVIOUS WORK

Work Program Prior to FY 1995-96

Ongoing from FY 1992-93 with a special research grant from FHWA.

OBJECTIVES

Work Program for FY 1996-97

To complete a national study exploring the quantitative relationships between urban design and travel demand. Production of project reports, including the project's final report and technical appendix. The funds received by Metro for this project are passed through to the contractor.

PRODUCT

- A report for national distribution, detailing the relationships and impacts.

EXPENDITURES			**REVENUES**	
	Amount	FTE		Amount
Personal Services	$ 0	1.76	93 FHWA (LAN 002)	$ 40,000
Transfers	0			
Materials & Services	40,000			
Computer	0			
Total	**$ 40,000**		**Total**	**$ 40,000**

TRANSPORTATION SYSTEM MONITORING PROGRAM

PROGRAM DESCRIPTION

The purpose of this program is to establish and maintain an inventory of transportation related data. Established in 1989, the data from this program is updated on a regular basis. The information is useful to Metro, the jurisdictions, developers and consultants in monitoring travel trends and in project planning. With the advent of ISTEA, CAAA and the TPR, this program becomes essential in monitoring the transportation system performance.

RELATION TO PREVIOUS WORK

Work Program Prior to FY 1996-97

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 (VMT), transit patronage and other data has been collected and summarized. The data is essential to help understand current characteristics and in establishing a basis for estimating future conditions.

OBJECTIVES

Work Program for FY 1996-97

The following work elements will be carried out in FY 1996-97:

1) Continue to summarize transportation related data for use in assessing system performance and monitoring system trends.

2) Performance characteristics of the transportation system will be summarized 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.

3) Continue the administration of the regional count program. This element ensures that proper inputs are available for the VMT estimation process and that quality auto and truck count data is available for model validation.

PRODUCTS

- Monitor and summarize trends in transit fares, auto operating costs, parking costs, auto usage and transit ridership. These are important data items to track in trend analysis.
- Summarize performance characteristics of the existing system.
- Administer the regional count program.

EXPENDITURES			REVENUE	
	Amount	FTE		Amount
Personal Services	$78,789	1.25	97 PL	$ 31,347
Transfers	23,436		97 Sec 8	15,000
Materials & Services	3,775		97 Metro STP	15,000
Computer	0		97 Metro STP/ODOT Dues	858
			97 Tri-Met	15,000
			97 ODOT Supplement	15,000
			Metro	13,795
Total	**$106,000**		**Total**	**$106,000**

MODEL REFINEMENT PROGRAM

PROGRAM DESCRIPTION

The purpose of the Model Development Program is threefold:

1) refine the inputs to the travel demand forecasting models as necessary in order to maintain their accuracy;

2) adapt the syntax of the model code to improve the computational efficiency; and

3) maintain up-to-date short and long range travel forecasts which reflect changes in household and employment assumptions, projected highway and transit investments, and socioeconomic conditions.

It is important to keep the model current 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 Act, Clean Air Act Amendment, Transportation Planning Rule) specify data needs that require a high degree of modeling proficiency.

RELATION TO PREVIOUS WORK

Work Program prior to FY 1996-97

This program is on-going. Each year, various elements are scheduled to achieve the objectives of the program. An important activity in FY 1996 was the conversion of the demand model code to the EMME/2 macro language. This conversion reduced the amount of computer space required and reduced the computation time. It also facilitates the sharing of the model code and results with other agencies. Another important task was the preparation of a 1994 base year model run and a revised 2015 simulation using an updated population and employment set.

OBJECTIVES

Work Program for FY 1996-97

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.

Specific work elements include the following:

1) 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),

2) Update the computer simulation networks, demand model inputs, and trip tables to ensure accuracy and consistency with plans and policies,

3) Adopt the model code to changing needs and conditions, and

4) Take advantage of software enhancements to produce a higher degree of data sharing between the EMME/2 and Arc/Info software packages.

PRODUCTS

Model Refinement

- Update travel characteristics at special trip generator locations.
- Update simulation networks and demand model inputs.
- Update model code to changing needs and conditions.
- Promote EMME/2 and Arc/Info data sharing capabilities.

EXPENDITURES			REVENUE	
	Amount	FTE		Amount
Personal Services	$ 54,476	.75	97 PL	$16,142
Transfers	15,398		97 Sec 8	15,000
Materials & Services	13,985		97 Metro STP	15,000
Computer	21,791		Metro STP/ODOT Match	858
			97 ODOT Supplement	15,000
			97 Tri-Met	15,000
			Metro	28,650
Total	**$105,650**		**Total**	**$105,650**

TECHNICAL ASSISTANCE PROGRAM

PROGRAM DESCRIPTION

The purpose of the program is to provide technical support to ODOT, Tri-Met, the Port of Portland, and the cities and counties of this region. Metro travel forecasts are used in local transportation studies and project design. This program is on-going.

RELATION TO PREVIOUS WORK

Work Program prior to FY 1996-97

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

OBJECTIVES

Work Program for FY 1996-97

Provide assistance as requested by client. Assistance is provided in terms of 1) staff support to obtain data and/or evaluate a particular transportation problem 2) computer usage, and 3) taining to jurisdictional staff. Assistance to the jurisdictions is based on the budget allocation below:

Jurisdiction	Budget
City of Portland	$30,263
Tri-Met	8,300
Multnomah County	9,895
ODOT	22,000
Washington County	25,788
Clark County	3,500
Clackamas County	22,798
RTC	4,500
City of Gresham	10,562
Sales	5,000
Port of Portland	14,395

Staff Support
The jurisdictions of this region perform a multitude of studies to determine development, transportation policy, and ingrastructure impacts. Upon request, staff support is provided to assist in the technical analysis aspects of the work.

Computer Usage
ODOT, Tri-Met, and the three counties, the City of Gresham, and the City of Portland 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 assissed on a $/cpu second basis.

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

PRODUCTS

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

EXPENDITURES			REVENUE	
	Amount	FTE		Amount
Personal Services	$ 83,053	1.00	97 Metro STP	$ 75,000
Transfers	20,178		97 ODOT STP Match	4,292
Materials & Services	0		97 Tri-Met	8,300
Computer	53,770		97 ODOT Supplement	22,000
			Technical Assistance	13,000
			Metro	34,409
Total	**$157,001**		**Total**	**$157,001**

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 1996-97

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 JPACT, 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 97 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 1996-97

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			REVENUE	
	Amount	FTE		Amount
Personal Services	$ 95,424	1.48	97 PL	$43,277
Transfers	29,576		97 Sec 8	34,000
Materials & Services	0		Metro	47,723
Computer	0			
Capital Outlay				
Total	**$125,000**		**Total**	**$125,0000**

DATA RESOURCE DATABASE -- FORECASTS, MODELING, GIS & DATABASE MAINTENANCE

PROGRAM DESCRIPTION

The Data Resource Center is a cooperative data gathering and research program. The Center eliminates the need for costly duplication of its functions by individual governments and businesses. Databases are maintained annually for small areas (e.g., census tracts) on population, households, construction, employment and earnings. Key census items are monitored and updated between decennial U.S. censuses. Long-range forecasts of population, housing and employment are made on a four-year cycle. These data are being integrated into Metro's geographic information system, RLIS.

RELATION TO PREVIOUS WORK

Work Program Prior to FY 1995-96

Population, Housing and Employment Programs
The U.S. Census Bureau's decennial census is updated annually for census tract geography for key items such as number of persons, housing units, person age and income. In addition, information not covered by the U.S. Census, employment at the work place, is geocoded to census tract. Population and housing data are derived primarily from building permit information. Building permits continue to be collected on a monthly basis, using the services of an independent contractor. Over the years, this has proven to be the least costly and most efficient means of obtaining this information.

Population and Housing Detail
The procedures described above provide data only on the overall level of population, housing and employment. In addition, Metro's transportation model requires information on detailed characteristics of these data as well, such as household income and age distributions, vehicle ownership, etc. In its current state of design, the Regional Waste Flow Model requires similar detail on data characteristics in the future. These data are also in high demand by public users, and their inclusion in the Data Resource Center's (DRC) Market Profiles is a primary reason for the success of this program. Each year a random sample household survey is conducted and used for revising the population and housing detail.

Forecasts
Periodically updated forecasts are required of MPOs by the federal government prior to allocation of transportation funds. Metro's long-range Regional Forecast (20-year) provides this foundation for the RTP. During FY 1996-97, the Regional Forecast was revised, extending the horizon year from 2010 to 2015. This was a complete rework of the earlier four year old forecast. This forecast plays a central role in Metro's Region 2040 urban growth management project. The forecast is also used by local governments and businesses for medium- and long-term planning. It is the only local source of small area forecast data for this region.

The final product of previous forecast rounds has been a projection of small-area data for the region, published in an attractive book format. The forecasts developed involve orders of sophistication and complexity which were neither needed nor possible in previous forecast rounds. The formal integration of Metro's Urban Growth Boundary (UGB)-related planning with long-range transportation planning requires consideration of normative effects. Different scenarios were evaluated. The completion of RLIS provides more detail and precision on land supply and constraints.

RLIS Database Maintenance
The process of monthly updating the information in RLIS with current land development is working smoothly. Continued effort was put into sharing database maintenance responsibilities with local governments. Several jurisdictions procured GIS last fiscal year, offering further opportunities for mutual agreements.

TIGER Map Maintenance
Metro's E-TIGER map (digital street address map) was adopted for use by the new Portland/Multnomah County 911 system. We expect this trend to continue as other emergency managers upgrade their system and move from tabular databases to geo-based systems.

Growth Simulation Modeling
The recently completed GRID model enables Metro planners to quickly and easily determine the growth capacity of urban design scenarios. This ease of use is possible through a menu interface to the model's wealth of information and computer programs.

Planners can use the GRID model to develop regional urban form alternatives through the application of various land development and redevelopment, rules and assumptions. This model can also be used to quantify an urban design developed in the traditional way of drawing on a base map. Therefore, using the grid system, urban growth can be simulated to meet a complex set of objectives using detailed information about the land, related government regulations and infrastructure.

Economic Modeling & Analysis
An econometric model was developed of the Portland-Vancouver region for forecasting economic change by job sector and enabling "what if" economic development scenarios. No other such model currently exists for the region as a single geographic unit.

OBJECTIVES

Work Program for FY 1996-97

Population, Housing and Employment Programs
The annual updates of these items will continue and be made available to Metro departments, member jurisdictions and the general public.

Building Permit Data
Each quarter building permits for residential, commercial and industrial development are geo-coded (mapped) and statistics summarized by census tract. Annually, these data are published in tabular and mapped form.

Population and Housing Detail
The annual household survey will be conducted and used as the basis for updating demographic and housing detail for items such as age, income and rent.

Census 1990
Historically, the DRC has been a principal center for distribution of census products and information on their uses. These programs have continued during the 1990's. The number of products available to Metro from the census is greater than for any previous census, and the completion of RLIS significantly enriches the quality of census data for the Portland region. On an annual basis, key demographic variables are updated to track changing trends and development patterns.

Forecasts

The regional forecast (five counties) will need revision according to the urban form selected through the Region 2040 process. This revised forecast must be allocated to census tract using the Real Estate Location Model (RELM) and local government input. This model is being developed and calibrated this fiscal year in conjunction with the 2040 project. It is supporting the year 2015 forecast effort plus offering the ability to develop multiple land use scenarios for the Region 2040 project.

EXPENDITURES			**REVENUE**	
	Amount	FTE		Amount
Personal Services	$ 601,060	10.135	97 PL	$ 73,030
Transfers	203,179		97 Sec 8	66,000
Materials & Services	395,322		Metro	1,052,531
Computer	0		97 Tri-Met	20,000
Total	**$1,211,561**		**Total**	**$1,211,561**

DATA RESOURCE RLIS/SUPPORT SERVICES

PROGRAM DESCRIPTION

Services and products are provided to Metro staff and Metro's member governments using RLIS and the socio-economic databases. 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.

RELATION TO PREVIOUS WORK

Work Program Prior to FY 1996-97

Support to Metro departments, member governments and the public is growing in response to new products and capabilities.

OBJECTIVES

Work Program for FY 1996-97

Next year's need for RLIS services from Metro departments is expected to increase substantially due to several large projects. These added projects are 2040 Framework Plan (this more technical phase will require greater involvement by DRC staff; the earthquake preparedness grant from FEMA, and the South/North LRT project.

Major Projects By User Group – FY 1996-97

User Group	Project	FTE Estimate
Planning Department		
Environmental Section	Earthquake Preparedness	.125
Natural Areas		.23
Solid Waste Department		
Miscellaneous Project Support		.5
RIC Response System		.26
Council Office	Miscellaneous Requests	.2
Tri-Met	GIS Imp./Technical Assistance	.125
ODOT	Miscellaneous Project Support	.125
Cities and Counties	Miscellaneous Project Support	1.7
Total		**3.24**

The DRC's funding basis has changed with Metro no longer assessing local jurisdiction dues. In its place, a subscription service has been successfully marketed to replace the majority of lost dues revenues.

Subscription Services
- Digital RLIS data, formatted for use on members' computer systems
- Updated and newly developed RLIS layers in digital form
- Published reports and map products
- Custom GIS analysis and map production services
- Economic and demographic research services
- On-line RLIS access
- Priority job status for all requests

Subscription fee covers:
- Data usage charge (database maintenance), 28 percent of fee
- Retainage for services and products, the remaining 72 percent

The data usage charge is an annual charge. If a member's requests for services exceed that year's retainage amount, the cost for additional services will not include an additional data usage charge. Expense to budget reports will be provided to each member at least quarterly.

Charge Account Option
Charge account customers will pay for each request upon delivery, instead of pre-paying a subscription fee. This level of service will not receive the free membership package or have a limit on the data usage charge.

Invoice Option
These customers will submit a purchase order for each request and be charged at the same rate as charge account customers. However, these will be the lowest priority request in the job queue.

Digital Data Exchanges
Members maintaining RLIS layers will have some or all of the data usage charge portion of the subscription fee waived if a digital data exchange relationship with Metro exists. The exchange of digital data between Metro and other governments will be priced according to comparative value of the data exchanged.

EXPENDITURES			**REVENUE**	
	Amount	FTE		Amount
Personal Services	$201,234		Metro	$ 1,311
Transfers	67,605		DRC Subscription	194,377
Materials & Services	217,455		Sales	258,107
Computer	0		97 ODOT Supplement	15,000
			97 Tri-Met	17,500
Total	**$486,295**		**Total**	**$486,295**

REGION 2040 IMPLEMENTATION - GROWTH MANAGEMENT
Transportation Growth Management Grants

PROGRAM DESCRIPTION

The Community Development section of the Growth Management Department will be assisting local governments to implement the Region 2040 Growth Concept. To assist us in this task we have been awarded three Transportation Growth Management (TGM) grants by the Oregon Department of Transportation and the Department of Land Conservation and Development. The grants are the Milwaukie Regional Center project, the Cornelius Main Street project and the Shared Parking project.

Milwaukie Regional Center
We will work with the City of Milwaukie to develop a Regional Center Management Plan. Project goals are to develop a redevelopment strategies for the downtown core and to alter land uses in order to increase walking, biking and transit use in the center while decreasing auto use. Tools used in the Management Plan will include the application of mixed use zoning, an increase of allowed densities, and completion of transportation, circulation and parking plans.

Cornelius Main Street
We will work with the City of Cornelius to develop a Main Street Special District Plan and Code for the downtown core. The products of this effort will include the development of a new zoning code for the main street area, development of design options for higher density infill housing, a multi-modal transportation and circulation plan, and a series of street section design options for the main street which is also a heavily traveled state highway. The goals of the project include revitalizing the downtown and improving non-auto access across the highway and throughout the city.

Shared Parking
Shared parking is when a single parking lot is jointly shared by two or more land uses. Shared parking can save valuable land in centers and allow for an increased intensity of land utilization, in keeping with the principles of the Region 2040 Growth Concept. We will work with a consultant to develop a handbook to promote shared parking. The handbook's primary audience will be commercial developers, business owners, property managers and local planners. Through case studies of actual shared parking arrangements, the handbook will discuss the pros and cons of shared parking (financial impacts, liability, signage). The consultant will help develop a model ordinance which local jurisdictions could include in their parking codes, and a model agreement which would be signed by property owners sharing parking.

RELATION TO PREVIOUS WORK

None. These three Transportation Growth Management grants were awarded in December, 1995. Project work began in January. The grants will be implementing concepts and goals developed through our Region 2040 Growth Concept work of the last several fiscal years.

OBJECTIVES

The objective of these grants is to implement comprehensive plan changes that will increase non-auto modes of travel, and implement the goals of compact, transit supportive development in centers as identified in the Region 2040 Growth Concept.

EXPENDITURES		REVENUE	
	Amount		Amount
Milwaukie Regional Center			
Materials & Services	$110,270	TGM Grant	$110,270
Transfers	0		
Computer	0		
Total	**$110,270**	**Total**	**$110,270**
Cornelius Main Street			
Materials & Services	$100,051	TGM Grant	$100,051
Transfers	0		
Computer	0		
Total	**$100,051**	**Total**	**$100,051**
Shared Parking			
Materials & Services	$29,308	TGM Grant	$30,000
Transfers (to Graphics)	4183	Metro Match	3491
Computer	0		
Total	**$33,491**	**Total**	**$33,491**

REGION 2040 IMPLEMENTATION

PROGRAM DESCRIPTION

The Region 2040 planning project began mid-year FY 1991-92. Its historical antecedent was the development and adoption of the Regional Urban Growth Goals and Objectives (RUGGOs). As a result of the RUGGOs planning process, it was concluded that Region 2040 should be initiated. The project purpose was to provide a more detailed understanding of how the RUGGOs would be applied. For example, the RUGGOs call for the development of a balanced transportation system and better coordination between land use and transportation planning. Region 2040 was intended to develop and explore alternative ways to accomplish this. In addition, the Region 2040 planning process includes a substantial effort to evaluate the costs and consequences of growth alternatives.

In order to accommodate contract administration, budgeting and work program management, the project was conceived in phases. The focus of Region 2040 Phase I was twofold: 1) Gather and analyze public concerns with how growth could be accommodated in the region; and 2) Shape public and technical interests and concerns into a reasonable range of growth concepts,

Phase II began January 1993 and included extensive public involvement as well as a modeling effort to describe the base case (which describes what could be expected to result with no policy change) and modeling the reasonable range of growth alternatives as established by the Metro Council. Because of the adoption of the Metro Charter in November 1992, Region 2040 work efforts were coordinated with the work of the Future Vision Commission and will lead to the development of the Regional Framework Plan.

In Fall 1995, Metro staff recommended a Preferred Growth Alternative to the Metro Council. The Metro Council held public hearings and selected the Preferred Alternative in December 1994. In December 1995, the Metro Council adopted via ordinance, a refined 2040 Growth Concept and the revised RUGGOs.

RELATION TO PREVIOUS WORK

Work Program Prior to FY 1996/97

A grant for $40,000 was given to the City of Gresham for master planning activities on the LRT site referred to as the Gresham Civic Center. Gresham is identified as a Regional Center in the Region 2040 Growth Concept. The City has adopted the Gresham Civic Center Master Plan.

A $10,000 grant for planning activities was given to the City of Troutdale for planning activities associated with a multi-modal visitor information, tourist destination and transportation staging facility for east Multnomah County. A consultant was retained and conducted a visioning exercise with stakeholders for the Edgefield Station site.

A grant of $50,000 was awarded to the City of Portland for planning activities in the Broadway/Weidler area in northeast Portland; a rapidly changing area with a great deal of commercial activity which has fostered significant pedestrian activity. The right-of-way is approximately 80', four travel lanes, on street parking and a long distance between signaled pedestrian crossings. This areas is designated as a Main Street in the Region 2040 Growth concept. This would provide funds to conduct a community vision process about how to improve this corridor to make it more pedestrian accessible and safe.

OBJECTIVES

The work program for FY 1996-97 is the completion of grant projects begun in 1995-96 for Clackamas and Washington Counties.

- To complete a $50,000 grant project for Clackamas County for Region 2040 implementation that was begun in 1995-96. Additional policy planning at Metro regarding future urban areas in Clackamas County is requiring a delay and change in scope of the project. The work will address land use, infrastructure and transportation issues facing areas in the County designated as Urban Reserve Study Areas. During FY 1995-96, the County conducted background data on several of the study areas. Subsequently, Metro has recommended that some of the original study areas be removed. Hence, the county will focus its work on a smaller study area in FY 1996-97.

- To complete a $50,000 grant project that was awarded to Washington County. The project focuses on examining road improvements along Cornell Road which functions as commuter route but also passes through the Cedar Mill Town Center. In the town center area, the roadway needs to be easy to cross with good pedestrian facilities and potentially lower speeds. The study will examine the design issues with road, potential traffic impacts and mitigation measures for local neighborhoods. This project was begun in FY 1995-96 and is carried over into FY 1996-97 so that the transportation planning can be coordinated with a land use study being undertaken for the same town center area.

PRODUCTS

Specific products resulting from the implementation of this program range from recommended right-of-way improvements in pedestrian districts to a conceptual plan of land uses, urban form and transportation in the Damascus study area. Detailed work scopes have been forwarded to FTA and FHWA.

EXPENDITURES		REVENUE	
	Amount		Amount
Materials & Services		93 Metro/STP	$65,000
Clackamas County	$ 16,718	Local match to be provided	
Washington County	55,722	by the grant recipient.	7,440
Total	**$72,440**	**Total**	**$72,440**

WESTSIDE TRANSIT STATION AREA PLANNING

PROGRAM DESCRIPTION

This program, which is similar to the planning program conducted along the Banfield MAX line in the early 1980', is designed to replan the areas within one-half mile of the transit station on the Westside MAX line under construction. The purpose is to create an environment that encourages development density and design supportive of the region's investment in LRT. The 1980 Transit Station Area Planning (TSAP) was a joint project between Metro, Tri-Met, Portland, Gresham and Multnomah County. The Westside station area planning program is a joint project between Metro, Tri-Met, Portland, Hillsboro, Beaverton and Washington County.

The program began in FY 1993-94. Activities included project organization and budgeting, development of a work plan, establishment of policy and technical advisory committees, implementation of interim station area development ordinances, and sponsorships of a "Regional Design Images" program, which focused on two station areas in downtown Beaverton and Orenco in Hillsboro. An extensive public involvement program was launched including organization of a two-day spring conference which had more than 500 citizens in attendance. Significant technical work has also been accomplished in addressing local planning changes for each of the 20 station areas.

RELATION TO PREVIOUS WORK

Work Program Prior to FY 1996-97

The second year workplan for FY 1995-96 continued the work of the first year--creation of station area environments that promote mixed-use, higher density, transit-supportive development all for the purpose of enhancing the ridership potential of Westside MAX. A main focus of the program was to prepare land use plans for each station area with accompanying amendments to comprehensive plans and to zoning. Alternative land use and transportation system plans, as well as alternative design prescriptions, were developed for each planning area. These alternatives were analyzed and evaluated so that preferred station community plans and design programs could be selected.

Extensive public involvement activities included neighborhood meetings, public open houses, publication of a newsletter, and a series of workshops and seminars.

An unexpected third year of funds were allocated for Westside station community planning. The work programs for FY 1995-96 are extended through FY 1996-97. No new funds are allocated by FY 1996-97. The additional year allows local governments to finish the work begun in FY 1995-96 and allow sufficient time for public input.

The program elements for FY 1997-96 include corridor-wide public involvement to be conducted by Washington County. Public involvement for FY 95/96 includes the development of a comprehensive documentation of the station community planning effort including its history, the planning products and a video. The video on the project addresses citizen and business concerns, utilizes interviews with public safety officials, bankers, developers and citizens. Also during the year, a speakers bureau and narrative tour of the development opportunities in the corridor was developed and publicized.

The City of Hillsboro conducted the public involvement for Quatama, Orenco, Hawthorn Farm and Fair Complex Station Communities. The City drafted specific Station Community Plans for

the Quatama, Hawthorn Farm and Fair Complex Station Communities. Minor adjustments to the Downtown Station Community draft plan were made. Station area planning monies also funded staff support and the development of materials for the City's formal plan adoption process.

Washington County had the lead planning role for the Sunset Transit Center Station. They also participated in the planning for the Beaverton Transit Center, Beaverton Central, Beaverton Creek, Merlo/158th, Elmonica/170th, Millikan Way and Willow Creek/185th with the affected local jurisdictions. The County prepared and evaluated the impacts of alternative development and design concepts for stations where it had the lead role.

They prepared alternative land use and transportation system plans considering alternative land use arrangements and transportation system alignments appropriate for station areas by type. The County analyzed alternative land use and transportation system concepts for marketability, transit ridership, pedestrian scale, ability to implement necessary infrastructure, community acceptance, market analysis, and selected a preferred land use and transportation system concept and design prescriptions and prepared ordinances for plan and code amendments. The County also participated in the household and employment allocation to transportation zones in the corridor area as a basis for evaluating impacts on the major transportation system. The County provided staff support to the management committee and the coordinating committee.

A parking needs analysis was conducted by the City of Portland for transit areas and limitations at the Goose Hollow Station Community were identified. The primary product resulted in revised parking regulations for the Goose Hollow subdistrict of the Central City Plan. The City also be prepared amendments to their comprehensive plan, code amendments and design guidelines based on the Growth Concept and development strategies for Westside Station Communities. The station community planning monies funded staff work in developing and presenting revised planning and zoning maps and adopted plans and ordinances to the Planning Commission. This effort was coordinated with other service bureaus developing capital improvement programs and evaluating funding tools and implementation incentives. The City adopted the comprehensive plan and code amendments and design guidelines in 1995.

The City of Beaverton was involved in land use and infrastructure planning for seven station communities along the system's Westside LRT line. The City had the lead planning role for the Beaverton Transit, Beaverton Center, Beaverton Creek and Millikan station communities. Additionally, capital improvements, planning work and associated community outreach in the Merlo, 170th and 185th station areas were coordinated with Washington County land use efforts. The bulk of funds in 1995-96 were allocated to infrastructure analysis tasks and master planning associated with the creation of financially feasible land use plans in areas where the City has lead land use planning responsibility. A smaller percent of the total budget was allocated to public involvement, site-specific master plans, and the preparation and adoption of transit-oriented development regulations which guided future development in all station communities within the city's jurisdiction.

OBJECTIVES

Work Program for FY 1996-97

The work program for FY 1996-97 is to complete the project tasks and close out all contracts.

EXPENDITURES		REVENUE	
	Amount		Amount
Materials & Services		Tri-Met	$250,000
City of Beaverton	$ 85,000		
City of Hillsboro	70,000		
Washington County	65,000		
City of Portland	18,000		
Metro	12,000		
Total	**$250,000**	**Total**	**$250,000**

West Hayden Island 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 is being considered an MIS.

The work scope has been divided into five major elements: 1) inventory; 2) development parameters; 3) schematic alternatives; 4) alternatives refinement; and 5) development plan. The Port of Portland has hired a consultant to assist with these tasks associated with the development of the Master Plan for West Hayden Island. A preferred alternative should be selected early in the fiscal year. A decision will then be made whether to proceed into a DEIS.

Sunrise Corridor

During FY 1995-96 ODOT completed the following activities on the Sunrise Corridor project. A Hearing Study Report was completed and a project recommendation was forwarded to Clackamas County. Engineering design activities will continue to develop phasing plans for the construction of Unit 1 of the corridor during FY 97. Following necessary land use planning actions by Clackamas County, ODOT will begin preparation of a FEIS.

Western Bypass Study

Activity on the Western Bypass Study will also continue during the coming fiscal year. ODOT is planning to complete an MIS during this period. This will require ODOT to continue to hold project committee meetings, hold public informational meetings and workshops, and issue an AA report. A recommended alternative will be forwrded to Metro for necessary actions including an RTP Update. Limited engineering design may be completed. The completion of these activities will cost approximately $300,000.

Mount Hood Parkway

During FY 97 project activities will consist of finishing the DEIS, holding the public hearing, writing the draft HSR and beginning to seek concurrence on that document (and whatever its recommended alternative will be) from local jurisdicitions.

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*Also see South Willamette Crossing and Highway 217 Corridor.

Pedestrian to Transit Study
Study and Design of capital improvements to the public rights-of-way to enhance pedestrian access to transit facilities and services. Construction funds will be committed in Phase 2, scheduled for Fiscal year 96-7.
Federal Share: $179,000 CMAQ
Total: $224,000

Neighborhood Rideshare Program
Neighborhood-based rideshare matching service to increase rideshare participation and to test the ability of a neighborhood to organize around the transportation needs of residents.

Federal Share: $71,780 CMAQ
Total: $ 80,000

Columbia Blvd. Feasibility study
Evaluate upgrades to the Columbia Blvd./ Lombard freight movement route necessary to facilitate a trade of ownership of City facilities to/from ODOT.

Federal Share: $150,000 STP
Total: $190,000

Transit Preferential Streets Study
Identify and prioritize streets where suitable improvements will significantly reduce impediments to transit service operations within the City of Portland.

Federal Share: $80,000 STP
Total: $100,000

South Portland Circulation Study
Investigate circulation options in the vicinity of SW Front/Barber/Ross Island Bridge to improve travel and provide redevelopment opportunities.

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

Central City Streetcar

The city has approved an alignment for a streetcar from Portland State University to NW Portland through the downtown on SW 10th and 11th Avenues. The current work element, funded by a Special Purpose grant from HUD and local match from Portland. Additional segments under consideration include a connector to OHSU, to Willamette Park and to the Rose Quarter/ Emanuel Hospital.

Regional Projects (item with Portland participation)

Regional/City TMA

Formation of joint public/private transportation management organizations, intended to reduce single-occupant vehicle trips:

a. Within the Lloyd District, and
b. In Beaverton

This is a joint DEQ, Beaverton, Portland project.

Federal Share:	$897,250
Total	$1,000,000

ODOT - PLANNING ASSISTANCE

FY 1997 SPR PROGRAM

1. Prepare corridor studies on state facilities.

2. Support RTP Update, including subarea analyses (e.g. South Willamette River Bridge Crossing, I-5/217/Kruse Way), model 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 studies.

6. Coordinate Metro and State TIP development and ISTEA implementation, including the new management systems.

7. Support the analysis of alternate funding options (e.g. highway tolls and congestion pricing) and innovative public/private financing.

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. Implement next phases of regional freeway management strategy.

12. Continue jurisdictional highway rationalization and national highway or transportation system definition.

13. Develop new or refine existing investment analysis procedures to assist future urban transportation planning and investment decision making.

14. Perform reconnaissance level studies of I-5 corridor and related river crossing, port access, truck circulation, and Willamette Valley Transportation Strategy issues.

15. Increase transportation model development activities.

16. Tualatin Expressway Toll Road Pilot Project development.

17. State Infrastructure Bank development.

REVENUE

97 SPR	$440,000

TRI-MET - TRANSIT FINANCE ADVISORY COMMITTEE

PROGRAM DESCRIPTION

The purpose of this project is to convene an advisory committee to review plans for transit expansion, examine options for new funding and prepare a package of recommendations.

RELATION TO PREVIOUS WORK

Work Program Prior to FY 1996-97

Tri-Met has adopted a long-term strategic plan which envisions service increases above what can be supported with existing and anticipated revenues. The Advisory Committee started work in the spring of 1996 to identify alternative service packages and funding options to meet the needs of a growing region.

OBJECTIVES

Work Program for FY 1996-97

Complete the work of the Advisory Committee. Provide administrative and staff support to carry out the tasks described for the project. Review the financial and service options being developed by Tri-Met and recommend a package which best supports the region's strategy to grow in a compact manner without the negatives of increasing congestion and sprawl.

PRODUCT

Package of feasible recommendations to secure local, regional and statewide transit funding increases consistent with implementation of strategic plan service levels.

EXPENDITURES			**REVENUE**	
	Amount	FTE		Amount
Professional Services	$196,625		97Metro STP	$174,121
			97 Tri-Met	22,509
Total	**$196,625**		**Total**	**$196,625**

97uwp
3/5/96

FY97 UNIFIED WORK PROGRAM FUNDING SUMMARY

	97PL ODOT (1)	97 Sec 8* 80X005	97Metro STP* 33C	97Metro STP ODOTMt	97ODOT STP* 33D	97 ODOT Supplemt	97 Lcl TriMet	97ODOT S/N LOTTERY	97S/N DEIS TriMet	97S/N FEIS TriMet	CARRYOVER FTA 96(e)(4) 29-9024	CARRYOVER 96TGM* Arterial Street Dsg	CARRYOVER 96FHWA* Pilot CgstnPric	CARRYOVER 96 Planning TGM*	CARRYOVER 95 S/N AA/DEIS 299023*	CARRYOVER 94 S/N AA/DEIS 299022*	CARRYOVER 96Sec8* 80X004 7/95	CARRYOVER 93Metro STP33C* 3/93	CARRYOVER FHWA 1000FNDS LAN0001	CARRYOVER TriMet Cryovr Contracts	Other Federal Grants	97 SPR	Local Match	TOTAL
METRO																								
RTP Update/Refinement	261,626		39,726	2,273	100,000		41,700																130,113	575,438
Arterial Street Design												73,723											21,277	95,000
Congestion Management	21,550																20,000						5,150	46,700
Intermodal Mgmt System	17,905		20,000	1,145	20,369																		6,481	65,900
Regional Bike/Ped			48,712	2,788																			12,500	64,000
Trans Imprv Program	35,765	35,000	45,000	2,575		45,000	45,000										25,000						30,060	263,400
Urban Arterial Prog			27,941	1,599																			5,060	34,600
Local Plan Coord	46,132		137,121	7,847																			35,000	226,100
Congestion Pricing Prog													572,000										143,000	715,000
Major Investment Study	8,500	0				16,000	2,500																5,000	32,000
Willamette Crossing	35,105	5,000				47,000	10,000																56,895	154,000
South/North DEIS								1,943,000	1,006,651						5,447,349	200,000							12,325	8,609,325
S/N Extension								57,000							57,000									114,000
S/N FEIS										640,000														640,000
Westside Corridor Study																				65,000				65,000
PDX Alternative Mode Study											300,000												52,941	352,941
Survey & Research	148,246	30,000	351,500	17,254		50,000	50,000														225,000		80,000	952,000
1000 Friends																			40,000					40,000
Travel Model Refinement(2)	47,489	30,000	30,000	1,716		30,000	30,000																42,445	211,650
Technical Assistance			75,000	4,292		22,000	8,300																47,409	157,001
Coordination & Mgmt	43,277	34,000																					47,723	125,000
Data, Growth Monitoring(3)	73,030	66,000				15,000	37,500																1,506,326	1,697,856
Region 2040																		65,000					7,440	72,440
Westside Station Area																				250,000				250,000
TGM Projects(4)														240,321									3,491	243,812
Metro Subtotal	738,625	200,000	775,000	41,489	120,369	225,000	225,000	2,000,000	1,006,651	640,000	300,000	73,723	572,000	240,321	5,504,349	200,000	45,000	65,000	40,000	315,000	225,000	0	2,250,636	15,803,163
ODOT PLANNING ASSISTANCE																						440,000		440,000
																								0
ODOT Subtotal																						440,000	0	440,000
TRI MET			174,121																				22,509	196,630
																								0
GRAND TOTAL	738,625	200,000	775,000	41,489	120,369	225,000	225,000	2,000,000	1,006,651	640,000	300,000	73,723	572,000	240,321	5,504,349	200,000	45,000	65,000	40,000	315,000	225,000	440,000	2,250,636	16,243,163

1: PL/ODOT is $738,624.94 comprised of $547,877.87 (89.73%) fed share, $62,707.07 (10.27 ODOT plus carryover of $114,890.29 federal and $13,149.71 ODOT match.

2:Includes System Monitoring & Model Refinement

3:Includes DRC Database & RLIS Support System

4:TGM-See project description

a.$50,000 for Commodity Flow contingent upon re-affirmation of funding by TPAC & JPACT

16,243,163

*Federal funds only, no match included

U.S. DEPARTMENT OF TRANSPORTATION

November 30, 1995
IN REPLY REFER TO

Mr. Andrew Cotugno
Transportation Director
Metro
600 N.E. Grand Avenue
Portland, OR 97232

Mr. Dean Lookingbill
Transportation Director
S.W. Washington Regional
Transportation Council
1351 Officer's Row
Vancouver, WA 98661

Re: Portland/Vancouver
Planning Certification Report

Dear Messrs. Cotugno and Lookingbill:

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) are pleased to submit for your information and use our final certification review report. As you are aware, FHWA/FTA conducted a joint certification review of the Portland/Vancouver area transportation planning process June 19-22, 1995. A draft report describing the findings of the federal review was provided for comment.

The report describes our observations and findings and includes specific recommendations for improvements. We are scheduled to make a joint FHWA/FTA presentation of the report findings and recommendations before the RTC Board on December 5, 1995 and 4:00 p.m. and before JPACT on December 14 at 7:15 a.m. and the Metro Council on December 14 at 2:00 p.m.

We would like to thank you and your staffs for their time and assistance during our review. Our overall impression from our review is that the planning process is of high caliber and is continuing, cooperative and comprehensive.

Please contact Bill Kappus (FHWA) on (360) 753-9485, Fred Patron (FHWA) on (503) 399-5749 or Patricia Levine (FTA) on (206) 220-7954 if you have any questions regarding this review or regarding the specific details for the presentation and discussion at the meetings indicated above.

Sincerely,

Patricia Levine
Acting Regional Administrator
Federal Transit Administration

for Gene K. Fong
Division Administrator
FHWA Washington Division

Robert G. Clour
Division Administrator
FHWA Oregon Division

Enclosure

Portland/Vancouver Transportation Management Area Certification Review

INTRODUCTION

The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) and the Metropolitan Planning Rule (23 CFR 450.334) require that the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) jointly review and evaluate the transportation planning process for each Transportation Management Area (TMA) (urbanized areas with a population greater than 200,000) no less than every three years.

The FHWA and FTA conducted a certification review of the transportation planning process in the Portland/Vancouver TMA from June 19 to 22, 1995. The TMA is composed of two metropolitan planning organizations (MPO's): Metro in Portland, Oregon and the Southwest Regional Transportation Council (RTC) in Vancouver/Clark County, Washington. The review included joint opening and closing sessions (where both MPO's attended), as well as individual sessions with each MPO. Meetings were also held with elected officials and invited citizens. A list of attendees at each session is attached to this report.

The major planning issue facing the TMA is rapid regional growth. There is significant travel demand between the two MPO's, and therefore, across state boundaries. Approximately one-third of Clark County's work force commutes to Oregon, with approximately 10,000 to 15,000 Oregon residents commuting to Clark County. Interstate 5 is operating at capacity during increasingly longer peak periods. Additionally, the Portland/Vancouver area is recognized as a single air quality maintenance area (AQMA) and is classified as nonattainment for ozone and carbon monoxide. RTC and Metro have responded cooperatively to these regional issues with a variety of sophisticated planning programs.

In 1992, an Independent Planning Review (IPR) was conducted by the FHWA/FTA for the Portland metropolitan area (copies are available from The FHWA). Outstanding issues from that review are also addressed in this report.

RESULTS of the PLANNING REVIEW

The transportation planning process in Portland/Vancouver TMA is certified subject to corrective actions.

RTC and Metro have clearly demonstrated that both MPO's contribute to a continuing, cooperative, and comprehensive transportation planning process. Following are findings, corrective actions, and recommendations based on the meetings held from June 19 to 22, 1995 as well as a previous review of planning documents provided by each MPO.

Findings are statements of fact based on the FHWA/FTA observations during the site visit or made during the review of planning documents. *Corrective actions* are areas where action needs to be taken to correct a regulatory deficiency. *Recommendations* are areas that could be improved, but do not represent a regulatory deficiency.

The conclusions of the review are presented below, generally in the order they were discussed with each MPO.

RTC & METRO

I. Agreements

A. Findings

1. Bi-state coordination between the MPO's is commendable and demonstrates substantial improvement since the 1992 IPR.
2. RTC's agreements were developed soon after ISTEA was passed and have incorporated many of ISTEA's principles.
3. The majority of Metro's agreements are old and may not meet current requirements.
4. Both MPO's have agreements that are in draft form and need to be finalized.

B. Corrective Actions

1. Metro should reaffirm, modify, or develop new required agreements as necessary.
2. Metro should finalize the agreement addressing conformity in the portions of the nonattainment area outside the metropolitan area boundary.
3. RTC should finalize the agreement with Washington State Department of Transportation (WSDOT).

C. Recommendations

1. Although a Bi-State Agreement is not specifically required by the Metropolitan Planning Rule, the existing agreement should be updated, since it serves a useful purpose.

II. Metropolitan Transportation Plan

A. Findings

1. RTC has adopted a Metropolitan Transportation Plan that meets the requirements of the regulations. It was one of the few Plans in the State that was considered complete by the regulatory deadline.
2. RTC's alternative scenario analysis is noteworthy as it describes the existing, no build, and build networks in a concise tabular format that can be easily read and understood by the public.

B. Corrective Actions - None.

C. Recommendations

1. The presentation of financial constraint analysis could be expanded. A more detailed analysis of how revenues are estimated is needed. The Metropolitan Planning Rule provides specific guidance on financial plans (preamble page 58060, 1st column). RTC should provide analysis/documentation of operation and maintenance (O&M) costs.
2. RTC should include substantive information from C-Tran's Transportation Development Plan (TDP) in the Plan, rather than just referencing it. Transit financing information should be included in a format consistent with the highway analysis.
3. RTC should develop MIS procedures and describe them in the Plan. The FHWA/FTA is aware that WSDOT is developing MIS procedures, therefore, it may be wise for RTC to wait until these are available before developing their own procedures. RTC should review Metro's MIS procedures, which are very good and may be useful.
4. The Plan should include more specific policy recommendations, actions, or implementation measures especially for new ISTEA subjects like non-motorized travel, freight, transportation demand management measures (TDMs)--and address how these subjects are incorporated into the planning process. During the next certification review, the FHWA/FTA would expect to see these subjects explicitly addressed in the Plan.
5. RTC should identify and discuss transportation enhancement activities in the Plan.

III. TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

A. Findings

1. RTC's definition of a TIP amendment is more stringent than federal regulations, and results in more frequent State TIP (STIP) amendments than are required.

2. RTC's project selection procedure provides for project selection of the first two years of TIP projects. This practice may result in over programming, as in fact, two years of funds appear to be available in year one. For example, if a project is moved from year two to year one without a corresponding move of another project from year one to year two, year one is no longer fiscally constrained. In addition, the State of Washington manages the program on a statewide basis. As this is practiced, the State may obligate more funds in one urbanized area than are programmed in year one in that area, resulting in not all funds that are programmed in another urbanized area being available in that area. The State obligates funds on a first come, first serve basis. This practice can result in priority projects for an urbanized area not being funded in the year in which they were programmed. In addition to the over programming issue, this also creates a public disclosure issue, i.e., the public should know whether RTC is able to deliver the project in the TIP in the year programmed.

3. RTC's project prioritization process is very good.

B. Corrective Actions

1. RTC should clarify its project selection procedures for each funding category. While multiple-year project selection is not encouraged, if it is employed, there must be full disclosure in the TIP and STIP of the fact that implementation of projects in the year programmed cannot be guaranteed. All participants must agree with the process, financial constraint must be maintained by year and by funding category, TCM priority must be maintained for each non-attainment area, and care must be taken that conformity is not violated as projects are advanced. In addition, project selection actions must be consistent with an open public involvement process and, to the extent possible, should follow the priorities set within the federally approved STIP.

2. RTC should provide analysis/documentation for O&M costs. The TIP should show that funds are adequate for O&M needs, and if not, explain why.

C. Recommendations

1. RTC's project selection procedure should be modified so that when a project is moved from year two to year one, project(s) equaling the same amount of funds should be moved from year one to year two in order to maintain fiscal constraint. RTC's TIP and the Washington STIP should fully disclose how the program is managed and that in any given MPO the funds programmed may not be available in the year programmed due to the statewide management on a first come, first serve basis.

2. The TIP should summarize significant public comments that were received during the public review period.

D. Comment

1. RTC should be aware that funding estimates provided by the State include unobligated balances that are incorrect for determining annual programs. Annual programs should be limited to estimates of annual apportionments. This may mean that the STIP is not financially constrained. The FHWA/FTA will discuss this further with WSDOT.

IV. CONGESTION MANAGEMENT SYSTEM (CMS)

A. Findings

1. RTC is a leader in the state in developing and implementing their CMS.

B. Corrective Actions - None.

C. Recommendations - None.

V. AIR QUALITY

A. Findings

1. There has been significant improvement on bi-state coordination of air quality programs.
2. RTC is performing its own modeling for air quality and travel demand forecasting.
3. RTC is conducting project conformity analysis for their member jurisdictions.

B. Corrective Actions - None.

C. Recommendations - None.

VI. PUBLIC INVOLVEMENT

A. Findings

1. RTC has adopted a public involvement policy that meets the minimum requirements of the Metropolitan Planning Rule. However, RTC's public involvement activities actually go beyond the requirements of this policy.

B. Corrective Actions - None.

C. Recommendations

1. RTC should document their actual public involvement and public outreach activities (since they go beyond the basic requirements of their public involvement policy) so this information is available to the public and interested agencies.
2. RTC could develop a menu of public involvement techniques to be included in the public involvement policy during the next cyclic review. This "menu" could be kept as an internal notebook.

VII. 15 FACTORS

A. Findings

1. The 15 Factors are successfully incorporated into RTC's Transportation Plan.
2. RTC's 15 Factor summary matrix, which was prepared as an exhibit for the certification review meetings, is very useful.

B. Corrective Actions - None.

C. Recommendations

1. RTC could include the 15 Factor summary matrix in the Plan.

Metro

VIII. REGIONAL TRANSPORTATION PLAN

A. Findings

1. Metro's 2040 process has significantly enhanced the transportation planning process and contributed to a strong linkage between transportation, land use, and air quality.
2. Metro does not have a conforming Plan that meets the requirements of the regulations. However, the process for developing the Plan is very good and is expected to result in a high quality product.
3. The Plan does not identify where MISs might be needed. However, Metro has developed draft MIS guidelines, which should result in a high quality process for Metro, as well as provide a useful model for other MPO's.
4. Metro has done a good job demonstrating financial constraint. The Plan includes both a constrained and a preferred (or "vision") network which allows Metro to show the difference between their transportation vision and a financially constrained program. Although federal requirements do not require the development of preferred network, it is a useful tool for Metro and responds to issues raised during the IPR.

B. Corrective Actions

1. Metro should complete the Plan and conformity analysis as soon as possible. The FHWA/FTA recognizes that Metro is working diligently towards this goal.
2. The Plan should identify the need for MISs or planned MISs.

C. Recommendations

1. Metro should revise the draft MIS guidelines, as needed, and issue them in final form.

IX. TIP

A. Findings

1. Metro does not have a conforming TIP that meets the requirements of the regulations.
2. In the past, communication problems between Metro and the Oregon Department of Transportation (ODOT) have resulted in delays in approving the STIP and in processing STIP amendments.
3. As requested during the IPR, Metro has addressed "preservation of existing facilities."

B. Corrective Actions

1. Metro should complete the TIP and conformity analysis as soon as possible. The FHWA/FTA recognizes that Metro is working diligently towards this goal.
2. The TIP should clearly identify federal dollars and total cost.
3. Metro should provide analysis/documentation for O&M costs. This was also requested during the IPR.
4. ODOT should formalize its procedures with MPO's regarding TIP and STIP processing and notification of actions. This should be referenced in the Metro/ODOT agreement.

C. Recommendations

1. The TIP should summarize the project prioritization process. This was also requested during the IPR.
2. The TIP should include a list of projects from the previous TIP that were implemented or delayed.
3. The TIP should summarize significant public comments that were received during the public review period.

X. CMS

A. Findings

1. Metro has a very good approach to meeting the requirements for the interim CMS.
2. Metro has adequately responded to comments made during the IPR to address management systems.

B. Corrective Actions - None.

C. Recommendations - None.

XI. AIR QUALITY

A. Findings

1. Metro is recognized as a national leader in travel demand forecasting and air quality modeling, as was noted during the IPR.
2. Metro does not have a conforming Plan or TIP.
3. Metro conducts the conformity analysis for the portion of the nonattainment area in Washington County that is outside the MPO boundary.

B. Corrective Actions

1. Metro should complete the conformity analysis on the Plan and TIP as soon as possible. The FHWA/FTA recognizes that Metro is working diligently towards this goal.

C. Recommendations - None.

XII. PUBLIC INVOLVEMENT

A. Findings

1. Metro's public involvement activities are exemplary. Metro's efforts were also commended during the IPR.
2. The representation and comments at the citizen session demonstrates Metro is doing a good job on public involvement.
3. There was some concern voiced during the citizen session that some of Metro's public involvement processes are not sensitive to lower income or transit dependent groups in terms of meeting times, locations, and committee representation.

B. Corrective Actions - None.

C. Recommendations

1. Metro should consider whether meeting times, locations, and committee representation is sensitive to the needs of lower income or transit dependent groups.

XIII. 15 FACTORS

A. Findings

1. Metro has addressed the 15 Factors in the planning process.

B. Corrective Actions

1. Tri-Met's TDP does not provide an adequate basis for transit capital projects. Since Metro is responsible for the transportation planning process in the Portland metropolitan area, they should work with Tri-Met to correct this deficiency.

C. Recommendations

1. Metro should summarize how they are addressing the 15 Factors in an appendix to the Plan (see RTC's matrix).

M E M O R A N D U M

600 NORTHEAST GRAND AVENUEPORTLAND, OREGON 97232 2736
TEL 503 797 1700FAX 503 797 1794

METRO

Date: December 4, 1995

To: Mike Burton, Executive Officer

From: Andy Cotugno, Transportation Director

Subject: FHWA/FTA Certification Review; Draft Report and Metro Response

Attached is the Portland/Vancouver Transportation Management Area Certification Review jointly prepared by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). This memorandum is the Metro staff response to the recommendations contained within the draft report.

As noted in the report, the review responds to ISTEA and federal Metropolitan Planning Rule requirements that direct FHWA and FTA to jointly review and evaluate the planning process for Metropolitan Planning Organizations (MPOs) within Transportation Management Areas (TMA) every three years. The Portland-Vancouver area TMA includes two MPOs: Metro and the Regional Transportation Council (RTC) of Southwest Washington.

Metro Responses

Responses pertain to FHWA/FTA corrective actions (denoted with a B) and recommendations (denoted with a C) identified for Metro within the draft report. Areas where Metro has met or exceeded expectations and RTC issues are not addressed.

Interagency
Agreements

I.B.1 Metro should reaffirm, modify, or develop new required agreements, as necessary.

Response: *Agreed. Metro has or will develop or revise planning agreements as spelled out in the Metropolitan Planning Rule.*

I.B.2. Metro should finalize the agreement addressing air quality conformity in the portions of the nonattainment area outside the metropolitan boundary.

Response: *This agreement has been finalized.*

I.C.1. Although a Bi-State Agreement is not specifically required by the Metropolitan Planning Rule, the existing agreement should be updated, since it serves a useful purpose.

Response: *Metro and RTC will update the current agreement.*

Regional Transportation Plan (RTP)

VIII.B.1. Metro should complete the Plan and conformity analysis as soon as possible. The FHWA/FTA recognizes that Metro is working diligently toward this goal.

Response: *This action has been addressed. The Interim Federal RTP was adopted by Metro Council in July. The subsequent conformity determination has also been adopted in September and is expected to be approved by FHWA/FTA in December, 1995.*

VIII.B.2. The plan should identify the need for MISs (major investment studies) or planned MISs.

Response: *The Interim Federal RTP has identified current MIS projects underway in the Outstanding Issues section of Chapter 8. Analysis as part of the Phase II RTP update, which will include new or updated performance measures, will identify the need for other MISs.*

VIII.C.1. Metro should revise the draft MIS guidelines, as needed, and issue them in final form.

Response: *Final MIS guidelines will be released in late December or early January.*

Transportation Improvement Program (TIP)

IX.B.1. Metro should complete the TIP and conformity analysis as soon as possible. The FHWA/FTA recognizes that Metro is working diligently towards this goal.

Response: *The final programming action for the TIP, the allocation of the $27 million 2040 Implementation Program was adopted by Metro Council in July. The subsequent preparation of the TIP was completed in November and submitted to FHWA/FTA. The subsequent TIP conformity determination was adopted in September and is expected to be approved by FHWA/FTA December, 1995.*

IX.B.2. The TIP should clearly identify federal dollars and total cost.

Response: *The FY 96 MTIP has delineated federal, state, and local share of total project costs by phase of work, by year, and by funding source.*

IX.B.3. Metro should provide analysis/documentation for O&M costs. This was also requested during the IPR.

Response: *Documentation of O&M costs is provided in the FY 96 MTIP at two locations. First, page nine discusses results of the 1993 State Pavement Management Survey and the Oregon Roads Finance Study. Second, Regional facilities preservation is included as a line item in Appendix F. Metro will work with ODOT and local jurisdictions to further identify O&M costs within the MTIP.*

IX.B.4. ODOT should formalize its procedures with MPOs regarding TIP and STIP processing and notification of actions. This should be referenced in the Metro/ODOT agreement.

Response: *Metro and ODOT staff have begun discussions on joint activities for TIP development. The $27 million 2040 Implementation Program was a joint ODOT/Metro process. For the upcoming STIP/MTIP, Metro and ODOT will again develop a joint program, and in particular, define state and regional interests through a combined public process. This process and other joint processing actions will be included in our revised agreement.*

IX.C.1. The TIP should summarize the project prioritization process. This was also requested during the IPR.

Response: *Included in the FY 96 MTIP is a description of the overall Portland area project selection criteria. More specific discussions of regional priorities are included in the STP, CMAQ, and Transportation Enhancement areas.*

IX.C.2. The TIP should include a list of projects from the previous TIP that were implemented or delayed.

Response: *The FY 96 MTIP formally addresses both delays and implementation beginning on page 16.*

IX.C.3. The TIP should summarize significant public comments that were received during the public review period.

Response: *The Metro FY 96 MTIP addresses the eight month process for the allocation of the 2040 Implementation Program. Metro has documented for decision-makers the major public involvement topics and can include a summary in this Transportation Improvement Program, and will include the summary in future TIPs.*

Air Quality

XI.B.1. Metro should complete the conformity analysis on the Plan and TIP as soon as possible. The FHWA/FTA recognizes that Metro is working diligently towards this goal.

Response: *As noted above, the air quality conformity determination for both the RTP and TIP was adopted by the Metro Council in September and is expected to be approved by FHWA/FTA December, 1995.*

Public Involvement

XII.C.1 Metro should consider whether meeting times, locations, and committee representation is sensitive to the needs of lower income or transit dependent groups.

Response: *Metro staff agree with this comment and is actively pursuing lower income and transit dependent involvement. For example, in response to citizen groups, many meetings/workshops are being held on Saturdays to provide for those who may work evening or afternoon weekday schedules. Metro is also hosting a number of events within neighborhoods, thus increasing outreach to divergent groups. The Metro building itself was , in part, centrally located in order to provide as much access as possible. Also, Metro provides for disabled person access to and involvement in meetings through accessible meeting facilities and sound systems for the hard of hearing.*

Further, transportation planning public involvement staff has been working with a selected list of interest groups which do not commonly participate in transportation, growth management, and other Metro issues. The goal is to develop contacts within these groups for information sharing and committee recruitment. Staff is also proposing that as committee membership is solicited, relevant socio/economic/ethnic/age background information is requested in order that committee can better reflect the community at large.

15 Planning Factors

XIII.B.1. Tri-Met's TDP (Transit Development Plan) does not provide an adequate basis for transit capital projects. Since Metro is responsible for the transportation planning process in the Portland metropolitan area, they should work with Tri-Met to correct this deficiency.

Response: *Metro and Tri-Met are continuing to jointly develop the RTP Transit System as part of the RTP Phase II update. Included in the work program is the identification of capital needs as part of the financially*

constrained system. Consistent with system goals and objectives, a list of capital needs will be developed for inclusion in the TDP.

XIII.C.1. Metro should summarize how they are addressing the 15 Factors in an appendix to the Plan (see RTC's matrix).

Response: *Metro agreed at the IPR that the RTC approach was excellent. Metro will prepare such an appendix to the Interim Federal RTP.*

MB:lmk

Attachment

SOUTHWEST WASHINGTON REGIONAL TRANSPORTATION COUNCIL (RTC)

UNIFIED PLANNING WORK PROGRAM

FOR

FISCAL YEAR 1997

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

Draft: February 21, 1996

FISCAL YEAR 1997 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. In 1990, the state Growth Management Act (GMA) authorized the creation of Regional Transportation Planning Organizations (RTPOs) and RTC was designated by local governments as the RTPO for the three-county area of Clark, Skamania and Klickitat. All regional transportation planning work activities proposed by the MPO/RTPO, as well as Washington State Department of Transportation and local agencies, are documented in the UPWP. The UPWP details the technical activities to be completed as a part of the continuing transportation planning process. The financial year covered in the UPWP runs from July 1, 1996 through June 30, 1997.

The UPWP focuses on the transportation work tasks which are priorities to federal or state transportation agencies, and those tasks considered a priority by local elected officials. The planning activities described are related to several modes of transportation, including activities which are considered significant to the Regional Transportation Plans for the three-county region and the Metropolitan Transportation Plan for the Clark County region. The FY97 UPWP includes continuation of transportation planning activities to meet requirements established in the 1991 Intermodal Surface Transportation Efficiency Act (ISTEA) and implementation of the State's SHB 1928 passed in 1994. RTC's UPWP was developed in coordination with the FY97 transportation planning program to be undertaken by WSDOT Southwest Region. The UPWP provides a summary of local, state, and federal funding sources to support transportation planning.

UPWP Objectives

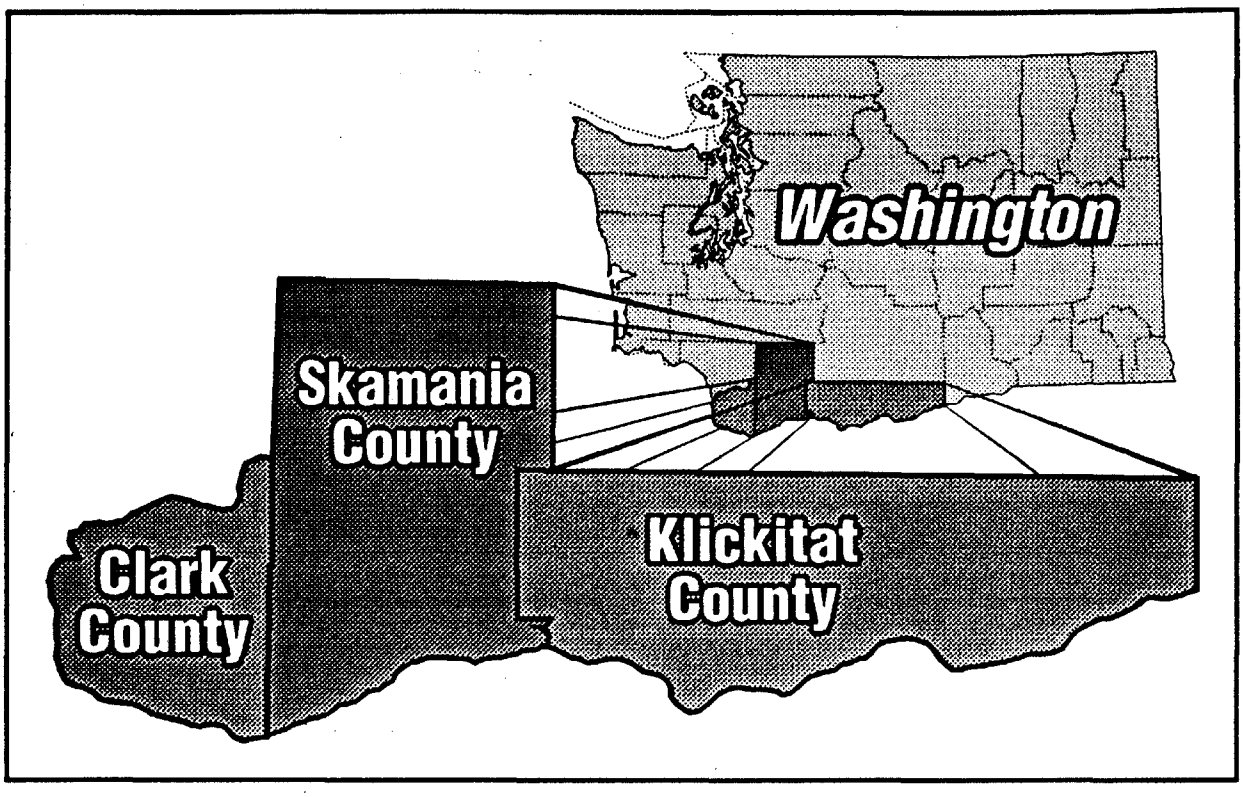
The UPWP describes the transportation planning activities and funding sources required to meet the key transportation policy issues of the upcoming year. It reflects regional transportation problems and projects to be addressed during the next fiscal year. Throughout the year, the UPWP serves as the 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 FY97 include:

- Identifying long-range transportation needs and updating the long range, multimodal transportation plan for the movement of people and goods for both the Metropolitan and RTPO region.
- Adopting a Transportation Improvement Program (TIP) to reflect programming of the region's priority projects.
- Implementing plans adopted under the Washington State Growth Management Act and implementing the federal Intermodal Surface Transportation Efficiency Act.
- Addressing environmental issues relating to transportation, including seeking ways to reduce the transportation impacts on air quality.
- Establishing a regional transportation performance monitoring program.
- Addressing bi-state transportation needs in cooperation with Metro, Portland. Such needs are being addressed in the South/North High Capacity Transit Corridor Draft Environmental Impact Statement (DESI) currently underway and the update to the Metro Regional Transportation Plan.
- Involving the public in identifying the transportation needs, issues and solutions in the region.

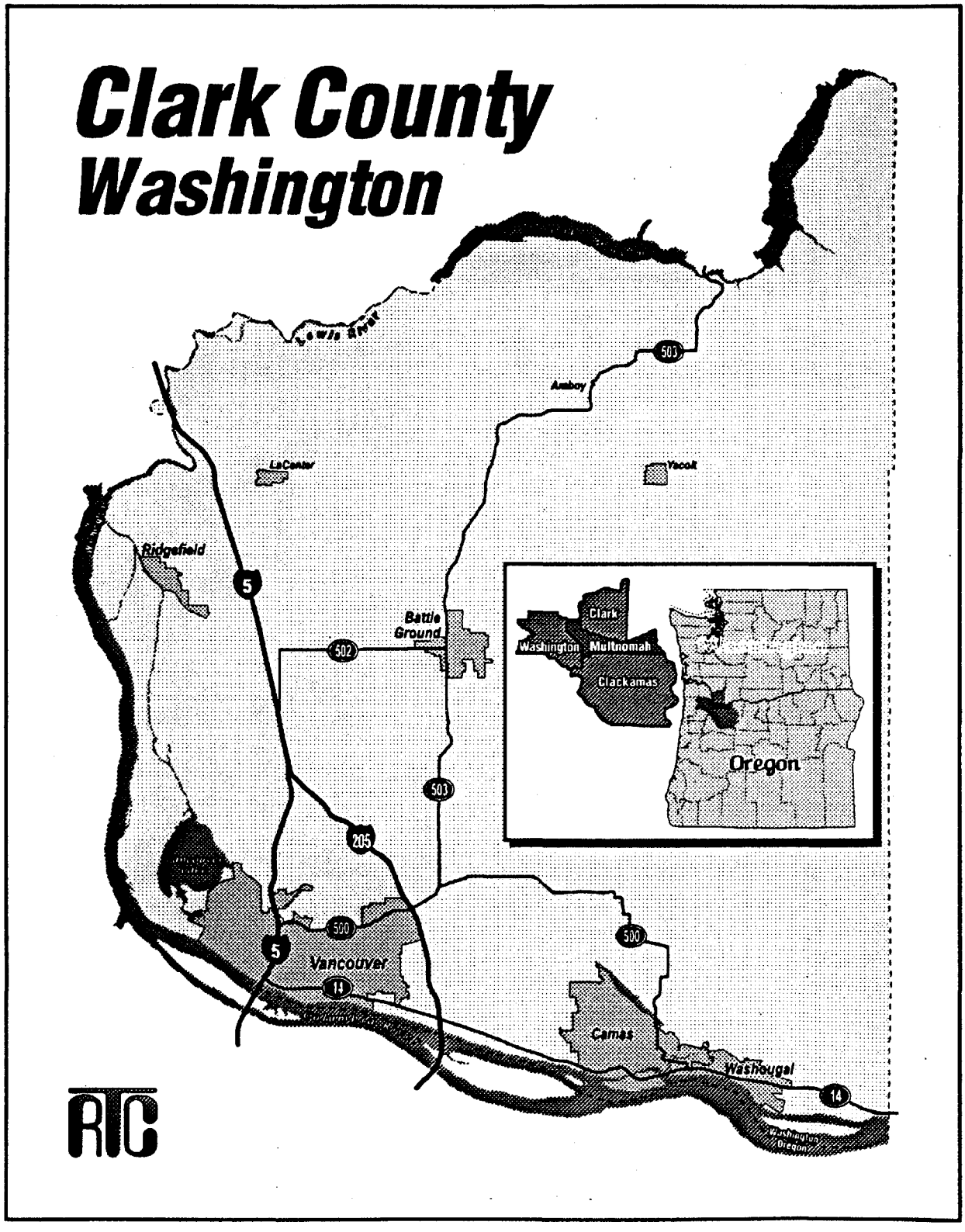
SOUTHWEST WASHINGTON REGIONAL TRANSPORTATION COUNCIL (RTC)

EXTENT OF RTC REGIONAL TRANSPORTATION PLANNING ORGANIZATION REGION



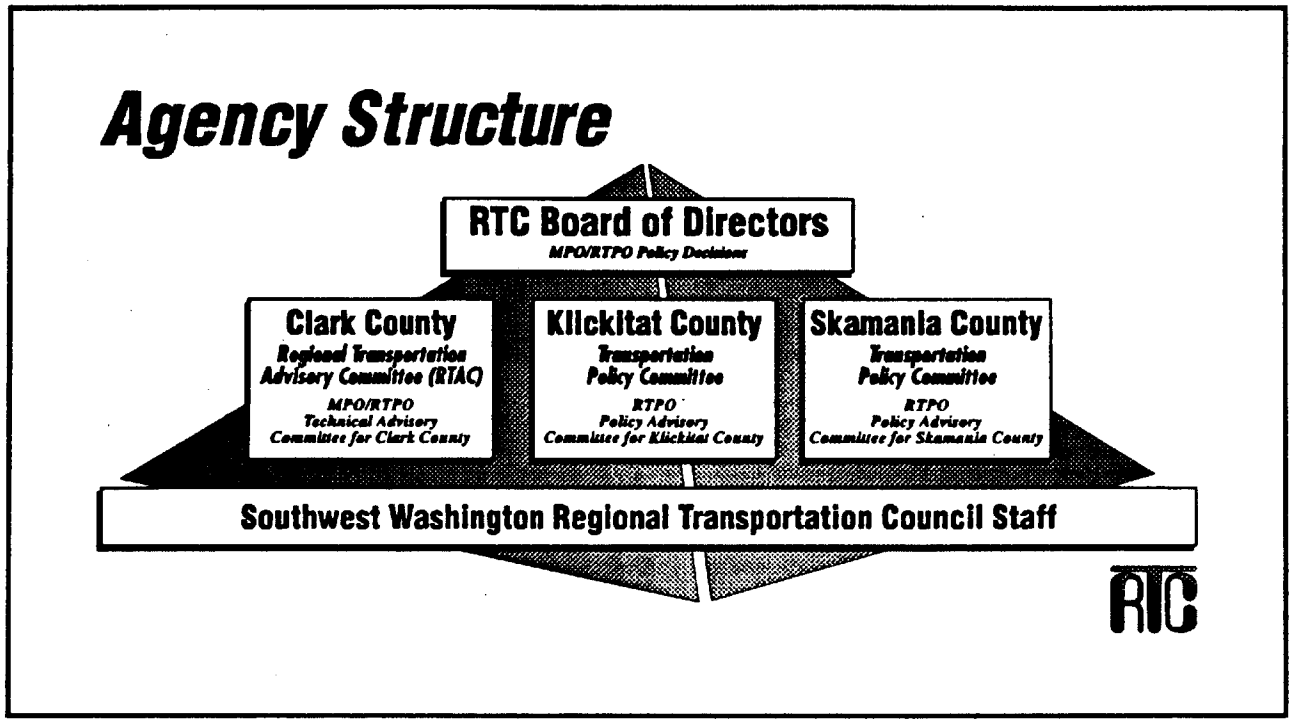
SOUTHWEST WASHINGTON REGIONAL TRANSPORTATION COUNCIL (RTC)

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 and endorsement of the Regional Transportation Plan, Metropolitan Transportation Plan, the Transportation Improvement Program, and other regional transportation studies, operational and near-term transit planning. The Transit Development Plan serves as the planning document that provides the guidelines for improving transit. C-TRAN adopted the *Transit Development Program 1994-*1999 in March, 1994 and the *Transit Development Financial Plan 1995-2000* in March, 1995. C-TRAN is currently working on the *Transit Development Program 1996-2001* which is scheduled for adoption by April, 1996. WSDOT is responsible for preparing *The Statewide, Multimodal 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. Throughout FY97, the study of High Capacity Transit continues to be the major issue of interstate significance. Also of significance is the implementation of air quality maintenance plans for ozone and Carbon Monoxide.

RTC Board of Directors

Clark County	Commissioner John Magnano
Clark County	Commissioner Mel Gordon
Clark County	Commissioner David Sturdevant
City of Vancouver	Mayor Royce Pollard
City of Vancouver	Mary Jo Briggs (Acting City Manager)
Cities East	Mayor Charles Crumpacker (Washougal) [President]
Cities North	Mayor Tevis Laspa (Ridgefield) [Vice-President]
Ports	Commissioner Bob Moser (Vancouver)
C-TRAN	Leslie White (Executive Director)
WSDOT	Gerald Smith (Southwest Regional Administrator)
ODOT	Bruce Warner (Region 1 Manager)
Metro	Councilor Rod Monroe
Skamania County	Commissioner Melissa Carlson-Price
Klickitat County	Commissioner Sverre Bakke

Regional Transportation Advisory Committee Members

WSDOT Southwest Region	Mary Legry / Doug Ficco
Clark County Public Works	Paul Haines
Clark County Planning	Craig Greenleaf
City of Vancouver, Public Works	Thayer Rorabaugh
City of Vancouver, Community Development	Darin Atteberry
City of Washougal	Mike Conway
City of Camas	Gary Stockhoff
City of Battle Ground	Dean Hergesheimer
City of Ridgefield	Bob Wallis
C-TRAN	Deb Wallace
Port of Vancouver	Bernie Bills
ODOT	Dennis Mitchell
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 Melissa Carlson-Price
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 Sverre Bakke
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) I-205 and East/West Arterials Study, (E) South/North Transit Corridor Study, (F) Skamania County RTPO, (G) Klickitat County RTPO and (H) Park and Ride Study. This region's 1996/7 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 the Federal Clean Air Act Amendments of 1990, as well as monitoring the performance of the regional transportation system.

All the RTPO planning activities are incorporated into Regional Transportation Plans which include regional transportation policies, goals, data, and transportation needs in Clark, Skamania and Klickitat counties. The MTP/RTPs are the principal transportation planning documents. The goals, objectives, and policies identified in the Plans help to guide the work of agencies throughout the RTPO region involved in transportation planning and programming of projects. THE MTP/RTPs will be reviewed and updated in FY97.

Federal transportation funding for individual projects within the MPO region of Clark County is dependent upon their consistency with the Metropolitan Transportation Plan (MTP) which is the Regional Transportation Plan for the Clark County metropolitan region. During FY97 the MTP will be updated to incorporate results from recent regional transportation planning studies, adopted Growth Management plans, the adopted Congestion Management System and Air Quality Maintenance Plans. The MTP for Clark County covers a county-wide-area, the area encompassed by the Metropolitan Area Boundary. Further progress will be made in incorporating the fifteen transportation planning factors described in ISTEA into the regional planning program. Work will be carried out to incorporate an enhanced financial plan element into the Plan and the state-required Least Cost Planning methodology will be used . Clean Air Act conformity requirements will be met by the updated MTP.

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. A 1997-1999 TIP will be adopted in fall 1996 and air quality conformity analysis will be carried out on the Program.

ISTEA designates regions of over 200,000 population as Transportation Management Areas (TMAs). Clark County, as a part of the Portland-Vancouver region, has been designated as a TMA. 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. National Highway System, Bridge and Interstate Maintenance Program projects are to be selected by the State, in cooperation with the MPO. In FY97, RTC will focus on implementation of the ISTEA-required Traffic Congestion Management System (RTC Board adopted, May, 1995). The Congestion Management Monitoring program, begun in late FY96, will continue in FY97. The program has been put in place to support development of the MTP, the concurrency management programs of local agencies, development of the regional travel forecasting model, Transportation Improvement Program and implementation of Congestion Management System efforts.

MPO planning program activities during FY97 will include significant regional transportation planning projects. A study of major significance in Clark County is the I-205 and East/West Arterials Study which will be completed in early FY97. The study is focused on issues concerning transportation system needs within the I-205 sub-area, freeway access, freight mobility, transit accessibility and land use impacts. Work on the South/North Transit Corridor Alternatives Analysis/Draft EIS will continue during FY97.

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

A Park and Ride Study for the Clark County region, begun in FY96, will be completed early in FY97.

I. REGIONAL TRANSPORTATION PLANNING PROGRAM

A. Metropolitan Transportation Plan

A *Metropolitan Transportation Plan* (MTP) was adopted in December, 1994. 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. The Metropolitan Transportation Plan (MTP) work element will include (i) review and 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 activities.

Work Element Objectives

(i) Plan Review and Update

1. Review and update of the adopted December, 1994 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 to 2015.

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 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. 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 freight, as well as people, movement. The sixteenth factor is the recently added 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 (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 now continue with implementation and system monitoring through integration of CMS strategies into the MTP and through system performance monitoring to be reported on in the MTP update.

(ii) **SEPA/NEPA Review**

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

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

3. 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. Incorporation of findings of High Capacity Transit (HCT) studies into the MTP.

3. Incorporation of updated recommendations from the *State Highway Systems Plan* as it is revised and integration of results from the State's newly established Six Year Plan.

4. Integration of the findings of the ISTEA management systems, if the State opts to continue development of the management systems, and any Major Investment Study results into the MTP.

5. 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.

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

7. Integration of results and findings from the regional Park and Ride Study carried out in 1995/96 to cover both inter- and intra-Clark County travel.

8. Integration of findings from the citizens' Transportation Futures Committee which convened in fall of 1995 to address transportation policy and transportation needs in the Clark County region.

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 an incentive-driven 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. Incorporation of the above into the MTP will likely result in adoption of an updated MTP in fall/winter of 1996.

(iv) **System Monitoring**

1. The MTP will be used as the document in which system 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.

FY97 Products

1. Updated MTP 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 understood. 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. The updated Plan will include a summary matrix showing how each of the required sixteen planning factors, required by ISTEA, are incorporated into RTC's regional transportation planning process.

2. An expanded and enhanced financial plan showing the application of fiscal constraint in development of the MTP which provides a detailed analysis revenue estimation and clearly documents operations and maintenance (O&M) costs. Substantive information from C-TRAN's Transit Development Plan (TDP) will be included and transit financing information will be provided in a format consistent with the highway analysis.

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 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. Opportunity for public involvement in development of the MTP.

10. A fully maintained and 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.

11. Liaison with DOT on whether or not they opt to continue development, implementation and maintenance of the Public Transportation Facilities, Intermodal Transportation Management, Highway Pavement, Bridges and Highway Safety Management Systems.

FY97 Expenses:	$
RTC	94,962
Total	94,962

FY97 Revenues:	$
FY97 PL	35,000
FTA, FY97	10,000
RTPO	12,000
Local	37,962
	94,962

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 1997-1999 Transportation Improvement Program (TIP), consistent with ISTEA requirements.

2. Review and implementation of project selection criteria which are 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 1997-99 TIP, as required by ISTEA. 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 1997-99 TIP, with consideration given to emissions reduction benefits of such projects.

4. Development of a realistic financial plan as part of the 1997-99 TIP which addresses costs for operation and maintenance of the transportation system.

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

6. Review of project selection process.

7. Amendment of TIP, where necessary.

8. Monitoring of TIP implementation.

9. 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 FY97 UPWP.

FY97 Products

1. An adopted 1997-99 Transportation Improvement Program to reflect the programming of ISTEA 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.

FY97 Expenses:

	$
RTC	40,903
Total	40,903

FY97 Revenues:

	$
FY97 PL	17,000
FTA, FY97	5,000
RTPO	7,000
Local	11,903
	40,903

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 first be considered.

Work Element Objectives

1. Collection of transportation system data and an analysis of overall transportation network performance as a first step in implementing 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.

2. Analyze traffic count data to get an up-to-date picture of system performance.

3. Coordinate with all the cities and Clark County to ensure that the data will be of use to them in their Concurrency Management programs as well as coordination with C-TRAN, WSDOT and the ports to ensure that the work will also support their project and planning development.

4. Contract with WSDOT Transportation Data Office to provide traffic counts at up to 200 intersections, at 20 freeway ramps, and for 30 turning movements throughout Clark County.

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

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

Relationship To Other Work

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

FY97 Products

1. Traffic counts at numerous locations throughout Clark County.

2. Analysis of traffic count data to provide support for CMS implementation.

Continuation of a FY96 UPWP element

FY97 Expenses:		**FY97 Revenues:**	
	Estimated carry-over to FY97		
	$		**$**
		CM/AQ	65,000
RTC	75,145	Local	10,145
Total	75,145		75,145

The full project budget, begun in FY96, 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. I-205 and East/West Arterials Study

The first phase of the I-205 and East-West Arterials Study, begun in FY96, will be completed in FY97. The I-205 and East/West Arterials Study is a planning/conceptual design study to examine 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 in the vicinity, between Andresen Road in the west and 162nd/164th Avenue to the east. It is intended to be the first phase of a planning study which will eventually assess the transportation needs of the entire I-205 corridor throughout Clark County. Phase I will include assessment of the most appropriate east/west arterial improvements, the feasibility of an additional I-205 connection, improve access to the Evergreen Transit Center, investigate the feasibility of this I-205 segment (described above) as a catalyst for HOV development, identify the need for improved freight access to the area, improve mobility in the corridor by relieving congestion at the Mill Plain and I-205 interchanges and integrate the transportation development plan with the GMA land use plan. The study will investigate multimodal options to improve mobility and accessibility including transit expansion, TDM, enhanced traffic operations and potential for a new interchange.

Work Element Objectives

1. Identify the most appropriate east/west arterial improvements to improve the transportation system in the sub-area.

2. Investigate congestion management at I-205 interchanges in the corridor and recommend improvements to enhance mobility and accessibility.

3. Assess improvements needed to have I-205 segment form the catalyst for development of I-205 as a high capacity transit corridor with potential for HOV lanes. This will include the evaluation of access to C-TRAN's existing Evergreen Transit Center.

4. Investigate potential TDM/TSM strategies in the corridor to include transit expansion, HOV lanes, and enhanced traffic operations.

5. Investigate the improvement of freight movement to the growing commercial/light industrial activities in the Mill Plain and N.E. 112th Avenue corridors.

6. Investigate FHWA's guidelines for new or revised interchanges on the interstate freeway system.

7. Analyze land uses in the sub-area and consider the land use impacts of any transportation improvements.

8. Provide cost/benefit analysis for the recommended improvements.

9. Integrate the findings into the Metropolitan Transportation Plan, Clark County and Vancouver's Growth Management land use plans and concurrency management systems.

Relationship To Other Work

Study results will be incorporated into the Metropolitan Transportation Plan. The I-205 corridor is currently designated as the "non-priority" corridor in the South/North study.

FY97 Products

1. The study began in FY96. During FY96 several technical reports were published including the I-205 and East-West Arterials Study Technical Report on existing Conditions and the I-205 and East-West Arterials Study Technical Report on 2015 Future Background Traffic Conditions. In FY97 a final study report should be published.

Continuation of FY96 Element

FY97 Expenses:	$	FY97 Revenues:	$
RTC + consultant	17,361	STP TMA	15,000
		RTC Local Match	2,361
Total	17,361		17,361

I. REGIONAL TRANSPORTATION PLANNING PROGRAM

E. South/North Transit Corridor Study

The lead agency for the South/North Corridor Study is Metro. A full description of the study is contained in Metro's FY97 UPWP. The lead agency for the Washington portion of the Portland/Vancouver region is C-TRAN.

METRO'S PROGRAM DESCRIPTION

the purpose of the South/North Transit corridor Study is to refine the design scope and concept of South/North Light Rail Transit based upon the environmental analysis and evaluation of a handful of promising alignment alternatives, design options and terminus alternatives. The refined LRT alignment (locally preferred strategy) will advance into the Final Environmental Impact Statement (FEIS) and completion of Preliminary Engineering, Final Design and Construction. The Study has been structured into two tiers: the purpose of Tier I was to select a preferred HCT mode, identify the study termini and narrow the range of alignment alternatives and design options. The LRT termini and narrowed alignments will advance into Tier II and the DEIS. The completion of Tier I satisfies the federal major investment study requirements. The purpose of Tier II, the current work program, is to prepare the environmental analysis that will be used in preparing the DEIS, in refining the design scope and concept of the LRT alternative and in making the State of Oregon land use decisions. The Tier II design scope and concept refinement will be made by Metro Council and the C-TRAN Board of Directors, with recommendations from the project Steering Group, Citizens Advisory Committee and participating jurisdictions. Metro Council will make the State of Oregon land use decision, and the C-TRA Board of Directors will make any decision relating to the State of Washington Environmental Protection Act (SEPA).

The South/North Transit Corridor Study was initiative following the conclusion of the I-205/Milwaukie and the I-5/I-205 Portland/Vancouver Preliminary Alternatives Analyses in May 1993. Within the Metro Joint Resolution No. 93-1784, the Milwaukie Corridor and the I-5 North Corridor were selected to be combined into the single South/North Corridor as the region's priority for HCT following the Westside extension of light rail to downtown Hillsboro.

The South/North Transit Corridor Study completed the Federal MIS requirements in December 1993 with the adoption of the *Tier I Final Report* which selected the corridor's locally preferred design concept and scope and the subsequent amendment of the RTP in May 1995 to include the design concept and scope.

The current goal of the South/North Corridor is to initiate the Tier II DEIS and Step One of PE in January 1996. Several of the objectives of the program are to implement an on-going public involvement program through the duration of the project, to prepare a detailed transportation impacts analysis on the alternatives, to prepare a detailed environmental analysis on the alternatives, to prepare a definition of the alternatives (including conceptual engineering), to prepare and publish a DEIS, to initiate PE, and to implement a corridor-wide decision-making process.

The purpose of the South/North Phase II Extension to Oregon City is to determine the best light rail transit route between the proposed South/North LRT extension to Milwaukie and the Clackamas Town Center area as determined by Metro Council in December, 1994. Two general alternative alignments are under consideration: 1) McLoughlin Boulevard between the Milwaukie Central Business District (CBD) and Oregon City, with possible routing through the Gladstone

CBD; and 2) I-205 between the Clackamas Town Center area and Oregon City, with possible routing through the Gladstone CBD. A third identified route using the abandoned Portland Traction Company alignment south of the Milwaukie CBD and west of McLoughlin Boulevard was removed from further consideration by the Metro Council in December 1994. The goal of the study is to establish a preferred Phase II alignment for inclusion within the RTP and Regional Framework Plan.

CURRENT YEAR'S PROGRAM - FY 1996-97

The focus of the South/North Transit Corridor Project in FY1996-97 will be the conclusion of the Tier II process and the environment and transportation analysis of the LRT alternative. The analysis will be documented with results reports and summarized within a DEIS. Preliminary Engineering on a set of alignment segments will continue. The candidate segments for PE Step One are those segments with one remaining alignment option under study in the DEIS that are South of the Oregon Arena: Downtown Portland; McLoughlin Boulevard (generally between Holgate Boulevard and Tacoma Street); and Railroad Avenue (generally between Milwaukie CBD and Clackamas Town Center). Following publication of the DEIS, the process leading to the refinement of the design concept and scope of the LRT alternative and adoption of the Land Use Final Order will be conducted. The LPS process will determine the alignments and minimum operable segment to advance into the FEIS/PE Step Two, which will be initiated in spring, 1997.

The activities that will be the focus of FY 1996-97 are consistent with and are required steps in the process that leads to the refinement of the design scope and concept of the LRT alternative and adoption of the Land Use Final Order.

PRODUCTS

1) On-going public involvement program;
2) Transportation Analysis documents in Results Reports;
3) Environmental Analysis documented in Results Reports;
4) Costing and Final Analysis documented in Results Reports;
5) DEIS;
6) Briefing Document;
7) Locally preferred strategy report;
8) Initial set of PE products:
   - Project Management Plan and Utility Relocation Plan;
   - Construction Management Framework;
   - Station Location Analysis;
   - Right-of-Way Determination;
   - Preliminary 30% Design Sheets; and
   - Preliminary Detailed Capital Costs for the three PE segments; and
9) FEIS/PE Step One Work Plan and Project Management Plan.

NEXT YEAR'S PROGRAM 1996-97

Work will be initiated on the Final EIS and PE Step Two in the Spring of 1997. Project management responsibility will shift from Metro to Tri-Met, with Metro still responsible for management of the FEIS. Tri-Met will prepare and implement a Funding Plan for the FEIS/PE Step Two. Tri-Met will also execute IGA's with Metro and the other participating jurisdictions for the FEIS/PE Step Two.

The focus of the South/North Project in FY 1997-98 will be the completion of the FEIS and mitigation plans. Tri-Met will conclude PE and will seek a Record of Decision from FTA.

The next year's program for the Phase II extension to Oregon City will be to conclude the development and documentation of data, to complete the public involvement work plan and to conclude the study with the selection of one Phase II alignment to be included within the RTP and Regional Framework Plan, and to be studied further within the Phase II environmental analysis. FY 1995-96 will see the accomplishment of the program's goals and objectives.

The focus of the current year's program for the Phase II extension of the South/North Transit Corridor to Oregon City is to develop and adopt a work plan, budget and necessary intergovernmental agreements for the conduct of the study. Initial analysis of the alternatives will be initiated with alternative transportation network development and initial background data development. Work on developing land use projections and alternatives will also be initiated. Finally, initial implementation of a public involvement work element will be undertaken. Because the work plan, budget and intergovernmental agreements have not been adopted or executed, the current budget estimates are preliminary and pending their completion.

MATERIALS AND SERVICES - FY 1996-97

Graphic/Repro Supplies	$9,500
Subscriptions/Publications	$1,200
Dues	$1,305
Auditing Services	$5,000
Miscellaneous Professional Services	$1,516,244
Equipment Rental	$10,000
Ads & Legal Notices	$21,500
Printing	$190,000
Typesetting & Repro	$56,000
Postage	$31,000
Delivery Services	$7,500
Travel	$13,005
Mileage Reimbursement	$85
Temporary Help	$5,000
Training/Tuition/Conferences	$9,095
Pay to Other Agencies	$5,472,185
Meetings	$21,000
Capital Lease-Furn./Equipment	$1,500
Total	**$7,371,119**

Expenditures			**Revenues**	
	Amount	**FTE**		**Amount**
Personal Services	$1,508,919	22.045	ODOT S/N Lottery	$2,000,000
Transfers	$417,644		94 S/N AA/DEIS OR-29-9022	$200,000
Materials & Services	$7,371,139		96 FTA 103 e(4) OR-29-9023	$5,504,349
Computer	$65,623		T-M DEIS	$1,006,651
			T-M FEIS	$640,000
			Metro	$12,325
Total	**$9,363,325**			**$9,363,325**

RTC DESCRIPTION

FY97 RTC Activities

1. Assist in continued public participation process for Clark County relating to Tier II.
2. Continue to assist Metro in development of traffic forecasting model to provide detailed travel forecasts and analysis to identify transportation impacts that affect the Clark County regional transportation system as well as localized impacts on alignment options. Use of the transportation forecasting model will be coordinated with local jurisdictions to assess transportation impacts.
3. Select a Locally Preferred Alternative.
4. Prepare a Locally Preferred Alternative Report and application to advance the corridor into Preliminary Engineering, if a build alternative is selected.
5. Ongoing coordination with regulatory agencies, regional agencies and local jurisdictions on environmental issues.

Purpose:

To provide MPO support to C-TRAN in conducting the Local Community Involvement program. This will augment the regional process with a focus more directly on Clark County issues. Transportation planning, analysis and mapping assistance would be provided for the following major tasks. 1) Community Participation and Communication, 2) Station Area Development, 3) Transit Service and Facility Development and 4) Financial Planning for High Capacity Transit.

Relationship to Other Work

The RTC South/North Corridor Study work element relates directly to Metro's FY97 UPWP work element "South/North Corridor Study". Metro is the overall project lead for the MIS/DEIS and is the agency primarily responsible for completion of the project. RTC's work element is intended to support the study activities for the region. As the regional MPO for the Clark County portion of the study corridor, RTC is the lead regional transportation planning agency to support the needs of Clark County jurisdictions in the MIS/DEIS. On the Clark County side, C-TRAN, WSDOT, RTC, the City of Vancouver and Clark County participate in this project and receive revenues for work on the study.

FY97 Products (also refer to Metro section above)

1. Ongoing public involvement program
2. Documentation of transportation analysis, environmental analysis, costing and financial analysis, and DEIS.
3. Transportation analysis documented in Results Report; January, 1996.
4. Draft Environmental Impact Statement; May, 1996
5. Locally Preferred Alternative Report; August, 1996.

RTC Expenses:	$	RTC Revenues:	$
RTC	90,000	Metro AA/HCTA	90,000
Total	90,000		90,000

C-TRAN has a separate budget for this study.

I. REGIONAL TRANSPORTATION PLANNING PROGRAM

F. 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 will focus on the biennial review and enhancement of the Regional Transportation Plan (initially adopted in April, 1995) to cover the Skamania region of the RTPO, in accordance with State guidelines. Further development of the regional transportation planning database for Skamania County will take place 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, including continued assistance in development of enhancement projects and development of the 1997-2002 TIP.

6. Competitive Surface Transportation Program (STP) project selection process and programming of selected projects in Regional Transportation Improvement Program (RTIP).

7. Continue assessment of public transportation needs, particularly specialized transportation, in Skamania County.

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

9. In FY96, the *SR-14 Corridor Strategy and Action Plan* was drafted by RTC staff. RTPO members, the Gorge Commission, and public have provided comments on the draft and changes to the report draft were made accordingly. In FY97, WSDOT staff will use the Strategy Plan as a basis for development of a SR-14 Route Development Plan (RDP) and Design Guidelines. The objective is to combine the Strategy Plan, RDP and Design Guidelines as a SR-14 Corridor Management Plan. RTC staff will assist in these efforts.

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.

FY97 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. Review and 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.

4. Preparation for 1997-1999 Regional Transportation Improvement Program (RTIP) to be incorporated into the State Transportation Improvement Program (STIP).

5. SR-14 Bicycle Plan.

FY97 Expenses:		**FY97 Revenues:**	
	$		**$**
RTC	34,944	RTPO	16,944
		STP	18,000
Total	34,944		34,944

I. REGIONAL TRANSPORTATION PLANNING PROGRAM

G. 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 will focus on the biennial review and enhancement of the Regional Transportation Plan (initially adopted in April, 1995) to cover the Klickitat region of the RTPO, in accordance with State guidelines. Further development of the regional transportation planning database for Klickitat County will take place 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, including continued assistance in development of enhancement projects and development of the 1997-2002 TIP.

6. Competitive Surface Transportation Program (STP) project selection process and programming of selected projects in Regional Transportation Improvement Program (RTIP).

7. Continue assessment of public transportation needs, particularly specialized transportation, in Klickitat County.

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

9. In FY96, the *SR-14 Corridor Strategy and Action Plan* was drafted by RTC staff. RTPO members, the Gorge Commission, and public have provided comments on the draft and changes to the report draft were made accordingly. In FY97, WSDOT staff will use the Strategy Plan as a basis for development of a SR-14 Route Development Plan (RDP) and Design Guidelines. The objective is to combine the Strategy Plan, RDP and Design Guidelines as a SR-14 Corridor Management Plan. RTC staff will assist in these efforts.

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.

FY97 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.

4. Preparation for 1997-1999 Regional Transportation Improvement Program (RTIP) to be incorporated into the State Transportation Improvement Program (STIP).

5. SR-14 Bicycle Plan.

FY97 Expenses:		**FY97 Revenues:**	
	$		**$**
RTC	36,700	RTPO	18,700
		STP	18,000
Total	36,700		36,700

I. REGIONAL TRANSPORTATION PLANNING PROGRAM

H. Park And Ride Study

The Park and Ride study began in FY96 to address the transportation system in Clark County. It examines transit demand related to specific origin and destination areas in the region. It identifies the capability of park and ride service to offer an alternative to the Single Occupant Vehicle, and to accommodate commuter parking capacity outside dense activity centers.

The study developed and evaluates a range of future park and ride system and service alternatives. The evaluation includes both joint use facilities and exclusive use facilities. Park and ride lot evaluation includes an examination of security and function, including: commuter functions, development opportunities, van and car pooling functions, and satellite parking possibilities. The study will consider park and ride system needs with and without light rail transit.

The study is coordinated with the local Growth Management Act (GMA) plans (adopted in December, 1994), GMA implementation strategies and local transportation programs, including Washington State's' *Statewide Transportation Plan; Systems Plan,* and *Freeway HOV System Policy*, C-TRAN's *Transit Development Plan* and to the *Metropolitan Transportation Plan* (MTP). The study will conclude early in FY97.

Work Element Objectives

1. Identify potential sites to improve transit commute operations, carpool options, and other alternative commute modes in Clark County.

2. Evaluate the current and planned park and ride system, and identify future park and ride system alternatives to enhance park and ride operations.

3. Identify current and future park and ride destination areas, and the system components necessary to service these areas.

4. Evaluate and identify ways to improve access at park and ride facilities to the transit system for pedestrians and bicycles.

5. Recommend a set of park and ride capital improvements to be implemented by local jurisdictions, C-TRAN, and WSDOT.

6. Identify transit operation improvements needed to support these capital investments.

Relationship To Other Work

Study recommendations will be incorporated into C-TRAN's Transit Development Plan, and an updated MTP and, in turn, improvements will be programmed in the Metropolitan Transportation Improvement Program (MTIP).

FY96/97 Products

1. Project management and coordination, as well as public involvement and information efforts.

2. Development of data to include review of existing data, license plate inventory and park and ride survey.

3. Park and ride demand analysis will include travel demand forecasting and destination area evaluation.

4. Development and evaluation of alternatives and financing strategies will include an assessment of joint use facilities, exclusive use facilities, multi-use facilities, commuter facilities, satellite facilities and flyer stop facilities. Finance strategies will include evaluation of funding sources to finance improvements. Alternatives will be analyzed in terms of security and safety, transit service evaluation, estimated transit ridership, passenger drop-off facilities, physical and operational constraints, land development and compatibility, transportation system plans, pedestrian and bicycle accessibility, facility sizing, costs, traffic operations and land availability.

5. Recommendations and Report.

FY97 Expenses:		**FY97 Revenues:**	
	Completion of FY96 element		
	$		**$**
RTC	4,000	C-TRAN (Local)	4,000
Total	4,000		4,000

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 increasing significance during FY97 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 access 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 FY97 UPWP. Clark County is currently designated as a marginal non-attainment area for ozone and a moderate non-attainment area for carbon monoxide. 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, the functional classification of roadways, routing of trucks, support for studies by local jurisdictions, support for regional High Capacity Transit studies 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. In particular, RTC will assist local jurisdictions in their work to continue implementation of 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. In FY91, the forecasting models used by RTC and METRO were integrated, allowing the Clark County region to carry out mode split analysis of person-trip assignments. Work was undertaken in FY92 to refine and develop the integrated model for local use. Work in FY94 focused on the provision of increased model access and applications to MPO/RTPO member agencies. In FY95, the model was developed for use in the congestion management program and for air quality analysis. In FY97, results from the Metro travel behavior survey, carried out in FY95/96, will be input to Metro's model to improve its reliability and RTC will continue to use Metro's model with a refined zone system for Clark County.

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. Cooperate with, and participate in, Metro's process to update the region's forecast 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. Continue to collect and analyze transit ridership statistics and provide transit-related data for the development and update of transit plans and reports as needed by C-TRAN.

9. Analysis of transportation-related census data.

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

11. Assistance to local jurisdictions relating to data and information from the regional transportation data base and in implementation of GMA plans, particularly in implementing the Concurrency Management Program.

12. Collaboration with Metro to analyze travel survey data to enhance the regional transportation database and regional travel forecasting model.

13. Update computer equipment.

14. Work with local agencies to allow their access to model use and to expand model applications for use in regional plans, local plans, transportation demand management planning and transit planning.

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

16. 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.

17. 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 update the base year to 1994.

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

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 . The traffic count program 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.

This element advances work toward the development and maintenance of the regional travel forecasting model which is 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.

FY97 Products

1. Maintenance and update of the regional transportation database.
2. Monthly, weekly, and year-to-date transit ridership data, update of ridership survey data and reports and graphs relating to transit use.
3. Work on future population and employment forecasts.
4. Allocation of future population and employment forecast data to Clark County transportation analysis zones.
5. Transportation planning data and GIS Arc/Info data integration.
6. Maintenance and update of the geographically correct highway network and local street system in a GIS coverage.
7. Integration of freight traffic data into the regional transportation database as it is collected and analyzed.
8. Update of traffic count database.
9. Technical assistance to local jurisdictions.
10. Analysis of results from the travel behavior surveys carried out in collaboration with Metro to be used to enhance the regional travel forecasting model.
11. Purchase of updated computer equipment with RTPO revenues.
12. Continued implementation of interlocal agreement relating to use of model in the region.
13. Model Users' Group meetings.
14. Refined travel forecasting methodology using EMME/2 program.
15. Re-calibration of model as necessary.
16. Review and update of model networks.
17. Model for use in MTP development.
18. Data for air quality data analysis and documentation.
19. Post-processing techniques.
20. Development of regional model alternative scenarios, running of alternative network assignments and modeled turning movement data, to assist local agencies in their planning studies and concurrency analysis.

FY97 Element Expenses:

	$
RTC	87,114
Computer Equipment (use of RTPO revenues)	6,000
Total	93,114

FY97 Element Revenues:

	$
FY97 PL	60,000
FTA, FY97	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 is classified 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. Before the region can be re-designated to attainment status it must adopt Maintenance Plans for ozone and Carbon Monoxide. RTC assisted Southwest Washington Air Pollution Control Authority in developing the Maintenance Plan for Carbon Monoxide which was adopted by SWAPCA in December 1995. The Maintenance Plan for Ozone is scheduled for adoption in spring of 1996. Mobile emissions are a significant source of the region's air quality problems. As a result, transportation planning and project programming cannot occur without consideration for air quality impacts; indeed 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. 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.

Data collection and analysis is of importance in air quality planning. RTC assists the region's air quality planning program in providing demographic forecasts for attainment years, development of a VMT grid, monitoring changes in VMT. RTC also analyzes air quality implications through the EPA Mobile Emissions model and measures project level air quality impacts.

In FY94/5, the Puget Sound Regional Council (PSRC) included a work element, "TCM Tools", in their UPWP. PSRC used statewide CM/AQ funds for this project and coordinated it with RTC and Spokane Regional Council (SRC). As a result, RTC is provided with a tool to measure the effectiveness of potential Transportation Control Measures in terms of travel and emissions reductions and has been provided with a sketch-planning tool to quantify the Carbon Monoxide air quality benefits of projects proposed for TIP programming. In FY95/96, PSRC included a Project Conformity Project element in their UPWP; again using statewide CM/AQ funds coordinated with RTC and SRC. The work provides for easier application of CAL3QHC software in project conformity analysis.

<u>Work Element Objectives</u>

1. Monitor federal guidance on the Clean Air Act.

2. Monitor state Clean Air Act legislation.

3. After adoption of both the Carbon Monoxide and Ozone Maintenance Plans, at the next update of the MTP for Clark County, the MTP will undergo air quality conformity analysis. The MTP will respond to mobile emissions budgets established in the Maintenance Plans and, if needed, Transportation Control Measures (TCMs) will be identified in the MTP.

4. If necessary, identify and implement Transportation Control Measures (TCMs) in the MTP update in order to attain and maintain air quality and relate to the State Implementation Plan (SIP) and Ten Year Air Quality Maintenance Plans.

5. Programming of any identified TCMs in the Transportation Improvement Program (TIP).

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

7. 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, ensure that inter-agency coordination requirements in the State Conformity Rule are followed.

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. 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.

FY97 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 1996), and 1997-199 TIP (scheduled for adoption in fall, 1996) as well as project level analysis, 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.

FY97 Expenses:

	$
RTC	20,747
Total	20,747

FY97 Revenues:

	$
FY97 PL	16,000
FTA, FY97	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.

FY97 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.

FY97 Expenses:		**FY97 Revenues:**	
	$		**$**
RTC	10,000	WA State Energy Office	10,000
Total	10,000		10,000

NOTE:

Clark County and other local jurisdictions will also be using money for commute trip reduction planning and implementation (see Section 4 of this FY97 UPWP)

III. TRANSPORTATION PROGRAM COORDINATION AND MANAGEMENT

Introduction

The third section of the FY97 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. Manage the regional transportation planning program.

5. 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.

6. Monitor new legislative activities as they relate to regional transportation planning and certification requirements.

7. Certify that the transportation elements of local governments' comprehensive land use plans conform with the requirements of Section 7 of the Growth Management Act and certify that local transportation elements are consistent with the MTP.

8. Participate in key transportation seminars and training.

9. Certification of the transportation planning process as required by ISTEA.

10. 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. Prepare UPWP Annual Report and quarterly progress reports.

11. Preparation of indirect cost proposal.

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

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

14. Ensure that the Bi-State Agreement between Metro and RTC is up to date.

15. Attendance at Metro's Joint Policy Advisory Committee (JPACT) meetings.

16. Participation in Metro's Transportation Policy Alternatives Committee (TPAC).

17. Attendance at Metro's Metro Policy Advisory Committee (MPAC) meetings.

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

19. Development of bi-state transportation strategies and participation in bi-state transportation studies.

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

21. Participation in Metro's regional growth allocation workshops for future population and employment forecasts.

22. Co-ordination with Metro's Region 2040 work activities.

Public Involvement

23. Public involvement is to 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.

24. 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.

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

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

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

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

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

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

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

32. 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.

33. Throughout the year requests are consistently received 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.

34. Continue with public involvement work which results from completion of the Transportation Futures Committee work. The Transportation Futures Committee was convened in the fall of 1995 and their work is currently scheduled to continue until early summer of 1996.

Federal Compliance

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

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

37. 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. The MTP update will address Transportation Control Measures (TCMs) to ensure that 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.

38. 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's implementation of the ADA's provisions and will review updates to C-TRAN's *ADA Paratransit Service Plan*. The current Paratransit Plan is the *1996 C-TRAN ADA Paratransit Service Plan*, published in January, 1996.

39. 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.

40. 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.

41. 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.

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.

FY97 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 FY96 UPWP.

6. FY97 UPWP amendments, as necessary, and quarterly progress reports on FY97 UPWP work activities.

7. An adopted FY98 UPWP.

8. RTPO certification of the adopted local GMA plans as amended following Western Washington Growth Management Hearings Board decisions made in 1995. Certification 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

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

13. Public information and input on transport issues and activities affecting the regional transportation system in Clark County and the Portland area.

14. Public meetings, including meetings relating to the MTP and TIP, coordinated with local jurisdictions and WSDOT Southwest Region and Headquarters.

15. Information publication and distribution on the regional transportation planning program.

16. Documentation of public involvement and public outreach activities carried out by RTC during FY97.

17. 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.

18. Public notification and comment period for any proposed changes to the Public Involvement Program.

Federal Compliance

19. Review of upcoming transportation projects for meeting MIS criteria. MIS projects will be noted in the MTP.

20. Monitoring of implementation strategies for clean air attainment and maintenance, in collaboration with the state's Department of Ecology and local agencies.

21. Implementation of the requirements of the Americans with Disabilities Act relating to transportation planning and service provision.

22. Assistance, particularly in production of maps and data analysis, to C-TRAN in their efforts to implement ADA and Title VI.

23. Title VI documentation and certification as required by FTA.

24. Incorporate emergency preparedness planning provisions into the Metropolitan Transportation Plan.

FY97 Expenses:	
	$
RTC	99,344
Total	99,344

FY97 Revenues:	
	$
FY97 PL	42,586
FTA, FY97	16,159
RTPO	14,832
Local	25,767
	99,344

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.

A. Washington State Department of Transportation, Southwest Region

Washington State Department of Transportation, Southwest Region, publishes the *Washington State Department of Transportation, Southwest Region, FY97 Unified Planning Work Program* which provides details of each of their planning elements and describes funding levels for each element.

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

1. Updating the State Highway Systems Plan (HSP).
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. Continuing work on the master plan 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 collaborative park and ride implementation with the MPOs and transit agencies.
5. Partnership planning with the MPOs on air quality, system performance, congestion management, livable communities, least cost planning, and major investment studies.
6. Continuing to improve the effectiveness of development review responses.
7. Improving the Southwest Region's public information/involvement processes and effectiveness.
8. Begin regional discussion of HOV policies and future implementation in Clark County.

WSDOT WORK ELEMENTS:

Planning and Administration (Budget: $38,879; .5 FTE's)

State Transportation System Planning

- Multimodal/Intermodal Planning/Coordination (Budget: $11,970; .2 FTE's)
- High Occupancy Vehicle (HOV/High Capacity Transit (HCT) Coordination (Budget: $21,035; .2 FTE's)
- State Systems Planning (Budget: $67,661; 1.5 FTE's)
- Corridor Planning (Budget: $7,541; .1 FTE's)
- Corridor Management Planning (Budget: $54,903; .7 FTE's)

Regional and Local Planning

- Reviewing Local Comprehensive Plans and Other Policies (Budget: $7,541; .1 FTE's)
- MPO/RTPO Coordination and Planning (Budget: $91,099; .8 FTE's)
- Regional or Local Area/Corridor Studies (Budget: $7,541; .1 FTE's)
- Public Transportation Planning (Budget: $5,985; .1 FTE's)
- Special Studies (Budget: $7,541; .1 FTE's)

Development Review/Access/SEPA/NEPA (Budget: $95,294; 1.4 FTE's)

Public Information /Community Involvement (Budget: $11,970; .2 FTE's)

Data and Research

- Data Collection/Analysis (Budget: $5,985; .1 FTE's)
- Travel Demand Forecasting (Budget: $35,985; .1 FTE's)

Transportation Demand Management (TDM) (Budget: $23,942; .4 FTE's)

- Employee Transportation Coordinator (Budget: $5,985; .1 FTE's)

IV. TRANSPORTATION PLANNING ACTIVITIES OF STATE AND LOCAL AGENCIES

B. C-TRAN

C-TRAN has identified the following planning elements for FY97:

- **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. (Budget: $350,000; Source: State)

- **C-TRAN Administration and Maintenance (AOM) Facility Expansion Project:** to conduct preliminary engineering, planning and a review of the needs assessment for the AOM facility expansion. (Budget $200,000; Source: Local).

- **C-VAN Paratransit Assessment:** continued analysis of agency paratransit service in order to meet ADA requirements.

- **Passenger On-Board Survey and System Assessment:** C-TRAN will complete an assessment of the fixed route system to analyze the effectiveness of service modifications completed in 1996. (Budget $40,000; Source: Local).

- **South/North Transit Corridor Study:** C-TRAN is participating in the south/North Draft Environmental Impact Statement which began in spring of 1997. As lead agency for compliance with the State Environmental Policy Act, C-TRAN is financing planning activities of Clark County jurisdictions during the period. **(Estimated budget $455000;** Source: Local).

- **Vancouver Mall Transit Center:** Planning for redesign of the Vancouver Mall Transit Center will be conducted by C-TRAN and Vancouver Mall managers.

The following studies were completed or are to be completed before the end of FY96:

- **Park and Ride Planning**: A Park and Ride survey will be administered and potential future park and ride sites particularly in the I-5 corridor, will be analyzed. (Budget: $100,000; Source: Local).

IV. TRANSPORTATION PLANNING ACTIVITIES OF STATE AND LOCAL AGENCIES

C. Clark County and other Local Jurisdictions

The following planning studies have been identified by Clark County:

- **Transportation Improvement Program (TIP), 1997-2002:** will involve work with the Transportation Improvement Program Involvement Team (TIPIT), which includes citizen representatives, to develop the 1997-2002 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 drafted in 1995 and relates to the GMA to guide improvements required of developments for existing and future roadway cross-sections. In FY97 the classification system will be implemented and reviewed for currency.

- 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.**

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
AVO	Average Vehicle Occupancy
BEA	Bureau of Economic Analysis
BMS	Bridge Management System
C-TRAN	Clark County Public Transportation Benefit Area Authority
CAA	Clean Air Act
CAAA	Clean Air Act Amendments
CBD	Central Business District
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
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
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
FONSI	Finding of No Significant Impact
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
HOV	High Occupancy Vehicle
HPMS	Highway Performance Monitoring System
I/M	Inspection/Maintenance
IMS	Intermodal Management System
IPG	Intermodal Planning Group
ISTEA	Intermodal Surface Transportation Efficiency Act (1991)

V. GLOSSARY

ABBREVIATION	DESCRIPTION
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
MAB	Metropolitan Area Boundary
MIS	Major Investment Study
MP	Maintenance Plan (air quality)
MPO	Metropolitan Planning Organization
MTP	Metropolitan Transportation Plan
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
OTP	Oregon Transportation Plan
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
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
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
SIP	State Implementation Plan
SMS	Safety Management System
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

V. GLOSSARY

ABBREVIATION	DESCRIPTION
SWAPCA	Southwest Washington Air Pollution Control Authority
TAZ	Transportation Analysis Zone
TCM's	Transportation Control Measures
TDM	Transportation Demand Management
TDP	Transit Development Program
TIA	Transportation Improvement Account
TIB	Transportation Improvement Board
TIP	Transportation Improvement Program
TIPIT	Transportation Improvement Program Involvement Team
TMA	Transportation Management Area
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
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

VI. SUMMARY OF EXPENDITURES AND REVENUES

A. FY97 Summary Spreadsheet

SOUTHWEST WASHINGTON REGIONAL TRANSPORTATION COUNCIL
FY97 UNIFIED PLANNING WORK PROGRAM - SUMMARY OF REVENUES/EXPENDITURES BY FUNDING SOURCE

		WORK ELEMENT	PL	FTA	RTPO	CM/AQ	STP	OTHER (incl. STP match)	MPO Funds	RTC TOTAL
	REGIONAL TRANSPORTATION PLANNING PROGRAM									
	A	Metropolitan Transportation Plan	35,000	10,000	12,000	0	0	0	37,962	94,962
	B	Transportation Improvement Program	17,000	5,000	7,000	0	0	0	11,903	40,903
	C	Congestion Management Monitoring [1]	0	0	0	65,000	0	0	10,145	75,145
	D	I-205 and East/West Arterials Study [2]	0	0	0	0	15,000	0	2,361	17,361
	E	South/North Transit Corridor Study [3]	0	0	0	0	0	90,000	0	90,000
	F	Skamania County RTPO [4]	0	0	16,944	0	18,000	0	0	34,944
	G	Klickitat County RTPO [4]	0	0	18,700	0	18,000	0	0	36,700
	H	Park and Ride Study						4,000		4,000
		Sub-Total	52,000	15,000	54,644	65,000	51,000	94,000	62,371	394,015
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	10,000	0	10,000
		Sub-Total	76,000	12,000	11,000	0	0	10,000	14,861	123,861
III	**TRANSPORTATION PROGRAM COORDINATION AND MANAGEMENT**									
	A	Reg. Transp. Program Coord. & Management	42,586	16,159	14,832	0	0	0	25,767	99,344
Totals			170,586	43,159	80,476	65,000	51,000	104,000	103,000	617,221

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

Feb 21, 1996

PL, FTA & RTPO Allocations (WSDOT Memo, 12/12/95)

1 State-wide CM/AQ funding; carry-over from project begun in late FY96

2 STP Funding. Project began in FY95 and will continue to October 31, 1996

3 Estimate. RTC expenses provided through Metro and C-TRAN (Total element funding outlined in Metro's FY97 UPWP)

4 Local match for STP will be provided from RTPO funds

5 State funding (estimated) through Clark County

B. FTA GMIS Codes

GRANTS MANAGEMENT INFORMATION SYSTEM (GMIS) EXPENDITURE DETAIL CODES FY97 UPWP FTA AND LOCAL MATCH				
Line Item Code	FY97 UPWP Work Element Description	FY97 FTA Sec. 8	FY97 Local Match for Sec. 8	FY97 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	$16,159	$4,040	$20,199
	Total	$43,159	$10,790	$53,949

GRANTS MANAGEMENT INFORMATION SYSTEM (GMIS) EXPENDITURE DETAIL CODES FY97 UPWP FTA AND LOCAL MATCH				
Line Item Code	FY97 UPWP Work Element Description	FY97 FTA Sec. 8	FY97 Local Match for Sec. 8	FY97 FTA and Local Match Total
41.20.01	Personnel	$43,159	$10,790	$53,949
41.20.03	Travel	$0	$0	$0
41.20.05	Supplies	$0	$0	$0
41.20.06	Contractual	$0	$0	$0
	Total	$43,159	$10,790	$53,949