STAFF REPORT

CONSIDERATION OF RESOLUTION NO. 95-2089 FOR THE PURPOSE OF AMENDING THE TRANSPORTATION POLICY ALTERNATIVES COMMITTEE (TPAC) BYLAWS

Date: January 30, 1995 Presented by: Andrew Cotugno

PROPOSED ACTION

This resolution would amend the TPAC Bylaws as follows:

1. Add implementation of the adopted 2040 growth concept to the requirements to consider in developing the Regional Transportation Plan.

2. Change the reference of the Urban Mass Transportation Administration (UMTA) to the Federal Transit Administration (FTA).

3. Remove reference to the Metro Council Planning Committee to the appointment of citizen members and approval of their alternates since it no longer exists. Selection and appointment of citizen members would remain the responsibility of the Metro Council.

TPAC reviewed the proposed amendments offered by Councilor Kvistad (Attachment 1) and Andy Cotugno (Attachment 2) in reconsideration of the TPAC Bylaws at its February 24, 1995 meeting and hereby recommends approval of Resolution No. 95-2089. The action taken was reflective of the need for flexibility in consideration of members and alternates. The Committee was hopeful that Metro Council would take into consideration appointing an alternate that shared the same interest perspective as that of the citizen member.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends approval of Resolution No. 95-2089.

ACC:lmk
95-2089.RES
2-27-95

M E M O R A N D U M

METRO

ATTACHMENT 1
PROPOSED AMENDMENT NO. 1

DATE: February 7, 1995

TO: JPACT

FROM: Councilor Jon Kvistad

RE: TPAC Bylaws Amendment

At the Metro Council's February 7 work session, the Council voted 5-2 to forward to JPACT for confirmation a proposed amendment to the TPAC bylaws (item #2 on your February 9 agenda). This amendment, which I introduced, addresses the appointment process for alternates to the six citizen positions on TPAC. The proposal would provide for alternates to be appointed through the same nomination and confirmation process as the citizen members. Alternates would be selected from the group of nominees originally submitted for full membership. This would replace the proposal before you which gives the authority to name alternates to the TPAC citizen members themselves.

It is my belief that the process of local government nomination and Metro Council confirmation is a good one, and should be used for the alternates as well as the full members. It provides greater accountability and promotes broader representation on TPAC from throughout the community.

The amendment deals with Article III, Section 2c, on page 3 of the TPAC bylaws. Incorporating the relevant TPAC recommendation, it would read (new language underlined):

> Citizen representatives and their alternates will be nominated by the jurisdictions and through a public application process, confirmed by the Metro Council, and appointed by the Presiding Officer of the Metro Council. Alternates shall be selected from the list of nominees submitted by the jurisdictions for appointment as citizen members.

Thank you for your consideration.

ATTACHMENT 2

PROPOSED AMENDMENT NO. 2
OFFERED BY ANDREW COTUGNO

ARTICLE III, Section 2c

Citizen representatives and their alternates will be nominated by the jurisdictions and through a public application process, confirmed by the Metro Council, and appointed by the Presiding Officer of the Metro Council. Alternates shall be selected from the list of nominees for appointment as citizen members.

95-2089.RES
2-15-95
ACC:lmk

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE TRANSPORTATION POLICY ALTERNATIVES COMMITTEE (TPAC) BYLAWS	))))	RESOLUTION NO. 95-2089 Introduced by Rod Monroe, Chair JPACT

WHEREAS, The Transportation Policy Alternatives Committee (TPAC) provides technical and policy input to JPACT and the Metro Council; and

WHEREAS, Amendments to the Bylaws are needed from time to time; now, therefore,

BE IT RESOLVED,

That the Metro Council hereby amends the TPAC Bylaws as reflected in Exhibit A.

ADOPTED by the Metro Council this _____ day of _____, 1995.

_____
J. Ruth McFarland, Presiding Officer

ACC:lmk
95-2089.RES
1-30-95

TRANSPORTATION POLICY ALTERNATIVES COMMITTEE

BYLAWS

Adopted by Metro Council
in Resolution 94-1902 on March 24, 1994

ARTICLE I

This Committee shall be known as the TRANSPORTATION POLICY ALTERNATIVES COMMITTEE (TPAC).

ARTICLE II

The Transportation Policy Alternatives Committee coordinates and guides the regional transportation planning program in accordance with the policy of the Metro Council.

The responsibilities of TPAC with respect to transportation planning are:

a. Review the Unified Work Program (UWP) and Prospectus for transportation planning.

b. Monitor and provide advice concerning the transportation planning process to ensure adequate consideration of regional values such as land use, economic development, and other social, economic and environmental factors in plan development.

c. Advise on the development of the Regional Transportation Plan in accordance with the Intermodal Surface Transportation Efficiency Act (ISTEA), the L.C.D.C. Transportation Planning Rule, the 1992 Metro Charter and the adopted 2040 Growth Concept.

d. Advise on the development of the Transportation Improvement Program (TIP) in accordance with ISTEA.

e. Review projects and plans affecting regional transportation.

f. Advise on the compliance of the regional transportation planning process with all applicable federal requirements for maintaining certification.

g. Develop alternative transportation policies for consideration by JPACT and the Metro Council.

h. Review local comprehensive plans for their transportation impacts and consistency with the Regional Transportation Plan.

i. Recommend needs and opportunities for involving citizens in transportation matters.

The responsibilities of TPAC with respect to air quality planning are:

a. Review and recommend project funding for controlling mobile sources of particulates, CO, HC and NOx.

b. Review the analysis of travel, social, economic and environmental impacts of proposed transportation control measures.

c. Review and provide advice (critique) on the proposed plan for meeting particulate standards as they relate to mobile sources.

d. Review and recommend action on transportation and parking elements necessary to meet federal and state clean air requirements.

ARTICLE III

MEMBERSHIP, VOTING, MEETINGS

Section 1. Membership

a. The Committee will be made up of representatives from local jurisdictions, implementing agencies and citizens as follows:

City of Portland	1
Clackamas County	1
Multnomah County	1
Washington County	1
Clackamas County Cities	1
Multnomah County Cities	1
Washington County Cities	1
Oregon Department of Transportation	1
Washington State Department of Transportation	1
Southwest Washington Regional Transportation Council	1
Port of Portland	1
Tri-Met	1
Oregon Department of Environmental Quality	1
Metro (non-voting)	2
Citizens	6
	21

In addition, the City of Vancouver, Clark County, C-TRAN, Federal Highway Administration, Federal Aviation Administration (FAA), Federal Transit Administration (FTA), and Washington

Department of Ecology may appoint an associate member without a vote. Additional associate members without vote may serve on the Committee at the pleasure of the Committee.

b. Each member shall serve until removed by the appointing agency. Citizen members shall serve for two years and can be reappointed.

c. Alternates may be appointed to serve in the absence of the regular member.

d. Unexcused absence from regularly scheduled meetings for three (3) consecutive months shall require the Chairperson to notify the appointing agency with a request for remedial action.

Section 2. Appointment of Members and Alternates

a. Representatives (and alternatives if desired) of the Counties and the City of Portland shall be appointed by the presiding executive of their jurisdiction/agency.

b. Representatives (and alternates if desired) of Cities within a County shall be appointed by means of a consensus of the Mayors of those cities. It shall be the responsibility of the representative to coordinate with the cities within his/her county.

c. Citizen representatives and their alternates will be nominated ~~by the jurisdictions and~~ through a public application process, confirmed by the Metro Council, and appointed by the Presiding Officer of the Metro Council. ~~All citizen members shall appoint an alternate to serve in their absence; if a citizen member fails to appoint an alternate within 30 days of appointment, the Metro Council will make the appointment.~~

d. Metro representatives (non-voting) shall be appointed one each by the Metro Executive Officer and Council Presiding Officer.

Section 3. Voting Privileges

a. Each member or alternate of the Committee, except associate members, shall be entitled to one (1) vote on all issues presented at regular and special meetings at which the member or alternate is present.

b. The Chairperson shall have no vote.

Section 4. Meetings

a. Regular meetings of the Committee shall be held each month at a time and place established by the Chairperson.

b. Special meetings may be called by the Chairperson or a majority of the Committee members.

Section 5. Conduct of Meetings

a. A majority of the voting members (or designated alternates) shall constitute a quorum for the conduct of business. The act of the majority of the members (or designated alternates) present at meetings at which a quorum is present shall be the act of the Committee.

b. All meetings shall be conducted in accordance with Robert's Rules of Order, Newly Revised.

c. The Committee may establish other rules of procedure as deemed necessary for the conduct of business.

d. An opportunity will be provided at each meeting for citizen comment on agenda and non-agenda items.

ARTICLE IV

OFFICERS AND DUTIES

Section 1. Officers

The permanent Chairperson of the Committee shall be the Metro Planning Director or designee.

Section 2. Duties

The Chairperson shall preside at all meetings he/she attends and shall be responsible for the expeditious conduct of the Committee's business.

Section 3. Administrative Support

a. Metro shall supply staff, as necessary, to record actions of the Committee and to handle Committee correspondence and public information concerning meeting times and places.

ARTICLE V

SUBCOMMITTEES

One (1) permanent subcommittee of the Committee is established to oversee the major functional area in the transportation planning process where specific products are required:

a. Transportation Improvement Program Subcommittee (TIP) -- to develop and update the five-year TIP, including the Annual Element.

b. Transportation Demand Management Subcommittee (TDM) -- to recommend measures to reduce travel demand for inclusion in the Regional Transportation Plan or funding in the Transportation Improvement Program.

Subcommittees may be established by the Chairperson. Membership composition shall be determined according to mission and need. The Chair shall consult with the full committee on membership and charge before organization of subcommittees. Subcommittee members can include TPAC members, alternates and/or outside experts. All such committees shall report to the Transportation Policy Alternatives Committee.

ARTICLE VI

REPORTING PROCEDURES

The Committee shall make its reports and findings and recommendations to the Joint Policy Advisory Committee on Transportation (JPACT). The Committee shall develop and adopt procedures which adequately notify affected jurisdictions on matters before the Committee.

ARTICLE VII

AMENDMENTS

The Bylaws may be amended or repealed only by the Metro Council.

TPACBLAW.3
2-27-95
March 24, 1994 - As approved by Metro Council.

STAFF REPORT

CONSIDERATION OF RESOLUTION NO. 95-2102 FOR THE PURPOSE OF APPROVING THE FY 1996 UNIFIED WORK PROGRAM AND RESOLUTION NO. 95-2103 CERTIFYING THAT THE PORTLAND METROPOLITAN AREA IS IN COMPLIANCE WITH FEDERAL TRANSPORTATION PLANNING REQUIREMENTS

Date: February 15, 1995 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 1996; 2) authorize the submittal of grant applications to the appropriate funding agencies; and 3) certify that the Portland metropolitan area is in compliance with federal transportation planning requirements.

TPAC has reviewed the FY 1996 Unified Work Program and recommends approval of Resolutions 95-2102 and 95-2103.

FACTUAL BACKGROUND AND ANALYSIS

The FY 1996 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, 1995. 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 Clean Air Act, Demand Management, Urban Growth Management, the Westside Corridor project, and the South/North Alternatives Analysis (AA). Also of major priority are 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.

In the past, regional Interstate Transfer or FAU funds have been allocated toward work elements in the UWP. This practice is continued with an allocation from the region's Surface Transportation Program (STP).

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

The UWP matches the projects and studies reflected in the proposed Metro budget submitted by the Metro Executive Officer to the Metro Council and is subject to revision in the final Metro budget.

Approval will mean that grants can be submitted and contracts executed so work can commence on July 1, 1995 in accordance with established Metro priorities.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends approval of Resolutions numbered 95-2102 and 95-2103, respectively.

95-2102.RES
2-28-95
KT:lmk

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF APPROVING THE FY 1996 UNIFIED WORK PROGRAM) RESOLUTION NO. 95-2102

Introduced by
Councilor Rod Monroe, Chair
JPACT

WHEREAS, The Unified Work Program describes all federally-funded transportation planning activities for the Portland-Vancouver metropolitan area to be conducted in FY 1996; and

WHEREAS, The FY 1996 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 1996 Unified Work Program is required to receive federal transportation planning funds; and

WHEREAS, The FY 1996 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 1996 Unified Work Program is approved.

2. That full implementation of this work program is subject to allocation of Regional STP funds.

3. That the FY 1996 Unified Work Program is consistent with the continuing, cooperative and comprehensive planning

process and is given positive Intergovernmental Project Review action.

4. 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 _____, 1995.

J. Ruth McFarland, Presiding Officer

95-2102.RES
KT:lmk
2-15-95

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF APPROVING THE FY 1996 UNIFIED WORK PROGRAM) RESOLUTION NO. 95-2102

Introduced by
Councilor Rod Monroe, Chair
JPACT

WHEREAS, The Unified Work Program describes all federally-funded transportation planning activities for the Portland-Vancouver metropolitan area to be conducted in FY 1996; and

WHEREAS, The FY 1996 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 1996 Unified Work Program is required to receive federal transportation planning funds; and

WHEREAS, The FY 1996 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 1996 Unified Work Program is approved.

2. That full implementation of this work program is subject to allocation of Regional STP funds.

3. That the FY 1996 Unified Work Program is consistent with the continuing, cooperative and comprehensive planning

process and is given positive Intergovernmental Project Review action.

4. 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 _____, 1995.

_____
J. Ruth McFarland, Presiding Officer

95-2102.RES
KT:lmk
2-15-95

JOINT RESOLUTION OF THE
METRO COUNCIL
AND OREGON STATE HIGHWAY CHIEF ENGINEER

FOR THE PURPOSE OF CERTIFYING THAT THE PORTLAND METROPOLITAN AREA IS IN COMPLIANCE WITH FEDERAL TRANSPORTATION PLANNING REQUIREMENTS	RESOLUTION NO. 95-2103 Introduced by Councilor Monroe, Chair JPACT

WHEREAS, Substantial federal funding from the Federal Transit Administration and Federal Highway Administration is available to the Portland metropolitan area; and

WHEREAS, The Federal Transit Administration and Federal Highway Administration require that the planning process for the use of these funds complies with certain requirements as a prerequisite for receipt of such funds; and

WHEREAS, Satisfaction of the various requirements is documented in Exhibit A; now, therefore,

BE IT RESOLVED,

That the transportation planning process for the Portland metropolitan area (Oregon portion) is in compliance with federal requirements as defined in Title 23 Code of Federal Regulations, Part 450, and Title 49 Code of Federal Regulations, Part 613.

ADOPTED by the Metro Council this _____ day of _____, 1995.

_____
J. Ruth McFarland, Presiding Officer

APPROVED by the Oregon Department of Transportation Chief Engineer this _____ day of _____, 1995.

_____
State Highway Chief Engineer

EXHIBIT A

Metro
Self-Certification

1. Metropolitan Planning Organization Designation

Metro is the MPO designated by the Governor for the urbanized areas of Clackamas, Multnomah and Washington Counties.

Metro is a regional government with seven directly elected Councilors and an elected Executive Officer. Effective January 1995, the Council was reduced to seven as mandated by the Metro Charter. Local elected officials are directly involved in the transportation planning/decision process through the Joint Policy Advisory Committee on Transportation (JPACT) (see attached membership). JPACT provides the "forum for cooperative decision-making by principal elected officials of general purpose local governments" as required by USDOT. The Charter created a new local government committee, the Metro Policy Advisory Committee, for nontransportation-related matters with the exception of adoption and amendment to the Regional Transportation Plan (RTP). JPACT remained unchanged under the Charter with the exception of a requirement to consult JPACT regarding Metro takeover of Tri-Met.

2. Agreements

a. A basic memorandum of agreement between Metro and the Regional Transportation Council (Southwest Washington RTC) which delineates areas of responsibility and necessary coordination and defines the terms of allocating Section 8 funds is in effect.

b. An agreement between Tri-Met, Public Transit Division of the ODOT and Metro setting policies regarding special needs transportation.

c. An intergovernmental agreement between Metro, Tri-Met and ODOT which describes the roles and responsibilities of each agency in the 3C planning process.

d. Yearly agreements are executed between Metro and ODOT defining the terms and use of FHWA planning funds and Metro and Tri-Met for use of FTA funds.

e. Bi-State Resolution -- Metro and RTC jointly adopted a resolution establishing a Bi-State Policy Advisory Committee.

f. Bi-State Transportation Planning -- Metro and RTC have jointly adopted a work program description which is reflected in this UWP and a decision-making process for high-capacity transit corridor planning and priority setting.

g. Metro has circulated a Memorandum of Understanding to concerned agencies in the metropolitan area which 1) establishes a Metro boundary less than that of the Oregon portion of the Portland/Vancouver Interstate Air Quality Maintenance Area for ozone

and its precursors; 2) identifies transportation and air quality planning responsibilities between concerned agencies for that portion of the AQMA which lies outside Metro's boundary; and 3) prescribes dispute resolution procedures in the event that modification of transportation projects planned outside Metro's boundaries but within the AQMA boundary become needed to demonstrate conformity with the Oregon State Implementation Plan.

Ratification of the MOU is anticipated prior to the end of FY 95. The incorporated City of Gaston has declined to approve the MOU. Gaston owns no regionally significant facilities and no significant projects are planned in the next 20 years on state-owned facilities within the City's boundary. Should regionally significant activity be proposed, Gaston would be consulted as a courtesy.

3. Geographic Scope

Transportation planning in the Metro region includes the entire area within the Federal-Aid Urban boundary.

4. Transportation Plan

The RTP was adopted on July 1, 1982. The document had one housekeeping update in 1984, a major update in 1989, and was revised in 1991. A minor update to incorporate new elements of ISTEA is scheduled for May 1995. A major update to reflect the State Transportation Planning Rule (TPR) will follow in 1996 and will include revisions that reflect the Region 2040 Growth Concept and Regional Framework Plan efforts. A rigorous review process is followed during updates which allows for extensive citizen and technical comment. The short-range Transit Development Plan, the detailed transit operations plan for the region, was completely revised and adopted by the Tri-Met Board in January 1988 and is currently being updated.

5. Transportation Improvement Program

The 1995 Metropolitan TIP (MTIP) was adopted by Metro in June 1994. It further incorporates planning requirements of the federal metropolitan planning regulations. Specifically, the 1995 MTIP:

a. Specifies the region's project selection procedures;

b. Elaborates regional compliance with fiscal constraint requirements;

c. Provides dual information regarding projects allocated categorical funds and categories of funds allocated to individual projects by phase of work, year of anticipated obligation and sponsoring jurisdiction;

d. Identifies and discusses the reasons that major projects programmed in the 1994 MTIP have been delayed;

e. Identifies local projects of regional significance with respect to emission of air pollutants;

f. Reformats the presentation of project description and map location data for projects programmed in the three-year approved program period; and

g. Provides updated analysis of MTIP conformity with the 15 planning factors specified in the federal planning rule.

The MTIP reaffirmed programming of numerous projects amended into the regional program throughout FY 1994 including completion of funding allocations to the CMAQ and Transportation Enhancement programs. The 1995 MTIP approved a handful of new projects and programming actions. All program activity associated with amendment of the 1994 TIP and adoption of the 1995 MTIP, except for two project approvals, were exempt from regional conformity analysis.

Comments received from Oregon DEQ led to the discovery that the Baseline network developed for the Conformity Analysis contained technical errors. Rather than redo the analysis, Metro cooperated with ODOT to process a comprehensive amendment of the State TIP (STIP) to identify and incorporate into the STIP all exempt programming activity which occurred subsequent to adoption of the FY 1994 MTIP in January.

Two projects, I-5/Wilsonville Interchange Reconstruction and OR-47 (Forest Grove) Bypass, were formally approved by adoption of the FY 1995 MTIP. Because these two projects were not exempt from Conformity Analysis requirements, they remain ineligible to obligate federal funds at this time. These two projects will be addressed in the Conformity Analysis to be prepared for the FY 1996 MTIP due in May 1995.

6. Transportation Improvement Program (TIP) Air Quality Conformity

Metro performs air quality analyses as required by the Clean Air Act Amendments (CAAA) of 1990. A linked-based emissions calculation methodology is used to estimate pollutants for the Air Quality Maintenance Area (AQMA) in the Portland metropolitan region for the analysis years 1990, 1995, 1996, 2000 and 2010. Total mobile emissions for ozone precursors -- summer CO, HC and NOx -- and Winter CO are reported. The TIP must conform to CAAA by not increasing emissions when compared to a base year of 1990 or to a No-Build forecast year.

7. Management Systems

Metro worked with ODOT in preparing work programs for submittal to FHWA on the Intermodal and Congestion Management Systems. The work programs and summaries of initial data-collection activities to support the management systems were submitted in October 1994 in compliance with the Interim Final Rules for Management Systems.

Also consistent with the Interim Final Rules, Metro has acted as a coordinating agency between ODOT and local governments and agencies on developing and implementing the safety, bridge and pavement systems. Metro has also worked with ODOT and Tri-Met on

the public transit management system. Such coordination will continue in following fiscal years.

8. Issues of Interstate Significance

The Bi-State Study was completed in FY 1994. The study generated recommendations which will be further analyzed as part of the update to the RTP. Unresolved issues may require additional separate analysis or study. Metro continues to participate on bi-state transportation and air quality issues. The South/North Transit Corridor Study AA/DEIS is being conducted with the close cooperation of Clark County jurisdictions.

9. Public Involvement

Metro maintains a continuous public involvement process which provides public access to key decisions and supports early and continuing involvement. Interactive public participation methods encourages the exchange of ideas and information. This includes the establishment of Citizen Advisory Committees; community outreach efforts such as workshops, and project specific activities; the use of communication methods such as newsletters, fact sheets, meeting notices, and press releases and mailings.

Major transportation projects have detailed citizen involvement plans focused specifically on the special needs of the project.

The South/North Transit Corridor Study involves 15 jurisdictions. An extensive regional public involvement plan is supported by supplemental local citizen participation efforts. These include geographical working groups, neighborhood/community stakeholder outreach, business contact programs, media education efforts, the development of differing levels of informational material and opportunities for input in addition to extensive decision-making processes for recommendations made throughout the study.

The South Willamette River Crossing Study (Southeast Corridor Study, Phase 2) will use a variety of public involvement techniques including: informational meetings in the study area, monthly articles in local papers, mailings to interested and affected parties, and a Community Review Group comprised of representatives from neighborhood and business associations, environmental interest groups, transportation advocacy group organizations that serve the transportation underserved, and other stakeholder groups in the study area.

A comprehensive public involvement strategy has been developed for the Regional Transportation Plan update process. Specific public outreach activities include: a transportation fair, informational meetings and open houses, public hearings, newsletters and other mailings, monthly articles in local papers, outreach to groups that have been traditionally underserved by the transportation system, and a Citizens Advisory Committee (CAC). The CAC will be comprised of delegates from neighborhood and business associations and a wide variety of community organizations, including those that serve the transportation underserved.

10. Air Quality

The Oregon Legislature passed HB 2214 which directs and authorizes the Environmental Quality Commission to adopt a specific air quality maintenance plan for the Portland area, patterned after the recommendations of the State Motor Vehicle Task Force.

A key point in the bill is the substitution of regulatory measures for the proposed market-based vehicle emission fee. Most notably are the limits placed on the construction of new parking associated with employment, retail and commercial facilities. In addition, the bill provides for a more stringent employer trip reduction program than originally proposed by the State Task Force. These two regulatory programs are expected to provide reductions in vehicle miles traveled (VMT) similar to what may have been achieved by the proposed vehicle emission fee. They are also complimentary to and will help achieve the goals of the LCDC TPR 12 which includes VMT and parking space per capita reduction targets.

11. Civil Rights

Metro's Title VI tri-annual report was submitted in September 1992 and is still in review. An ODOT/FHWA on-site review was held in March 1993 and certification approved. Disadvantaged Business Enterprise (DBE), Equal Employment Opportunity (EEO) and citizen participation all have programs in place which have been FTA-certified.

12. Elderly and Handicapped

The Americans with Disabilities Act Joint Complementary Transit Plan was adopted by the Tri-Met Board in December 1991 and was certified as compatible with the RTP by Metro Council in January 1992. (The 1994 Plan Update was approved by Metro as in conformance with the RTP.)

13. Disadvantaged Business Enterprise Program

A revised DBE program was adopted by the Metro Council in September 1989. Overall agency goals were set for DBEs and Women-Owned Business Enterprises (WBE) as well as contract goals by type. The annual goal for all DOT-assisted DBEs is 12 percent combined DBE/WBE. The DBE program is very specific about the request for proposals, bidding and contract process.

14. Public/Private Transit Operators

Tri-Met and C-TRAN are the major providers of transit service in the region. Other public and private services are coordinated by these operators.

Tri-Met also contracts for demand-responsive, and neighbor service with private entities such as ATC, Dave Transportation Systems, Inc., Larson Transportation Services, Inc., taxis and Buck Medical Services. Tri-Met also coordinates with those agencies using federal programs (FTA's 16(b)(2)) to acquire vehicles. Service providers in this category are coordinated by Volunteer Transportation, Inc. Special airport transit services are also

provided in the region (Raz Transportation and Beaverton Airporter Services). Involvement with these services is limited to special issues.

Two areas, Molalla and Wilsonville, were allowed to withdraw from the Tri-Met District on January 1, 1989. A condition of withdrawal was that they provide service at least equal to the service previously provided by Tri-Met. Dave Transportation Systems, Inc. is providing alternative service to Molalla at approximately two-thirds the cost of Tri-Met service.

KT:lmk
SELFCERT.UWP
2/28/95

JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION

Metro Council	Councilor Rod Monroe Councilor Susan McLain Councilor Don Morissette Councilor Patricia McCaig (alternate)
Multnomah County	Commissioner Tanya Collier Commissioner Dan Saltzman (alternate)
Cities in Multnomah County	Councilor Claudiette LaVert (Gresham) Councilor David Ripma (Troutdale) (alt.)
Washington County	Commissioner Roy Rogers (Washington Co.) Linda Peters (alternate)
Cities in Washington County	Mayor Rob Drake (Beaverton) Councilor John Godsey (Hillsboro) (alt.)
Clackamas County	Commissioner Ed Lindquist
Cities in Clackamas County	Mayor Craig Lomnicki (Milwaukie) Commissioner Jim Ebert (Oreg. City) (alt.)
City of Vancouver	Councilmember Royce Pollard Dean Lookingbill (SW RTC) (alternate)
Clark County	Commissioner David Sturdevant Les White (C-TRAN) (alternate)
ity of Portland	Commissioner Earl Blumenauer Commissioner Mike Lindberg (alternate)
Oregon Department of Transportation	Bruce Warner, Region I Engineer Michal Wert, Transportation Development Manager (alternate)
Port of Portland	Mike Thorne, Executive Director Dave Lohman, Director of Policy and Planning (alternate)
Washington State Department of Transportation	Gerry Smith, District Administrator Mary Legry, Transportation Planning Manager (alternate)
Tri-Met	Tom Walsh, General Manager Bob Post, Deputy General Manager (alternate)
Department of Environmental Quality	Lydia Taylor, Interim Director Gregory Green, Administrator Air Quality Division (alternate)

AC0227.LST
2-28-95/lmk

TRANSPORTATION POLICY ALTERNATIVES COMMITTEE

Metro	Andy Cotugno Casey Short
City of Portland	Steve Dotterrer Vic Rhodes (alternate) Greg Jones (alternate)
Multnomah County	Kathy Busse Ed Pickering (alternate)
Cities of Multnomah County	Richard Ross James Galloway (alternate)
Washington County	Brent Curtis Mark Brown (alternate)
Cities of Washington County	Roy Gibson Carol Landsman (alternate)
Clackamas County	Rod Sandoz Ron Weinman (alternate)
Cities of Clackamas County	Maggie Collins Jerry Baker (alternate)
Tri-Met	G.B. Arrington Joe Walsh (alternate)
Clark County	Dean Lookingbill Bob Hart (alternate) Lynda David (alternate)
Oregon Department of Transportation	Dave Williams Robin McArthur-Phillips (alt.) Leo Huff (alt.)
Washington State Department of Transportation	Steve Jacobson Keith Ahola (alternate)
Federal Highway Administration	Fred Patron Scott Frey (alternate)
Port of Portland	Susie Lahsene Brian Campbell
Department of Environmental Quality	Howard Harris
Citizenry:	Ronald Correnti/Pamela Williams David Bragdon/Gordon Hunter Molly O'Reilly/Ellen Vanderslice Michael Robinson/Dorothy Cofield Sterling Williams/Ray Polani Rex Burkholder/Grant Raddon
Associate Member: C-TRAN	Patrick Bonin

lmk/2-3-95
TPAC0104.LST

FY 1995-96
Unified Work Program

DRAFT 4

Transportation Planning in the Portland-Vancouver Metropolitan Area

Adopted: March __, 1995

TABLE OF CONTENTS

Oregon Portion

Portland Metro Area

FY 1995-96

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 and the Land Conservation and Development Commission Transportation Planning Rule (TPR) requirements for MPO areas. In combination, these requirements call for development of a multi-modal transportation system plan, integrated with land use decisions and plans for the region, with an emphasis on development of a multi-modal transportation system which reduces reliance on the single-occupant automobile and consistent with realistic financial constraints.

The Unified Work Program (UWP) includes, primarily, the transportation planning activities of Metro and other area governments with reference to land use planning activities.

Decision-making Process

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

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

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

MPAC - This committee was established by the Metro Charter to provide a vehicle for local government involvement in Metro's planning activities. It includes local elected officials (11), appointed officials representing special district (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. It develops recommendations to JPACT on all transportation-related matters. It has standing committees for the Transportation Improvement Program (TIP) and Transportation Demand Management (TDM).

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 and the Metro Charter, 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:

- Completion of the Region 2040 Project to establish basic directions on urban form to serve as the basis for the upcoming revision to the Regional Transportation Plan (RTP); this is in part in response to a Goal 12 requirement to consider land use alternatives to transportation improvements.
- Adoption of local development ordinances to incorporate into private developments bike and pedestrian facilities and improved building placement and orientation to facilitate access to the site by bikes, pedestrians and transit riders.
- Changes to land use plans to maximize development response to light rail transit (LRT).

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.
- Establishment of a $36 million alternative mode account for inclusion in the update to the ODOT Six-Year Improvement Program (despite a cut of $136 million of highway projects in this update).

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.
- Upcoming 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 a 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 Oregon Legislature. Major efforts underway include:

- Implementation of a funding proposal by the 1995 Oregon Legislature.
- Consideration of Metro vehicle registration fee.
- Inclusion of financial constraint in the TIP and RTP (leading to recent cuts in the ODOT Six-Year Improvement Program).
- Development of a Finance Package for the South/North HCT Project.
- Successful Tri-Met bond measure vote and a pending Clark County vote.

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

- Western Bypass Study
- Sunrise Corridor Study
- Mt. Hood Parkway Study
- Eastbank Freeway/Central Eastside Study
- South/North HCT Study
- Willamette River Crossing Study
- I-5/Kruseway Area Study

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 HCT Study and meeting and maintaining air quality standards in the Bi-State Air Quality Maintenance Area.

REGIONAL TRANSPORTATION PLAN

PROGRAM DESCRIPTION

The adopted RTP provides the region with a comprehensive policy and investment blueprint for an effective long-range transportation system. To ensure that the RTP adequately reflects: 1) current demographic, travel demand, economic conditions and trends; and 2) federal, state and regional policy, regulations and legislation, ongoing maintenance of the RTP database and timely updates to the plan are necessary.

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.

The RTP was last revised in 1992. The 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 TPR, the CAAA and the Americans with Disabilities Act of 1991 (ADA).

ISTEA requires the development of a long-range multi-modal system plan consistent with 15 broad planning factors. The factors require a fiscally constrained plan which addresses all modes of travel and the movement of both freight and people. These aspects of ISTEA are similar to those included in the new Oregon Transportation Plan (OTP). The OTP is the state's response to Rule 12. Provisions for consistency between the RTP and OTP are contained in the state TPR and the OTP.

RELATION TO PREVIOUS WORK

Work Program Prior to FY 1995-96

A substantial portion of the FY 1994-95 work program centered on completing the Region 2040 planning effort. As part of the 2040 project, transportation networks were developed and modeled, and the results analyzed for each of the growth concepts and the recommended alternative. The networks were developed in cooperation with ODOT, Tri-Met and local representatives. In addition, transportation- related conclusions were prepared for the ***Concepts for Growth, Transportation Analysis of the Growth Concepts*** and ***Recommended Alternative Decision Kit*** publications.

Phase I activities of the RTP Update were also completed. The first phase of the RTP Update followed adoption of a public involvement plan and recruitment of the RTP Citizens Commission and technical work teams. Phase I projects included: 1) RTP text revisions addressing requirements contained in the ISTEA; and 2) definition of a preliminary transportation system based on the Region 2040 Recommended Alternative that will be refined in Phase II of the RTP Update project. The Phase I effort satisfied 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.

Coordination with local governments was ongoing throughout FY 1994-95. Within one year of adoption of the updated RTP (in FY 1995-96), each 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 1995-96, when local jurisdictions are preparing local TSPs.

OBJECTIVES

Work Program for FY 1995-96

FY 1995-96 will focus on two activities: 1) completion of Phase II of the RTP Update by December 1996; and 2) initiating refinement plans and local TSP support activities. These activities directly relate to the Transportation Division goals to maintain and update regional transportation policy and planning.

Phase II of the RTP Update will focus on refining the preliminary transportation system adopted in Phase I to meet the requirements of the state TPR. The Region 2040 Recommended Alternative will provide the framework for refining the system, and the adopted RTP will serve as the transportation element of the Regional Framework Plan.

The following are key issues and activities that will occur as part of the Phase II effort:

- Multi-modal policies, plans and programs in the RTP will be expanded.
- Strategies for serving the Central City, Regional Centers and Town Centers with a supportive transportation system will be developed and refined.
- The functional role and transportation components of Corridors and Mainstreets will be further refined to reflect multi-modal needs.
- New strategies will be developed to better serve employment areas and industrial sanctuaries with transit, bicycle and pedestrian access.
- Freight travel and long-term system needs will be further studied to reflect the urban form elements defined in the Regional Framework Plan.
- Create a range of TDM strategies that support the Regional Framework Plan urban form and growth implications.
- Refine financial constraint analysis.
  Ensure consistency of the RTP with ODOT's Multi-Modal OTP.
- ODOT's metropolitan arterial corridor studies (MACS) will be incorporated into the Phase II effort, with the MACS program drives Metro area corridor studies and refinement plans were possible. (ongoing)
- Coordinate regional issues with changes to local jurisdictional and agency transportation plans, programs and policies. (ongoing)

Other RTP related activities include:

- 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.
- Based on information from the financial constraint exercise, examine regional funding option and select a strategy which will help the region achieve the goals and objectives contained in the preferred RTP. The strategy should also be used to implement Region 2040 and the Regional Framework Plan.

- Continue to assist ODOT, DLCD and the region in the transportation planning, project development and implementation, and decision-making consistent with State Transportation Rule 12.
- Continue to assist ODOT and DLCD in administration, implementation and monitoring of their transportation and growth management program.
- Participate as an agency in various planning or engineering technical advisory committees involved with refinement and implementation of regionally significant actions related to the RTP or development of local TSPs.
- 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.

PRODUCT

The major product for FY 1995-96 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;
- completing a fiscal analysis that demonstrates a "constrained" system;
- completing an air quality conformity analysis that complies with federal requirements;
- meeting the requirements or the State TPR; and
- creating a transportation system plan that supports the urban form and land uses set forth in the Regional Framework Plan.

EXPENDITURES

	Amount	FTE
Personal Services	$413,745	6.52
Transfers	142,737	
Materials & Services	28,431	
Computer	46,170	
Total	$631,083	

REVENUES

	Amount
96 PL	$173,031
96 Sec 8	59,415
96 Metro STP	125,148
96 ODOT STP Match	7,162
96 ODOT Supplement	70,000
96 Tri-Met	100,000
Metro STP (Dues Replacement)	30,000
Metro	66,327
Total	$631,083

REGIONAL PEDESTRIAN PROGRAM

PROGRAM DESCRIPTION

Metro's Pedestrian Program responds to the requirements of ISTEA, State Rule 12 and the RUGGOs to incorporate pedestrian considerations in the regional transportation planning and programming process. The program was initiated in FY 1994-95 with a Transportation Growth Management (TGM) grant. This year, the program will be folded into the RTP work program, with the addition of additional travel demand forecasting model enhancements described elsewhere in the UWP.

Through the pedestrian program, Metro will be the lead agency for coordinating, implementing and monitoring pedestrian plans, policies, objectives and standards incorporated into the Phase I RTP (ISTEA) Update in FY 1994-95. Refinements to the Regional Pedestrian Plan will continue during the Phase II RTP (TSP) Update in FY 1995-96 and will include the continued participation of local jurisdictions and the public.

Metro will continue coordination with local jurisdictions to ensure local pedestrian plans are consistent with regional policies and standards. The pedestrian program will be also coordinated with Regional Framework Plan activities in Metro's Growth Management Section, particularly in regard to transit and pedestrian friendly development programs.

RELATION TO PREVIOUS WORK

Work Program Prior to FY 1995-96

The FY 1994-95 program was funded by a TGM grant. The program focused on defining the pedestrian system element for inclusion into Metro's Phase I RTP Update and the Metropolitan Transportation Improvement Program (MTIP) in 1995. Specific activities included:

- Development of a regionally significant pedestrian element for inclusion in the Phase I (ISTEA) RTP Update, including policies, objectives and an initial set of performance measures and criteria; evaluation of alternative system elements leading to Phase I RTP adoption of preferred policies, modal performance measures and system needs.
- Definition of criteria for use in evaluating pedestrian projects for the $27 million regional reserve funds.
- Coordination with related planning efforts, including the Primary Transit Network and Metro's Mainstreets Program.
- Establishment of Metro's role and responsibilities for planning and programming of pedestrian projects. Coordinate with the RTP Update public process to incorporate comments from the general public as well as pedestrian interest groups.
- Participation in local pedestrian planning, programming and project development efforts.

OBJECTIVES

Work Program for FY 1995-96

Within the context of the RTP work program, Metro will refine the regional pedestrian policies, objectives and performance measures. The regionally significant pedestrian network also will be refined, and areas of regional interest needing pedestrian improvements identified. The program will identify projects for inclusion in the TPR Update and the MTIP. The program will

assist with identification of pedestrian projects for inclusion in local plans and programs, and for coordinating these plans and programs with regional pedestrian policies and standards.

The Pedestrian Program will be coordinated with the Regional Framework Plan, with particular emphasis on developing pedestrian friendly designs for the region's activity centers and high-density corridors. On a technical level, the program will make use of enhancements to Metro's travel demand forecasting model to identify and describe areas with a high potential demand for pedestrian activity. This data will then be used to identify deficiencies in the pedestrian system. Public involvement for the pedestrian program will continue to be coordinated with the RTP Update process.

PRODUCTS

- Pedestrian element of the RTP.
- Pedestrian projects for incorporation into the MTIP.
- Policies, objectives and standards for pedestrian districts and corridors of regional interest.

EXPENDITURES **REVENUES**

Amount	FTE	Amount
$ 0		$ 0

The budget for the Pedestrian Program is included in other program elements of the UWP.

TRANSPORTATION IMPROVEMENT PROGRAM

PROGRAM DESCRIPTION

The TIP is prepared in response to U.S. Department of Transportation (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 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 submitted to ODOT for incorporation, without change, into the state TIP. The state TIP is approved by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA).

CAAA and ISTEA mandate 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 1995-96

FY 1994-95 focus on development of a biennial TIP responding to ISTEA/CAAA directives:

- Historical documentation of federal transportation appropriations for submittal to our congressional delegation.
- TIP report published and distributed to city recorders, public works directors, members of TPAC.
- Conformity of the TIP with CAAA requirements, including the federal conformity rule adopted October 1993.
- Conformity of the TIP 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. Finalized TIP procedures in response to ISTEA guidelines for metropolitan planning, including public involvement and local project reporting procedures. Also, finalized conformity procedures consistent with CAAA conformity regulations (January 1995).
- Coordinated with ODOT to prepare a streamlined FY 1995-96 TIP incorporating results of fiscal constraints of the 1992 RTP and allocation of 2040 Reserve and Alternative Mode Reserve funds. Conducted Conformity Determination as appropriate.

OBJECTIVES

Work Program for FY 1995-96

The major focus the FY 1995-96 program includes:

- Coordinating with ODOT, the TIP Subcommittee and the public, revise JPACT/Metro Council multi-modal objectives and criteria for TIP project and program prioritization. Incorporate 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. The objectives and criteria should further enhance and reflect ISTEA, Rule 12, 2040 and other recent planning activities. (December 1995)
- Coordinating with ODOT, the TIP Subcommittee and the public, initiate an 18-month TIP update process beginning November 1995. The process will identify and prioritize projects or programs of regional significance for federal and state funding over a minimum period of federal fiscal years 1998-2000. Funding sources, project costs and schedules will be determined and reviewed through local and regional and statewide public involvement processes. Formal public hearings, adoption and CAAA conformity determinations will be conducted in FY 1996-97.
- 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. Investigate feasibility of using state database 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 1997-99 TIP. Additional activities include a TIP CAC and improved public responsiveness.

PRODUCTS

- Annual Update
- Amendments, as necessary

EXPENDITURES

	Amount	FTE
Personal Services	$164,570	2.49
Transfers	54,630	
Materials & Services	3,000	
Computer	7,800	
Total	$230,000	

REVENUES

	Amount
96 PL	$ 19,597
96 Sec 8	30,000
96 Metro STP	35,000
96 ODOT STP Match	2,003
96 ODOT Supplement	55,000
96 Tri-Met	45,000
Metro STP (Dues Replacement)	16,000
Metro	27,400
Total	$230,000

URBAN ARTERIAL FUND

PROGRAM DESCRIPTION

In 1989, the 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. A general program structure and initial identification of candidate projects for inclusion in the Urban Arterial Program was developed. A number of issues, including the emphasis on supporting the comprehensive funding package at the 1993 legislative session, delayed taking a finalized proposal to the public for a vote. The 1993 legislative transportation funding package was not approved.

Local and regional officials have indicated continued support for both the overall comprehensive funding strategy and the urban arterial element. However, new issues such as how to integrate the Urban Arterial Program with a comprehensive regional funding strategy and possible 1995 legislative funding initiative are now being addressed. Activities on the Urban Arterial program were delayed prior to FY 1994-95 by JPACT and the Metro Council for a variety of reasons.

RELATION TO PREVIOUS WORK

Work Program Prior to FY 1995-96

Following the 1993 legislative session, Metro began a review of the Arterial Fund Proposal with local agencies and other interested groups to determine the feasibility of referring a funding measure to the public in 1994. For a variety of reasons, including conflicts with local initiatives and the 1995 legislative sessions as well as the need to proceed with a South/North funding measure, JPACT and the Metro Council delayed the Arterial program.

FY 1994-95 work focused on several critical technical products and benchmark decisions including:

- The development of a refined road program of key improvements and estimated costs. This work included involvement of the public, local jurisdictions and transportation agencies to select a list of priority road and other improvements for inclusion in the program. A broader definition of eligible improvements evolved, including consideration of all constitutionally acceptable uses of dedicated road funds that benefit pedestrian, bike and transit riders.
- The development of a financial plan needed to implement the proposed program. This work included an analysis of a regional gas tax as well as a local option vehicle registration fee as a revenue source for the program. The analysis will also assist in the scheduling of improvements in the proposed Road Program.
- The conduct of public survey(s). This work will assist in developing the projects in the program and for public information purposes.
- Benchmark decision to proceed (or not) with a road funding program in 1995 or to integrate the Road Program into a larger transportation funding measure. Based on survey results, local agency and other public involvement, a benchmark decision to proceed or not proceed by local agencies and the Metro Council will be required by mid-1995.

OBJECTIVES

Work Program for FY 1995-96

If the benchmark decision is made to proceed with a road funding or comprehensive funding measure in November 1995, the focus of the program will be to survey the public and work with interested parties to refine the proposed road improvement program element.

Metro and local agencies will be responsible for developing and providing accurate information to interested groups and individuals on the program prior to any election. No federal or Metro funds would be used for any election campaign activities.

Procedures for revenue collection would be developed with the State Division of Motor Vehicles. A Metro/local agency intergovernmental agreement (IGA) on program administration will be finalized for Metro Council and local government action. Metro, through JPACT and the Metro Council, would be responsible for ongoing administration and distribution of the fund, assuming a ballot measure is approved.

EXPENDITURES

	Amount	FTE
Personal Services	$ 36,213	0.505
Transfers	11,787	
Materials & Services	122,500	
Computer	0	
Total	$170,500	

REVENUES

	Amount
93 Metro STP	$153,450
Metro	17,050
Total	$170,500

CONGESTION MANAGEMENT SYSTEM

PROGRAM DESCRIPTION

ISTEA requires that a series of six management systems be developed statewide and for metropolitan areas, including one for congestion. Management systems are intended to provide up-to-date and consistent information to guide transportation planning and programming decision making. The systems are to improve the efficiency of, and protect the investment in, the Nation's existing and future transportation infrastructure. Management systems, while not the end product, will be considered by ODOT, Metro and local jurisdictions in the development and prioritization of transportation needs through the planning process. The Congestion Management System (CMS) will be designed to monitor and analyze the magnitude of congestion on the multi-modal transportation system and to plan and implement actions that reduce congestion, improve air quality and enhance the performance of the transportation system to the level desired. ISTEA further directs that federal funds may not be programmed for projects which significantly increase single occupant vehicle (SOV) capacity 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 development of the CMS. Activities prior to FY 1994-95 included determination of inter-agency roles and responsibilities, development of a consultant scope of services and contract, hiring of a consultant through a request for proposal and interview selection process, and initial work on the development of a Phase I compliance statement. The first phase of the compliance schedule requires that by October 1, 1994, as a minimum, data collection activities must be initiated, the most critical areas requiring analysis must be identified, and a work plan for full implementation must be developed.

RELATION TO PREVIOUS WORK

Work Program Prior to FY 1995-96

The focus of FY 1994-95 activities was to comply with the Phase I requirements by October 1, 1994, and to follow the work plan developed as part of Phase I compliance which provided for the full implementation of the final CMS by October 1, 1995. Major tasks included:

- Compliance with Phase I requirements by initiating data collection efforts, identifying critical areas and developing work plan for full implementation.
- Developing an interim CMS for application to significant single-occupant-vehicle projects in the period prior to implementation of a full CMS.
- Coordination with the development of the Oregon Intermodal Management System (IMS), Oregon Public Transportation Management System (PTMS) and the Regional Transportation Council on Clark County CMS.
- Established public involvement structure as part of the RTP Update process consistent with ISTEA planning requirements emphasizing broad based and timely participation.
- Developing congestion performance measures for identified modes and identify necessary CMS related data.
- Collect and analyze appropriate multi-modal, traffic and congestion related data; initiate findings into RTP Update process.
- Identifying appropriate congestion management strategies and an evaluation methodology for congested corridors or areas.

OBJECTIVES

Work Program for FY 1995-96

FY 1995-96 activities include:

- Develop draft CMS for review and adoption; submittal of final to USDOT. Include CMS implementation plan. (July 1995/October 1995)
- Incorporate basic elements of CMS into metropolitan planning process. (December 1995)
- Develop CMS guidelines/users manual for SOV analysis process. (December 1995)
- Continue work on development of GIS-based data collection and monitoring program. (ongoing)
- Continue data collection and monitoring activities; analyze SOV projects with users manual. (ongoing)

PRODUCTS

- CMS Implementation Plan
- CMS Guidelines and Users Manual

EXPENDITURES

	Amount	FTE
Personal Services	$ 74,007	1.09
Transfers	25,233	
Materials & Services	27,000	
Computer	8,760	
Total	$135,000	

REVENUES

	Amount
96 PL	$ 20,200
96 Sec 8	25,000
96 ODOT Supplement	35,000
96 Tri-Met	15,000
93 Metro STP	25,000
Metro	14,800
Total	$135,000

INTERMODAL MANAGEMENT SYSTEM

PROGRAM DESCRIPTION

ISTEA required the development of six management system plans: Congestion, Public Transit, Intermodal, Safety, Pavement and Bridge. Management systems are intended to provide up-to-date and consistent information to guide transportation planning and programming decision-making. The Intermodal Management System (IMS) will provide the basis for interconnected intrastate, interstate and international, freight and passenger systems, and intermodal facilities. The IMS will ensure the efficient, safe and convenient, movement of people and goods, and improves 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 OTP, RTP and 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 IGA. Tri-Met and local jurisdictions will participate in the development of the IMS as well.

Activity prior to FY 1994-95 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 intermodal and goods movement task force and exchanging information with the task force.
- Completion of Phase I consultant services to assist in development of preliminary IMS, including preliminary system, performance measures, data needs and a scope of work to finalize IMS and begin implementation.
- In conjunction with the Region 2040 Study, analyze long-term commodity flows relative to land use and transportation alternatives.

RELATION TO PREVIOUS WORK

Work Program Prior to FY 1995-96

The focus of FY 1994-95 activities was to develop a scope of work and begin activities for the Phase II IMS, including:

- Develop a new IGA with the Port of Portland and ODOT outlining agency responsibilities and coordination.
- As part of second phase consultant activities, finalize system elements, inventory intermodal facilities, develop intermodal performance measures; and begin data collection.
- With the Travel Forecasting Section, begin initial refinements to better model and analyze regional freight movements, particularly by truck.
- Continue public outreach and technical agency coordination activities through the Intermodal Task Force, the RTP Freight work team and TAC, and through the RTP public involvement program.

- Incorporate the findings of the 2040 Commodity Flow Analysis into the 2040 Urban Growth Concept and into the RTP, as appropriate.

OBJECTIVES

Work Program for FY 1995-96

FY 1994-95 activities include:

- Completing second phase consultant activities to work with the project consultant, the Port and ODOT to finalize IMS efficiency measures and performance standards; initiate data collection and monitoring activities; and define additional IMS activities, agency roles and responsibilities and methods for incorporation of information into the planning process. (October 1995)
- Initiate development of strategies and actions for improving intermodal efficiencies and develop final implementation strategy for inclusion in the RTP. (December 1995)
- Work with ODOT on development of Intermodal Plan. (ongoing)
- Continue to work with Travel Forecasting Section to update modeling and analysis methods to better address freight movement, particularly by truck.
- Utilize IMS information for identification of key intermodal and freight projects for inclusion in the proposed ODOT TIP for FY 1998-2000. (March 1996)

Consistent with ISTEA, the IMS process includes a broad range of public involvement activities prior to review and adoption through JPACT/Metro Council, and ultimately, the Oregon Transportation Commission. Public participation includes a multi-interest regional CAC for overall planning consistency and policy development, and the intermodal task force to provide a freight and passenger expertise.

EXPENDITURES

	Amount	FTE
Personal Services	$ 36,087	0.58
Transfers	12,773	
Materials & Services	62,000	
Computer	1,140	
Total	$112,000	

REVENUES

	Amount
96 Metro STP	$ 18,823
96 ODOT STP Match	1,077
96 ODOT Supplement	20,000
93 Metro STP	60,000
Metro	12,100
Total	$112,000

MANAGEMENT SYSTEMS COORDINATION

PROGRAM DESCRIPTION

ISTEA required the development of six management plans: Congestion, Public Transit, Intermodal, Safety, Pavement and Bridge. Management systems are intended to provide up-to-date and consistent information to guide ongoing transportation planning and programming decision-making. ISTEA requires that states coordinate with MPOs on the development of management systems in metropolitan areas. In the Portland area, Metro is the lead agency for development of the Congestion Management System; is working with the Port and ODOT to develop the Intermodal Management System; and is working with Tri-Met and ODOT to develop the Public Transit Management System. Metro's role for bridge, safety and pavement is to coordinate between ODOT and local jurisdictions.

ISTEA specified three deadlines: 1) by October 1994, a scope of work defining implementation methods and roles and responsibilities for maintaining and implementing each management system was to be submitted to USDOT; 2) by October 1995, performance measures, systems definitions and data requirements must be identified; and 3) by October 1996, each management system must be fully operational and implemented. The Congestion Management System for the Portland area must be fully operational by October 1995 given the region's air quality non-attainment status.

In addition to procedural coordination, ISTEA requires that the various management systems also coordinate information and planning/programming decision-making where appropriate. This program is intended to provide that coordination at the metropolitan level. This program focuses on coordination activities between management systems and provides overall ODOT/local jurisdiction coordination for the safety, bridge and pavement management systems. Activities prior to FY 1994-95 focused on inter-agency meetings involving ODOT, Tri-Met and local jurisdictions to review management system requirements and determine general responsibilities. Lead agencies, as identified above, generally initiated start-up activities on all the systems.

RELATION TO PREVIOUS WORK

Work Program Prior to FY 1995-96

FY 1994-95 focused on coordination with USDOT, ODOT, Tri-Met and local jurisdictions to further define scopes of works, roles and responsibilities for development of each management system. Work continued on all management systems in FY 1994-95. As part of that work, Metro worked with ODOT to submit to USDOT the region's portion of the state's required compliance statements. The compliance statement included scopes of work for completion and implementation of the management systems and descriptions of initial data collection efforts.

General coordination activities included a series of meetings between lead management system agencies and local jurisdictions and citizens to discuss the management system purposes, to further define responsibilities, and to ensure coordinated data collection and information systems. USDOT regulations for management systems were evaluated and information distributed to interested parties. A public involvement process related to the management systems was developed in conjunction with the process for the RTP Update.

OBJECTIVES

Work Program for FY 1995-96

The major activities for FY 1995-96 include:

- Continued participation in ODOT/USDOT/Metro sponsored workshops and forums on management systems in order better coordinate and to stay up-to-date on regional, state and national management system issues and techniques.
- Continue to provide coordination between ODOT and local jurisdictions for development of the safety, bridge and pavement management systems. Activities involve identification of systems and performance measures, consistency in data and collection methods, and identification of strategies resulting from the management system.
- Coordinate discussions regarding actions for incorporation into the RTP.
- Continue discussions with USDOT and ODOT regarding future actions, submittals and interpretation of regulations and guidelines.

EXPENDITURES

	Amount	FTE
Personal Services	$25,747	0.42
Transfers	8,053	
Materials & Services	1,200	
Computer	0	
Total	$35,000	

REVENUES

	Amount
96 PL	$23,500
96 Sec 8	8,000
Metro	3,500
Total	$35,000

SOUTH WILLAMETTE RIVER CROSSING STUDY

PROGRAM DESCRIPTION

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 the I-205 bridge in Oregon City. This project is a first phase system-level analysis intended to determine whether a new bridge, a reconstructed Sellwood Bridge, additional capacity to the Ross Island Bridge or any combination of the three should be incorporated into the RTP. The study will identify a number of reasonable alternatives which can then proceed to Alternatives Analysis (AA)/Draft Environmental Impact Statement (DEIS). In addition, this study will identify and evaluate other transportation system improvements in the study corridor for inclusion in the RTP. This work program will be coordinated with the South/North Transit Corridor Study, ODOT's I-405 Reconnaissance and the City of Portland's South Portland Circulation Study.

The study was recommended in 1990 as a second phase to the Southeast Corridor Study. That study resulted in transportation system management improvements to east-west arterials and collectors between McLoughlin Boulevard and I-205.

RELATION TO PREVIOUS WORK

Work Program Prior to FY 1995-96

Major FY 1994-95 activities focused on development of a detailed scope of work that complies with the new Major Transportation Investment Study requirements under ISTEA, development and implementation of a public involvement plan and project oversight process and coordination with the South/North Transit Corridor Study and Region 2040. Major tasks include:

- Study initiation, including a public involvement process and inter-agency coordination.
- Prepare a background report defining study issues, problems, objectives and assumptions for analysis.
- Identify and screen preliminary alternative Willamette River bridge crossings, options for upgrading or replacing existing bridges, and feasible locations of new bridge alternatives.
- Finalize evaluation methodology.
- Conduct Major Investment Study (MIS) meetings with FHWA, FTA, ODOT, Tri-Met and appropriate resource agencies, and key stakeholders.

OBJECTIVES

Work Program for FY 1995-96

Next year's program will focus on evaluation of alternatives and building consensus and support for final recommendations from the system-level alternatives development and analysis phase of the study, with the detailed AA/DEIS phase to follow.

PRODUCTS

Major steps for FY 1995-96 include:

- Finalize study evaluation methodology.
- Measure the ability of the RTP committed highway system to accommodate projected (forecast) traffic demand.
- Evaluate the ability of TDM measures and transit alternatives to minimize the need for increased river crossing capacity.
- Identify modal capacity deficiencies for the existing bridge crossings (Ross Island and Sellwood) and potential crossing needs in the future.
- Identify the significant social, economic, and environmental impacts and costs for each of the proposed alternatives.
- Continue to coordinate AA with the South/North LRT project.
- Determine 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 RTP problem assessment and scope of work.
  - The operation of the arterial, transit, bicycle, pedestrian and freight systems.
  - The need for improvements to the RTP systems for arterials, transit, bicycles, pedestrians and freight.
- Prepare technical memo summarizing preliminary results.

Final recommendations and Study adoption will occur mid-FY 1996-97.

EXPENDITURES

	Amount	FTE
Personal Services	$122,391	1.96
Transfers	41,359	
Materials & Services	25,400	
Computer	20,850	
Total	$210,000	

REVENUES

	Amount
96 PL	$ 80,600
96 ODOT Supplement	70,000
Metro STP (Dues Replacement	29,600
Metro	29,800
Total	$210,000

TRANSPORTATION DEMAND MANAGEMENT

PROGRAM DESCRIPTION

In cooperation with the DEQ, ODOT and Tri-Met, Metro is acting as the lead agency in the analysis of alternative TDM techniques applicable in the Portland region. The objectives of TDM are to reduce VMT in the region, thereby reducing the demand for transportation capital expenditures, improving air quality and neighborhood livability, and reducing energy consumption. The need for comprehensive regional TDM strategies was recognized in 1991 in response to state TPR goals related to per capita VMT and parking space reductions and auto occupancy rate increases. The need for a TDM strategy is also outlined in the federal ISTEA which calls for measures to reduce reliance on the single occupant automobile. Adopted TDM strategies are in part being evaluated in conjunction with Region 2040 and will be incorporated into the RTP and, as appropriate, local transportation system plans. Adopted TDM strategies may also be considered for inclusion in the air quality SIP to meet federal CAAA provisions.

TDM strategies have historically been included in the RTP. This study is updating those strategies and techniques. The TDM study represents a second "phase" to recent TDM-related activities. The first phase, completed in early 1993, evaluated air quality related TDM strategies in conjunction with the Governor's Task Force on Motor Vehicle Emissions in the Portland Area. The Task Force recommended a number of strategies for consideration by the 1993 legislature. The strategies as adopted by the legislature also focused exclusively on air quality. Additional study and analysis is required to develop a comprehensive TDM program for the Portland region that encompasses other regional goals such as liveability, mobility and VMT reduction.

RELATION TO PREVIOUS WORK

Work Program Prior to FY 1995-96

The FY 1994-95 program focused on the following major activities:

- Finalizing alternatives development and evaluation methodology for analyzing TDM strategies.
- Completing alternatives analysis of specific TDM strategies. This included the use of Transportation Control Measures (TCM) Tools software developed by Sierra Research for FHWA to analyze the potential air quality benefits of TDM strategies.
- Establishment of mode share targets for bicycle, pedestrian and transit based on projected land use and transportation bicycle system characteristics.
- Preparation of a Recommendations Report describing the study alternatives, and recommended lists of base strategies for meeting the TPR and Air Quality goals.
- Re-submittal to the FHWA of a two-phased grant for a Congestion Pricing Pilot Demonstration Project in response to ISTEA.

OBJECTIVES

Work Program for FY 1995-96

The FY 1995-96 program will focus on implementation and application of TDM strategies at the regional and local levels. Specific activities include:

- Adoption of recommendations for inclusion in RTP, TIP and SIP as appropriate. (June 1996)
- Initiate work with local jurisdictions, transportation agencies and major employers to implement and monitor the demand management programs and strategies. Define roles and responsibilities and develop specific projects and programs. Review and monitor "state of the art" TDM strategies for further consideration for use in the Portland region. (ongoing)
- Develop regional guidelines and procedures for expanding Tri-Met's regional rideshare program, for promoting telecommute as a TDM strategy in the Portland area, and for expanding non-traditional transit service such as demand responsive service and shuttle service.

EXPENDITURES

	Amount	FTE
Personal Services	$37,037	0.865
Transfers	12,963	
Materials & Services	0	
Computer	0	
Total	$50,000	

REVENUES

	Amount
96 Metro STP	$26,484
96 ODOT STP Match	1,516
DEQ	15,000
Metro	7,000
Total	$50,000

AIR QUALITY PROGRAM

PROGRAM DESCRIPTION

The goal of the Air Quality program is to identify strategies to achieve and maintain the National Ambient Air Quality Standards (NAAQS) contained in the CAAA. The Portland area is designated as marginal non-attainment for ozone and moderate non-attainment for carbon monoxide (CO). In order to be redesignated to attainment, the CAAA requires the Portland region to develop maintenance plans for both ozone and CO to show how the region will stay in attainment through 2006.

In cooperation with DEQ, Metro has updated current year estimates and future year forecasts of emissions to determine whether standards for CO and ozone as established by the CAAA can be achieved by the mandatory deadlines and maintained thereafter. In accordance with federal law, the standard for ozone (hydrocarbon and nitrogen oxides emissions) was to be met by November 1993 and for CO by November 1995. With only two ozone (versus three allowed) excedences in the 1991 to 1993 period, the region met the standard and can proceed into the development phase of the maintenance plan. With completion of the maintenance plan, the region can apply to the Environmental Protection Agency (EPA) for attainment status.

Prior activities include:

- Updates to current hydrocarbon, nitrogen oxides and CO emission inventories as submitted to USDOT and EPA in November 1992.
- Assisting DEQ with the development of a CO contingency plan for the region as required by the CAAA.
- Air quality planning support to the Governor's Task Force on Motor Vehicle Emissions Reduction in the Portland area in 1992 and assisting DEQ with Task Force recommendations at the 1993 Legislature.
- Participation in Portland's Central City Transportation Management Plan process, which in part develops the CO standard for downtown parking.
- Participation on the ECO and Parking Ratio Rule Technical Advisory Committees, and the ECO and Parking Ratio Rule Policy Committees.

RELATION TO PREVIOUS WORK

Work Program Prior to FY 1995-96

The FY 1994-95 program focused on two major tasks. First, the development of the CO Maintenance Plan. The plan identifies air quality Transportation Control Measures (TCMs) which will be implemented to help ensure the region continues to meet the federal NAAQS standard for CO. The CO standard is to be met by November 1995. Currently, the region is in compliance with the CO standard. The plan contains contingency measures that will be triggered in the event the region violates the NAAQS following the attainment deadline and prior to having an approved CO maintenance plan.

Second, Metro worked with DEQ on development of the Ozone Maintenance Plan which was to be submitted to EPA by May 1995. Because the plan must be based at the latest travel and emission forecasts, Metro staff is providing updated model results so that an accurate emission budget for CAAA conformity can be established. The plan includes both base and

contingency strategies consistent with House Bill 2214 adopted by the 1993 Legislature. In addition, Metro is developing methods to incorporate CAAA final conformity regulations into RTP/TIP planning procedures; and initiating the application of those procedures.

OBJECTIVES

Work Program for FY 1995-96

FY 1995-96 work will focus on specific program objectives to meet CAAA and ISTEA requirements and improve Portland area air quality. Included are the following activities:

- Completion and implementation of the CO Maintenance Plan. Metro is the lead agency for the transportation element of the plan and will be involved in the implementation of TCMs identified for the CO SIP. Metro also will be directly responsible for conducting a Mobile Emission Inventory for winter CO for 1991 and 2010. This data will be used to establish a sub-regional emission budget for the Central City and for the 82nd Avenue Corridor.
- Implementation of the Ozone Maintenance Plan. Metro, with DEQ, will implement the specific requirements of the plan including any TDM measures adopted in the RTP to be used for air quality benefits. Local coordination and implementation activities for the ECO and Parking Ratio Rules will be a key work task for FY 1995-96. Local jurisdictions must adopt their TSP, consistent with the RTP one year after adoption of the RTP.

PRODUCTS

- CO Maintenance Plan
- Implementation of the Ozone Maintenance Plan

EXPENDITURES

	Amount	FTE
Personal Services	$10,101	0.45
Transfers	3,399	
Materials & Services	0	
Computer	1,500	
Total	$15,000	

REVENUES

	Amount
DEQ Carryover	$15,000
Total	$15,000

REGIONAL BICYCLE PROGRAM

PROGRAM DESCRIPTION

The Regional Bicycle 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-related plans, policies, objectives and standards incorporated into the Phase I RTP (ISTEA) Update in FY 1994-95. Refinements to the Regional Bicycle Plan will continue during the Phase II RTP (TSP) Update in FY 1995-96. Also, Metro will work with local jurisdictions and the public to add further detail to the regional bicycle system. The Regional Bicycle Program continues to represent a greater agency emphasis consistent with the federal and state directives.

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 planning, programming and project development. The program will also coordinate with Regional Framework Plan activities in Metro's Growth Management Section, particularly in regard to transit and pedestrian friendly development programs.

RELATION TO PREVIOUS WORK

Work Program Prior to FY 1995-96

The FY 1994-95 program was funded by a TGM grant, and focused on defining bicycle elements for inclusion into Metro's Phase I RTP Update and the MTIP in 1995. Specific activities included:

- Development of regionally significant bicycle element for inclusion in the Phase 1 (ISTEA) RTP Update, including policies, objectives, performance measures and criteria; evaluate alternative system elements; leading to Phase I RTP adoption of preferred policies, modal performance measures and system needs.
- Definition of evaluation criteria by bicycle mode for the $27 million reserve fund, for use in evaluating potential projects for the recommended network.
- Establishment of regional bicycle roles and responsibilities for planning, programming and construction, including coordination with the RTP Update public process to incorporate input from the general public as well as bicycle interest groups.
- Updating and reprinting the ***Getting There By Bike*** user suitability map to better incorporate recent planning and programming activities.
- Participation in local project development activities related to bicycle projects.
- Coordination with Region 2040 Growth Concept refinement/implementation process to develop improved bicycle mode forecasting.

OBJECTIVES

Work Program for FY 1995-96

The FY 1995-96 work program continues implementation, through the Phase II (TSP phase) of the RTP Update, of a regional framework for bicycle activities in the Portland metropolitan area, including more thoughtful and innovative planning and programming for the bicycle transportation mode. Unlike FY 1994-95, the Regional Bicycle Program will not be totally

funded by a TGM grant. 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.

PRODUCTS

Through planning and programming activities, Metro will continue to participate in the following activities:

- Monitor policy and project implementation of the Regional Bicycle Plan and related bicycle objectives in the Phase I RTP Update.
- In conjunction with the Phase II RTP Update, development of 10/20/30-year final bicycle mode targets and bicycle work team refinement of preliminary RTP elements.
- Development of regionally significant bicycle facility projects for inclusion in the FY 1995-96 MTIP cycle, including a project solicitation process; project evaluation and ranking criteria; and adoption of recommended projects for funding.
- Evaluate progress, including successes and failures in moving toward the vision, goals and objectives described in the Phase I RTP Update of the Regional Bicycle Plan. As necessary, prescribe changes to strategies, actions and potential projects during Phase II of the RTP Update.
- Provide a leadership role in assisting local jurisdictions with local bicycle system detail and expansion related to city and county transportation system plan (TSP) updates.
- Continue to provide regional leadership and coordination with the ODOT Bicycle Program.
- Lead and participate in ongoing public outreach to further encourage mode shift to bicycle trips.
- Work with employers and local governments to develop a regional incentives program, similar to the Metro employees TDM program.
- Provide bicycle planning and facility design expertise in ongoing coordination with main street planning, station area planning and intermodal issues, such as bicycle access to transit stations and park and rides, and Tri-Met's bicycles on buses program.
- Provide bicycle 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 planning and bike facility design issues related to on-going studies, such as the ***South Willamette River Crossing Study***, ***South/North Transit Corridor Study*** and the ***Westside Light Rail Project***.
- Develop and refine a bicycle network travel demand model based on activity survey results and a year 2020 forecast.

EXPENDITURES

	Amount	FTE
Personal Services	$37,274	0.52
Transfers	12,226	
Materials & Services	30,000	
Computer	3,420	
Total	$82,920	

REVENUES

	Amount
96 Metro STP	$32,774
96 ODOT STP Match	1,876
Metro	48,270
Total	$82,920

PARKING PROGRAM

PROGRAM DESCRIPTION

The TPR requires the state's MPOs to adopt TSPs by May 1995. Local jurisdictions must adopt TSPs a year after the MPOs. Metro is the MPO for the Portland metropolitan area and will be adopting a preliminary TSP by May 1995, and a final by December 1995. As part of the TSP, Metro is required to implement a plan and supporting programs which reduce per capita parking spaces by 10 percent over the 20-year planning period. This program addresses the requirements of the TPR for managing parking on a regional basis.

Activities prior to FY 1994-95 included working with DEQ to finalize results of the Governor's Task Force on Automobile Emissions; work with the 1993 Oregon Legislature to approve HB 2214 which addresses parking as an air quality maintenance strategy and work with ODOT and DLCD to further define strategies to address the TPR requirement. The latter activity included applying for and receiving grant funding through ODOT and DLCD for a Regional Parking Study.

RELATION TO PREVIOUS WORK

Work Program Prior to FY 1995-96

Activities during FY 1994-95 focused on two areas concerning regional parking. First, Metro worked with DEQ to develop and implement regional parking ratios for new development. The ratios have been identified as a key element for maintaining the region's air quality, consistent with CAAA, and were endorsed by the 1993 Oregon Legislature (HB 2214). The ratios are also seen as a key element to meet the TPR parking directive.

Second, Metro staff completed work on the above-mentioned Regional Parking Study. The study provided an inventory of regional parking spaces and identified candidate methods and locations for parking management over the next 20 years to meet the TPR directive.

In addition to the above, FY 1994-95 work also included development of concept level parking management strategies for analysis through the Region 2040 process.

OBJECTIVES

Work Program for FY 1995-96

Major study activities were completed FY 1994-95. Activities next year will focus on:

- Incorporating results of the Regional Parking Study into the RTP and the Regional Framework Plan; and revising RUGGO language, as necessary.
- Working with local jurisdictions to refine results of the Regional Parking Study and incorporate into local TSPs.
- Working with DEQ and local jurisdictions to implement the regional parking ratio program.

PRODUCTS

- Refine Regional Parking Study
- Implementation of Regional Parking Ratio Program

EXPENDITURES			REVENUES	
	Amount	FTE		Amount
Personal Services	$ 9,595	0.12	96 Metro STP	$ 4,729
Transfers	2,905		96 ODOT STP Match	271
Materials & Services	0		96 ODOT Supplement	5,000
Computer	0		Metro	2,500
Total	$12,500		Total	$12,500

TIER II SOUTH/NORTH TRANSIT CORRIDOR STUDY

PROGRAM DESCRIPTION

The South/North Transit Corridor 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. Tier I will conclude by meeting the requirements of a MIS and the adoption of the South/North MIS Final Report. The purpose of the Tier II South/North Transit Corridor Study is to prepare the environmental analysis and Environmental Impact Statement (EIS), select a locally preferred alternative (LPA) and complete Preliminary Engineering (PE) for the LRT alternative, leading to a Record of Decision from the FTA in order to allow the corridor to advance into final design and construction. Tier II has been divided into two steps. The first step will include the preparation of the DEIS, selection of the LPA, completion of the LPA Report and the initiation of PE. The second step will include preparation of the FEIS and completion of PE. Station area planning activities will be included within both steps. The following work element describes the activities that are included in the first step of Tier II. The Study will conclude Tier I, the MIS requirements, in spring 1995 and will advance into step one of the Tier II EIS/PE phase immediately thereafter.

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 AA 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 FTA approved the initiation of AA and published notification of their intent to publish a DEIS for the South/North Corridor in September/October 1993.

The South/North Transit Corridor AA/DEIS program was developed as the next (second) step in FTA's five-step planning process for major transit facilities. Subsequently, FTA modified its procedural requirements for a major transit investment replacing the AA with the MIS regulations. These are multi-modal regulations, issued jointly with FHWA, and are an element of the Metropolitan Planning Rule. A consultation was held in December 1994 between Metro, C-TRAN, Tri-Met, the Southwest Washington Regional Transportation Council (SWRTC), the FHWA and the FTA to determine whether modifications should be made to the South/North Study to comply with the new federal regulations. It was concluded through that consultation that the Tier I Preliminary Screening step would conclude by meeting the MIS requirements and by adoption of the South/North MIS Final Report. The region would then seek authorization to advance the corridor into the Tier II EIS/PE phase.

Following is a summary of the primary objectives or work elements of the first step of the Tier II South/North Transit Corridor Study:

- To prepare and publish methodologies for the environmental impact assessment, cost estimates, travel demand forecasts, fiscal analysis and evaluation;
- To prepare and publish results reports for the No-Build and the LRT alternatives documenting their anticipated environmental impacts, costs, travel demand and fiscal impacts;
- To prepare and publish a DEIS;
- To select a LPA following publication of the DEIS and to prepare a LPA Report;
- To establish a corridor for the Phase II extension to Oregon City;

- To initiate PE;
- To coordinate with state, regional and local jurisdictions to conduct station area planning throughout the corridor; and
- To implement a public involvement program.

RELATION TO PREVIOUS WORK

Work Program Prior to FY 1995-96

The focus of the South/North Corridor AA within FY 1994-95 was to define the LRT alternatives to be evaluated within Tier II and to initiate the analysis on the alternatives and secure additional funding for the project to complete the Tier I MIS.

OBJECTIVES

Work Program for FY 1995-96

The focus of the Tier II South/North Transit Corridor Study in FY 1995-96 is the initiation of the Tier II work elements described above. The key element of the FY 1995-96 work program will be the environmental and transportation analysis of the LRT alternative selected at the conclusion of Tier I. The analysis will be documented within results reports and summarized within a DEIS. Following publication of the DEIS, the LPA selection process will be initiated with selection of the LPA in mid-1996. In addition, the project will initiate PE on the LRT alternative under study within the DEIS.

Products to be completed during FY 1995-96: 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; and 5) DEIS.

PRODUCTS

- Results Report - January 1996
- Draft Environmental Impact Statement - May 1996
- Locally Preferred Alternative Report - August 1996

FY 1995-96 EXPENDITURES

	Amount	FTE
Personal Services	$ 1,140,124	18.525
Transfers	375,236	
Materials & Services	4,000,850	
Tri-Met PE	7,902,000	
Computer	17,790	
Total	$13,436,000	

FY 1995-96 REVENUES

	Amount
E4 OR 29-9021	$ 500,000
E4 OR 29-9022	1,600,000
I-205	5,342,632
C-TRAN/WSDOT	3,757,710
ODOT Lottery	2,235,658
Total	$13,436,000

South/North Tier II EIS/PE Step 1			
Expenditures	**FY 1995-96**	**FY 1996-97**	**Total**
Personal Services	$ 1,140,124	$ 1,062,645	$ 2,202,769
Transfers	375,236	349,736	724,972
Tri-Met	7,902,000	7,365,008	15,267,008
Materials & Services	4,000,850	3,728,966	7,729,816
Computer	17,790	16,581	34,371
Total	**$13,436,000**	**$12,522,937**	**$25,958,937**

South/North Tier II EIS/PE Step 1				
Revenue	**Prior Years**	**FY 1995-96**	**FY 1996-97**	**Total**
E(4)*OR-29-9020	$ 445,372	$ 0	$ 0	$ 445,372
E(4) OR-29-9021	487,950	500,000	0	987,950
E(4) OR-29-9022	0	1,600,000	0	1,600,000
I-205 Transfer	0	5,342,632	6,963,326	12,305,958
C-TRAN/WSDOT	3,150,000	3,757,710	3,895,269	10,802,979
ODOT Lottery	1,100,000	2,235,658	1,664,342	5,000,000
Total FY 95-96/97-98		**$13,436,000**	**$12,522,937**	**$25,958,937**
Total FY 95-96/97-98	**$5,183,322**	**$13,436,000**	**$12,522,937**	**$31,142,259**

*Carryover funds from I-205/Milwaukie Pre-AA, Total grant is $997,950.

SOUTH/NORTH PHASE II EXTENSION TO OREGON CITY

PROGRAM DESCRIPTION

The purpose of the South/North II Extension to Oregon City is to determine the best LRT 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 has been removed from further consideration by the Metro Council in December 1994.

The proposed Phase II extension of the South/North Transit Corridor to Oregon City and the evaluation of the McLoughlin Boulevard and I-205 alignment alternatives as the first step in the study of that extension was mandated by action of Metro Council in December 1994 with approval of the ***South/North Transit Corridor Study Tier I Final Report.*** It states that, "Work on selecting a Phase II alignment [to Oregon City] will begin upon completion of the Phase I ***Detailed Definition of Alternatives Report*** [scheduled for March 1995]."

The goal of the study is to establish a preferred Phase II alignment for inclusion within the RTP and Regional Framework Plan.

At the time of writing this program narrative, no work on this study has been initiated and no changes to this program have occurred.

RELATION TO PREVIOUS WORK

Work Program Prior to FY 1995-96

The focus of the prior year's program is to develop and adopt a work plan, budget and necessary IGAs for the conduct of the study. Initial analysis of the alternatives was initiated with alternative transportation network development and initial background data development. Work on developing land use projections and alternatives was also initiated. Finally, initial implementation of a public involvement work element was undertaken.

OBJECTIVES

Work Program for FY 1995-96

The focus of this year's program 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.

PRODUCTS

- Work Plan
- IGAs
- Budget
- Initial Public Involvement Activities
- Alternative Definition and Background Data, and Assumptions

EXPENDITURES

	Amount	FTE
Personal Services	$48,533	0.67
Transfers	15,637	
Materials & Services	2,500	
Computer	3,330	
Total	$70,000	

REVENUES

	Amount
Included in S/N Tier II Revenue Plan	$70,000
Total	$70,000

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 continued 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 1994-95, the Regional Forecast was revised to include a 50-year horizon. 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 challenge last fiscal year was to update the extensive information in RLIS with land development having occurred during the two-year period while the database was under development. 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 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 1995-96

- **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

	Amount	FTE
Personal Services	$ 382,856	6.01
Transfers	131,434	
Materials & Services	500,110	
Computer	45,600	
Total	$1,060,000	

REVENUES

	Amount
96 PL	$ 55,625
96 Sec 8	27,000
Metro	247,375
Other Federal Grants	730,000
Total	$1,060,000

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 1995-96, Metro will me shifting 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 1995-96

Support to Metro departments, member governments and the public is growing in response to new products and capabilities. Following is a listing of the FY 1993-94 technical assistance budget for each of the user groups.

OBJECTIVES

Work Program for FY 1995-96

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 1995-96

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
Port of Portland		.063
ODOT	Miscellaneous Project Support	.125
Cities and Counties	Miscellaneous Project Support	1.7
	Total	3.30

The DRC's funding basis will change with Metro no longer assessing local jurisdiction dues. As a result, a subscription service will be used 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.

Per Capita Subscription Fee

		10 Cents	Data Usage	Retainage
Cornelius	6,550	$ 655	$ 183	$ 472
Durham	800	80	22	58
Fairview	3,735	374	105	269
Forest Grove	13,559	1,356	380	976
Gladstone	10,930	1,093	306	787
Gresham	73,185	7,319	2,049	5,269
Happy Valley	2,010	201	56	145
Hillsboro	42,280	4,228	1,184	3,044
Johnson City	610	61	17	44
King City	2,085	209	58	150
Lake Oswego	31,893	3,189	893	2,296
Maywood Park	781	78	22	56
Milwaukie	18,692	1,869	523	1,346
Oregon City	17,315	1,732	485	1,247
Portland	453,065	45,307	8,246	37,061
Rivergrove	294	29	8	21
Sherwood	3,635	364	102	262
Tigard	32,105	3,211	899	2,312
Troutdale	7,852	785	220	565
Tualatin	16,805	1,681	471	1,210
West Linn	18,165	1,817	509	1,308
Wilsonville	8,755	876	245	630
Wood Village	2,930	293	82	211
Clackamas County	97,748	9,775	2,737	7,038
Multnomah County	48,509	4,851	1,358	3,493
Washington County	141,103	14,110	N.A.	14,110
Tri-Met	12.50%	13,942	3,904	10,038
Port of Portland	12.50%	13,942	3,904	10,038
ODOT	12.50%	13,942	3,904	10,038
Total	**1,115,391**	**$153,365**	**$42,942**	**$110,424**

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

	Amount	FTE
Personal Services	$507,495	8.82
Transfers	172,747	
Materials & Services	182,065	
Computer	126,540	
Total	$988,847	

REVENUES

	Amount
Metro	$499,940
DRC Subscription	100,000
Misc	257,000
96 PL	40,407
96 Sec 8	39,000
96 ODOT Supplement	15,000
96 Tri-Met	37,500
Total	$988,847

TRAVEL FORECASTING TRAVEL MODEL REFINEMENT

PROGRAM DESCRIPTION

The purpose of the Model Refinement 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 land use assumptions, projected highway and transit investments, and socioeconomic conditions.

The profile of the travel demand forecasting process is continually increasing. It has a significant role in estimating VMT (TPR) and air pollution (CAAA). The elements identified in this program are necessary to provide tools to efficiently address these areas of concern.

RELATION TO PREVIOUS WORK

Work Program Prior to FY 1995-96

This program is on-going. Each year, various elements are scheduled to achieve the objectives of the program. The most notable activity in FY 1994-95 was development of software interfaces between the EMME/2 transportation planning software and Arc/Info. These improvements facilitate the retrieval of project data for integration into computer simulation networks.

OBJECTIVES

Work Program for FY 1995-96

The focus of this 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 and efficiency.

PRODUCTS

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

EXPENDITURES

	Amount	FTE
Personal Services	$50,380	0.96
Transfers	17,300	
Materials & Services	0	
Computer	21,900	
Total	$89,500	

REVENUES

	Amount
96 PL	$30,500
96 Metro STP	25,728
96 ODOT STP Match	1,472
96 Tri-Met	10,000
Metro STP (Dues Replacement)	5,000
Metro	16,800
Total	$89,500

TRAVEL FORECASTING TRANSPORTATION SYSTEM MONITORING

PROGRAM DESCRIPTION

The purpose of this program is to establish 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 1995-96

Each year data is gathered so that the state of the transportation system can be defined and evaluated. Information regarding travel costs, traffic counts, VMT, transit patronage and other data has been collected and summarized. Two documents were produced which summarize information: ***Transportation System Monitoring Activities - 1995*** and ***System Performance Characteristics***. A regional vehicle classification count program was developed to ensure the availability of quality truck count data.

OBJECTIVES

Work Program for FY 1995-96

The focus of this program remains the same during FY 1995-96. Transportation related data will continue to be collected and entered into the historical database. The documentation of relevant information will continue to be produced.

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.
- 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 (***System Performance Characteristics - 1996***).
- Continue the process to develop and administer a regional count program. This element is necessary to ensure that: 1) proper inputs are available for the VMT estimation process; and 2) quality auto and truck count data is available for the model calibration process.

EXPENDITURES

	Amount	FTE
Personal Services	$105,604	1.76
Transfers	36,696	
Materials & Services	23,700	
Computer	0	
Total	$166,000	

REVENUES

	Amount
96 PL	$ 98,000
96 Tri-Met	15,000
Other Federal Grants	20,000
Metro STP (Dues Replacement)	10,000
Metro	23,000
Total	$166,000

TRAVEL FORECASTING FHWA LAND USE & TRANSPORTATION MODEL-LINKING SENSITIVITY ANALYSIS

PROGRAM DESCRIPTION

This program is intended to investigate the importance of feedback loops to destination choice, mode choice and land use allocation impacts in the modeling process, as the infrastructure and regional growth are changed. The intention is to determine when such modeling complexity is warranted.

RELATION TO PREVIOUS WORK

Work Program Prior to FY 1995-96

This program is ongoing from FY 1992-93 as a special research grant from FHWA.

OBJECTIVES

Work Program for FY 1995-96

To exercise the model through each of the levels of feedback for scenarios of growth combined with the provision/non-provision of infrastructure. To prepare a detailed report of the analysis of the size effects and a detailed evaluation of cost effectiveness of these procedures. The majority of funds received by Metro for this project are passed through to the contractor.

EXPENDITURES

	Amount	FTE
Personal Services	$ 0	1.76
Transfers	0	
Materials & Services	50,000	
Computer	0	
Total	$50,000	

REVENUES

	Amount
93 FHWA (LAN 002)	$50,000
Total	$50,000

TRAVEL FORECASTING 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 1995-96

To complete a national study aimed at exploring the quantitative relationships between highway building and land use impacts on a project scale. The majority of 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

	Amount	FTE
Personal Services	$ 0	1.76
Transfers	0	
Materials & Services	50,000	
Computer	0	
Total	$50,000	

REVENUES

	Amount
93 FHWA (LAN 002)	$50,000
Total	$50,000

PROGRAM DESCRIPTION

The purpose of the program is to develop new models for transportation policy and investment analysis, this is mainly in response to the needs of the ISTEA, the Environmental Protection Agency (EPA) and various environmental interests. Actions will be taken to improve the models used for estimating household travel as well as freight movement.

The intention is to create the basis for ongoing model improvements over the next 5-10 years. This process will be heuristic, model structure will be developed through the learning during the data analysis. The objective always being, to answer the questions that are now being asked.

Person Travel Demand Models

Questions relating to such things as the secondary (land use) impacts of transportation investments, behavioral response to increases in road pricing, fuel pricing, congestion pricing and pollution pricing -- in both the short- and long-term, effects cannot be answered adequately with existing models. Current models may show response to some of these variables, but the response is usually limited to mode shifts and is probably wrong. The thrust of this model development will be to clearly analyze the travel time-activity time-cost trade-offs over the day (not on an unlinked trip basis), to bring in the effects of exogenous factors such as lifestyle and life-cycle of the household and to include both intermediate (household vehicle transactions) and long-term (household location decisions) effects of these policy changes. This is a multi-year program with most of the first phase taking about two and one-half to four years (depending on the staffing level). The first phase will consist of the development of the core of the new models, with applications being possible that, while not answering all our questions, will be fundamentally better than the current trip-based, four-step process.

The region has taken steps to improve the process for estimating freight movements. The first phase (FY 1994-95) in this effort was the adaptation of an axle-based truck model developed by Caltrans and Alameda County to the Portland area. The next phase (FY 1995-96, FY 1996-97) calls for the development of a commodity based model. This type of model estimates commodity movements by assessing the economic profile of the region. In a simplistic sense, the model will estimate the commodities produced, determine distribution patterns, estimate appropriate carriers for the commodities and define load factors. Those carriers that use the roadway infrastructure can be assigned to analyze impacts.

The model will make extensive use of the work done by consultants for the Port of Portland in the Region 2040 inter-regional commodity analysis. Additional data will need to be collected using various survey instruments to learn more about the intra-regional flows.

RELATION TO PREVIOUS WORK

Work Program Prior to FY 1995-96

Person Travel Demand Models

Three major surveys were fielded in FY 1994-95:

- The household activity and travel survey to give revealed preference and revealed choice data for each member of 5,000 households for two days. This included both weekday and week-end data collected in the spring, early summer, fall and winter 1994. This kind of data is traditionally used for behavioral model development. This survey represented a departure from past practices in a design devised to maximize non-motorized travel reporting, depict trade-offs between in-home and out of home activities and give insight to trip chaining behavior.
- Stated preference or stated choice surveys designed to quantify reactions to future hypothetical situations. These addressed three major areas: Pricing Strategies, Urban Design Issues (marketability, effect on travel) and Auto Acquisition under various pricing and emissions charge scenarios. This is a new technique designed to elicit adaptive behavior under non-experienced situations -- which will then be used to modify the behavioral models.
- A highway speed and delay survey, designed to determine true speeds (not theoretical) under varying levels of congestion were fielded in the spring 1995. This is for use in estimating and calibrating transportation and air quality models.

Exploratory work on model development and the definition and identification of a Consulting Consortium of leading researcher and practitioners in the field of model development to assist Metro staff in the early phases of the development of new models is currently under way.

The development of a housing location model was completed.

Commodity Carrier Models

An axle-based truck model developed in California was adapted for use in this region. This work was done in FY 1994-95.

OBJECTIVES

Work Program for FY 1995-96

Person Travel Demand Models

Development of modal accessibility measures between households and potential activity locations to be used to reflect both location and transport supply effects on activity location and travel decisions.

Development of explicit activity sequence and duration models to include time and cost expenditures on travel and time trade-offs for both travel and non-essential activities.

Develop models of trip chaining behavior which may affect or be affected by modal choice behavior. It is expected that factors may include endogenous variables such as modal

accessibility measures as well as exogenous variables such as household structure and income.

Develop mode choice models for major activity travel for both simple (home-activity-home) and complex (multiple activities away from home) trip chains. These modes to include non-motorized means of travel.

Develop a model explaining in-home versus out of home choice for activities that are substitutable.

Develop and field a longitudinal panel survey of a subset of households surveyed in 1994. This is the best basis for exploring time and household structure change effects on household location and transport decisions. This is currently unfunded and sources are being explored.

Commodity Carrier Models

Develop model strategy for estimating commodity flows. Guidance will be obtained from research experts in this field and the business community.

Design survey instrument to gather the data specified in the modeling strategy.

Retain survey consultant to collect data.

Commence analysis of data to enhance the understanding of the decision processes used in handling commodities.

Funding Deficiencies

It should be noted that the following tasks are currently un-or-underfunded: Model development consultants, for household travel ($200,000) and longitudinal panel survey ($100,000) for a total of $400,000. There is a possibility of acquiring federal demonstration grant money for travel model improvement for some or all of these elements. In addition, $100,000 for the commodity carrier model may be acquired through a demonstration grant. In the event of grant revenues, $100,000 of Metro STP currently allocated to the commodity model will divert back to a regional STP reserve.

EXPENDITURES

	Amount	FTE
Personal Services	$305,570	4.245
Transfers	96,555	
Materials & Services	400,000	
Computer	54,750	
Total	$856,875	

REVENUES

	Amount
96 PL	$105,132
96 Metro STP	207,397
96 ODOT STP Match	6,146
96 ODOT Supplement	33,000
96 Tri-Met	84,200
DEQ	75,000
Other Federal Grants	300,000
Metro STP (Dues Replacement)	10,000
Metro	36,000
Total	$856,875

TRAVEL FORECASTING TECHNICAL ASSISTANCE

PROGRAM DESCRIPTION

The purpose of this program is to provide technical assistance 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 1995-96

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

OBJECTIVES

Work Program for FY 1995-96

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) training to jurisdictional staff. Assistance to the jurisdictions is based on the budget allocation below:

Jurisdiction	Program Budget
City of Portland	24,600
Multnomah County	19,300
Washington County	25,600
Clackamas County	23,600
City of Gresham	14,800
Port of Portland	5,800*
Tri-Met	18,300
ODOT	22,000
Clark County	5,000
RTC	5,000
Statewide MPOs	22,000
Solid Waste	3,000
Sales	2,500

*Figure subject to change based on Metro/Port discussions prior to JPACT meeting of March 9, 1995.

PRODUCT

Provide assistance as requested by client.

EXPENDITURES

	Amount	FTE
Personal Services	$119,426	1.24
Transfers	26,084	
Materials & Services	0	
Computer	45,990	
Total	$191,500	

REVENUES

	Amount
96 Metro STP	$ 75,000
96 ODOT STP Match	4,291
96 Tri-Met	18,300
96 ODOT Supplement	22,000
Misc	10,000
Other Federal Grants	22,000
Sales	2,500
Metro	37,409
Total	$191,500

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 (RUGGO). As a result of the RUGGO planning process, it was concluded that Region 2040 should be initiated. The project purpose was to provide a more detailed understanding of how the RUGGO 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 in 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. In addition, with the adoption of the Metro Charter, the Region 2040 work efforts will be coordinated with the work of the Future Vision Commission and lead to the development of the Regional Framework Plan.

In the fall of FY 1994-95, Metro staff recommended to Metro Council a Preferred Growth Alternative. Metro Council held public hearings and made a decision on the Preferred Alternative in December 1994.

RELATION TO PREVIOUS WORK

Work Program Prior to FY 1995-96

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. Regional centers are intended to be the commercial civic and cultural hubs of the southern, western and eastern portions of the region. These areas are to be designed to have walking and biking rates second only to the central city and have floor area ratios which encourage compact form and have a mix of commercial retail, commercial office, residential and public uses. The master plan was designed with an interconnected grid system, zoning that allowed for a full range of uses within all zones, maximum parking standards, FAR of .4, minimum building height along primary pedestrian streets, design standards and neighborhood connectivity. The master plan was completed in March.

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 in Troutdale.

The planning activities associated with these grants were completed prior to the end of the fiscal year, but there may be administrative actions to be finalized in FY 1995-96.

OBJECTIVES

Work Program for FY 1995-96

The work program for FY 1995-96 includes grant funds to assist local governments in their planning activities to implement the planning principles of Region 2040. Grant activity planned for this fiscal year is:

- Execute a grant for $50,000 to the City of Portland for a project focusing on the Broadway/Weidler area in northeast Portland. It is an area that is rapidly changing 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 area is designated as a main street in the Region 2040 Growth Concept. The City is proposing to use the grant funds to conduct a community visioning process about how to improve this corridor to make it more pedestrian accessible and safe.
- Execute a grant for $50,000 to Clackamas County for Region 2040 implementation activities. The preliminary work scope for the Clackamas County grant addresses land use, infrastructure and transportation issues facing areas in the county[1] designated as Urban Reserve Study Areas under Metro's adopted Growth Concept.
- Execute a grant to Washington County for $50,000. The project scope is undefined. Preliminary discussions have focused on how to improve pedestrian and transit access to specific areas designated a high quality transit corridors in the Region 2040 Growth Concept.

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 will be forwarded to FTA and FHWA when completed, for their information.

EXPENDITURES		REVENUES	
Materials & Services		FY 93 Metro/STP	$150,000
Washington County	$ 55,722	local match to be provided	17,168
Clackamas County	55,723	by the grant recipient.	
City of Portland	55,723	Total	$167,168
	$167,168		

[1]Language subject to change based on Metro/Clackamas County discussion prior to March 9, 1995, JPACT meeting.

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's, is designed to replan the areas within one-half mile of the transit stations on the Westside MAX line under construction. The purpose is to create an environment that encourages development density and design that is 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 sponsorship 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, that drew more than 500 citizens. 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 1995-96

The second year work plan continued the work of the first year — creation of station area environments that promote mixed-use, higher density, transit-supportive development, to maximize 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. Each of the participating local governments will implement these selected plans and draft amendments into comprehensive plans, propose design requirements and guidelines, and draft zoning amendments.

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

OBJECTIVES

Work Program for FY 1995-96

Some related tasks that continue as part of the work will be: allocation of projected growth to each station area, corridor-wide analysis of parking needs, development strategies for selected station areas, and marketing and feasibility studies. In those situations where development is imminent, master site plans will be prepared for selected station areas. The work program for FY 1995-96 is essentially to complete the project and close out all contracts.

EXPENDITURES

	Amount	FTE
Personal Services	$ 44,770	0.585
Transfers	15,670	
Materials & Services - Pass-thru		
Beaverton (new)	150,000	
Beaverton (carryover)	50,000	
Hillsboro (new)	150,000	
Hillsboro (carryover)	15,000	
Portland (new)	50,000	
Portland (carryover)	15,000	
Washington County (new)	212,000	
Washington County (carryover)	50,000	
Computer	4,560	
Total	$757,000	

REVENUES

	Amount
96 Metro STP	$209,000
96 ODOT	209,000
96 Tri-Met	209,000
93 Metro STP	90,000
94 Tri-Met	40,000
Total	$757,000

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 1995-96

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

OBJECTIVES

Work Program for FY 1995-96

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)

EXPENDITURES			REVENUES	
	Amount	FTE		Amount
Personal Services	$133,477	2.025	96 PL	$121,293
Transfers	46,424		96 Sec 8	20,000
Materials & Services	0		96 Metro STP	18,917
Computer	0		96 ODOT Match	1,083
Capital Outlay	0		Metro	18,707
Total	$180,000		Total	$180,000

CONGESTION PRICING PILOT PROJECT

PROGRAM DESCRIPTION

Section 1012 (b) of the ISTEA authorized the Secretary of Transportation to create a Congestion Pricing Pilot Program by entering into an agreement with up to five state or local governments or other public authorities to establish, maintain and monitor congestion pricing pilot projects. Congestion pricing is defined as the application of user surcharges on congested highway facilities during peak periods. Its goal is to relieve congestion by discouraging some trips and shifting others to alternative destinations, times or modes of travel. A maximum of $25 million is authorized for each of the fiscal years 1992 through 1997 to carry out program requirements.

To promote development of candidate projects, the FHWA authorized a portion of the funds to be used for pre-project activities, including development of public-involvement programs and activities designed to lessen institutional barriers to implementing congestion pricing.

Congestion pricing as a concept is referenced in the OTP as an option to achieve statewide transportation objectives. In addition, congestion pricing has been endorsed by the Governor's Task Force on Vehicle Emissions in the Portland Area as a contingency air quality strategy; and by JPACT and the Metro Council for study as a congestion strategy.

Metro is the lead agency in conducting a two-phase (24-month) pre-project congestion pricing study for the Portland area. Each phase will include public involvement and technical work tasks. The results of the congestion pricing study will be integrated with Metro's RTP Update to be completed in two phases with final adoption in spring 1997.

The overall goals of the study are: 1) develop a nationally applicable process for gaining public and political acceptance of congestion pricing; and 2) to provide for a regional evaluation and implementation of congestion pricing, beginning with a pre-project study of alternatives and approaches. A decision to implement a demonstration project will be made by JPACT, the Metro Council and the Oregon Transportation Commission upon completion of the pre-project study.

RELATION TO PREVIOUS WORK

Work Program Prior to FY 1995-96

The focus of the prior year's program was to prepare an application to FHWA for conducting a pre-project study of congestion pricing. The application was prepared in accordance with program requirements contained in Federal Register, FHWA Docket No. 92-24. A congestion pricing ad hoc group was formed to complete the application process. Work was completed on a detailed work plan and time line for completing the two-phase study. A proposed public involvement campaign was also developed with both a Phase 1 and Phase 2 component.

Upon FHWA approval of the application, a formal grant request was negotiated with FHWA to proceed with the first phase of the pre-project study. Finally, a work program, with IGAs and consultant RFPs was prepared.

Products

- Work Plan
- Contractual Agreement with FHWA

OBJECTIVES

Work Program for FY 1995-96

The focus of this year's program is to complete the Phase 1 policy development and technical work element, and the public involvement Phase 1 work element. This work includes updating the regional transportation model to include current travel patterns and base travel data with results from the recently fielded revealed preference household survey. Additional information will be obtained from one or more "stated preference" surveys of candidate areas and/or corridors in the Portland region.

PRODUCTS

- Project Initiation
- Consultant Selection
- Enhanced EMME/2 Travel Forecasting Model and Baseline Data
- Alternative Congestion Pricing Scenarios and Ranking Criteria
- Phase 1 Public Involvement Activities
- Phase 1 Progress Report

EXPENDITURES

	Amount	FTE
Personal Services	$215,975	3.2
Transfers	0	
Materials & Services	412,970	
Computer	50,000	
Capital Outlay	0	
Total	$678,945	

REVENUES

	Amount
FHWA Pilot Grant	$543,156
Metro Match	135,789
Total	$678,945

TRANSPORTATION GROWTH MANAGEMENT

PROGRAM DESCRIPTION

The 1993 Oregon Legislature approved the funding of the joint ODOT and DLCD TGM Program. The program is intended to assist local and regional governments to meet the objectives of Oregon's TPR to better integrate transportation and land use planning, and to manage growth to achieve compact urban forms which accommodate alternative transportation modes.

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

- Projects and studies for preparation or amendment to transportation system plans.
- Consideration of land use alternatives with the potential to increase densities and mix uses in order to reduce dependence on single occupant vehicles and increase use of alternative modes.
- Tools for implementing urban growth management.

The 1993 Legislature approved funding for a 1993 to 1995 cycle. A second cycle for 1995 to 1997 is being requested through the 1995 Legislature.

RELATION TO PREVIOUS WORK

Work Program Prior to FY 1995-96

ODOT and DLCD approved 31 TGM grants in the Metro area. Metro was lead agency or responsible for the following programs:

- A regional bicycle program to develop regional bicycle policy, define system elements, and to identify needs, strategies and projects for incorporation into the RTP.
- A regional pedestrian system plan with objectives similar to the bicycle program for incorporation into the RTP.
- A regional parking program to address the State TPR requirement that the RTP include strategies to reduce parking by 10 percent over the next 20 years.
- The regional main streets program to look at land use and transportation design element to encourage alternative modes.
- A transit oriented development program to implement transit, pedestrian and bicycle friendly mixed use development.
- An analysis of the relationships of the Metro area to neighboring cities regarding transportation linkages and growth management.
- Development of a primary transit network for inclusion into the RTP.

The 1993-95 program was completed in June 1995.

OBJECTIVES

Work Program for FY 1995-96

The FY 1995-96 program will focus on initiation of the 1995-97 cycle of TGM grants. ODOT and DLCD have proposed a $4.8 million program for the next cycle.

In the Metro area, local jurisdictions and transportation agencies are currently developing grant proposals. The emphasis of the proposals is on implementation within the eligible categories, as opposed more of the problem identification inventory and preliminary planning of the first round. The second round will emphasize activities which implement the Region 2040 Concept, implement local transportation system and land use plans, and refine planning tools and methodologies. The preliminary grant proposals submitted by Metro are listed below; many others are being proposed by local governments:

- Beaverton Auto Storage Conversion. Working with the City of Beaverton to convert an auto storage area for redevelopment. ($50,000)
- City of Portland/Metro 2040 Visioning/Specific Area Plans. Work with the City of Portland on specific area plans near I-205/Foster; the Barbur Triad; and Gateway. ($150,000)
- Washington County/Metro Cedar Mill Visioning. Work with Washington County on visioning in the Cedar Mill area. ($50,000)
- Neighboring Cities. Add North Plains to the Neighboring City effort and adding an implementation phase to the overall study. ($70,000)
- Metropolitan Housing Rule and 2040 Housing Densities. Review the current rule and develop community wide benchmark for implementation. ($50,000)
- Growth Management, Transportation and Schools. Examining the locational issues associated with schools in neighborhoods and the necessary transportation system. ($90,000)
- Clark County Coordination. Coordinating Clark County and Metro area land use policies. ($45,000)
- Regional Accessabilities Measure. Development of a multi-modal, user-based accessibility measure which evaluates access as a function of transportation or land use changes. The measure would be a key performance indicator in the RTP. ($30,000)
- Regional Parking Study, Phase II. Work with local jurisdictions to implement parking reduction strategies resulting from the phase I inventory and study. ($35,000)
- Road Design Standards for Pedestrian Areas. Design standards to enhance pedestrian activity in key Region 2040 land use areas. ($50,000)
- Cost Effectiveness/Least Cost Planning for the TIP. Consultant assistance to develop a consistent cost effectiveness measure for TIP project evaluation. ($10,000)
- Bicycle Survey. Stated preference survey to enhance bicycle modeling capabilities. ($50,000)
- TOD Implementation Project. Select TOD project for implementation and meet funding qualifications. ($60,000)

The project solicitation process will be carried out by DLCD and ODOT with review and input by Metro staff. The selected projects will require an UWP amendment and are subject to approval by TPAC, JPACT and the Metro Council. Specific work scopes for all TGM grants will be forwarded to FTA and FHWA for approval.

EXPENDITURES

	Amount	FTE
Personal Services	$ 0	.
Transfers	0	
Materials & Services	740,000	
Computer	0	
Capital Outlay	0	
Total	$740,000	

REVENUES

	Amount
Proposed TGM	$740,000
Total	$740,000

Regional Framework Plan

The 1992 Metro Charter calls out the adoption of a Regional Framework Plan by December 31, 1997, with the consultation and advice of MPAC which was created by said Charter. This Regional Framework Plan shall address: 1) regional transportation and mass transit systems; 2) management and amendment of the UGB; 3) protection of lands outside the UGB for natural resource, future urban or other uses; 4) housing densities; 5) urban design and settlement patterns; 6) parks, open spaces and recreational facilities; 7) water sources and storage; 8) coordination of Metro growth management and land use planning policies with those of Clark County, Washington; and 9) planning responsibilities mandated by state law. Metro Council is directed, to the maximum extent allowed by law, to adopt ordinances requiring local comprehensive plans and implementing regulations to comply with the Regional Framework Plan within three years after adoption of the entire Regional Framework Plan. Metro's RTP will fall under the Regional Framework Plan and will be subject to the consideration of MPAC as well as the standard review which has been past practice.
$502,000

Portland International Airport Ground Access Study

Metro, the Port of Portland and Tri-Met will prepare and execute a detailed ground access transit study to and from the Portland International Airport. A detailed work scope will be developed by the three agencies, defining work elements and division of responsibility among the study participants. Some of the work elements anticipated for inclusion in the scope are development of an airport-specific mode choice model, development of recommendations on maximizing the use of non-auto access modes and recommendations on facility improvements needed to serve non-auto modes. This study will be funded with up to $300,000 of the I-205 Busway Interstate Transfer funds.

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 consider 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. To date, the Port of Portland has signed an IGA with the City of Portland for participation of the Planning Bureau through the course of the study, and has formed a Planning Advisory Committee to help evaluate the wide range of issues and options for development.

Sunrise Corridor

During FY 1995-96, ODOT is planned to complete the following activities on the Sunrise Corridor project. A Hearing Study Report will be completed and a project recommendation, then forwarded to Clackamas County. Engineering design activities will continue to develop phasing plans for the construction of Unit 1 of the corridor. Following necessary land use planning actions by Clackamas County, ODOT will begin preparation of a FEIS. The cost of completing the above activities during the coming fiscal year is estimated to be approximately $250,000.

Western Bypass Study

Activity on the Western Bypass Study will also continue during the coming fiscal year. ODOT is planning on completing a 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 forwarded to Metro for necessary actions including a RTP Update. Limited engineering design may be completed. The completion of these activities will cost approximately $300,000.

Mount Hood Parkway

In the time period from July 1995 to June 1996, project activities will consist of writing 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 jurisdictions. A rough estimate of the cost of that work is $500,000.

*Also see South/North and South Willamette Crossing.

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 Round 2.

Federal Share: $160,000 CMAQ
Total: $200,000

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

Regional/City TMA

Formation of a 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 and Portland project.

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

Columbia Boulevard Feasibility Study

This project is evaluate upgrades to the Columbia Boulevard/Lombard Street 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 Corridors Study

This study will identify and prioritize corridors where suitable improvements will significantly reduce impediments to transit service operations and access within the City of Portland.

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

South Portland Circulation Study

This study will investigate circulation options in the vicinity of SW Front/Barbur/Ross Island Bridge to improve travel while providing redevelopment opportunities.

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

Central City Streetcar

The City has approved an alignment for a streetcar from Willamette Park to NW Portland through the downtown on SW 10th and 11th Avenues. Funding for this portion of the study was entirely local. The current effort is for design engineering for that portion of the alignment north of Portland State University, funded by a Special Purpose grant from HUD and local match by Portland.

Alternatives Analysis for the I-5/Water Avenue On-ramp

The Portland City Council has recommended that the Water Avenue Ramp project not proceed. The City is conducting an evaluation of alternative routes and methods for providing this access with the assistance of Metro and ODOT. The results of this work will be considered by a task force and the Council, which will then identify whether any alternative should be pursued. The consultant portion of the study is $50,000.

FY 1996 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, 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, congestion pricing) and innovative public/private financing.

8. Identify innovative HOV and freight and transit-support 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.

INTERSTATE 5/HIGHWAY 217 SUBAREA TRANSPORTATION PLAN

PROGRAM DESCRIPTION

The Interstate 5/Oregon Highway 217 Interchange is one of the interchanges in the Portland region. It connects locations north and south on I-5 with eastern Washington County and the Lake Oswego area.

A cooperative study led by ODOT, Metro, the cities of Lake Oswego and Tigard, and the counties of Clackamas and Washington was begun in 1994. The study is expected to develop a transportation plan for local, regional and statewide transportation needs within a larger study area surrounding the I-5/Highway 217 Interchange.

The subarea transportation plan will address improvements needed on local collectors and arterials within the study area as well as improvements to I-5 and Highway 217. The plan will address timing of needed improvements and a financing strategy identifying responsibilities for all of the needed improvements.

The I-5/Highway 217 subarea transportation plan will be coordinated with ODOT and the above local governments as specified in a Memorandum of Agreement. The products will be incorporated into the STIP, RTP and local TSPs.

RELATION TO PREVIOUS WORK

Work Program Prior to FY 1995-96

An Environmental Assessment was completed in 1990 which resulted in selection of an alternative to improve the interchange for approximately $77 million. During further engineering analysis, the selected alternative was found to have several operational deficiencies, which when corrected, required an additional $20 million. Because two areas of operational deficiencies remained, and because of ODOT shortfalls in anticipated revenues, a number of new alternative designs were investigated in 1993. The ODOT preferred design cost approximately $25 million, but still contained similar operational deficiencies and was not supported by local governments or businesses. ODOT initiated a broader study of transportation needs in a study area surrounding the I-5/Highway 217 Interchange. This work began in September 1994 and is expected to conclude in September 1995. There will have been three major workshops with a steering committee which will identify potential issues and solutions by June 1995.

OBJECTIVES

Work Program for FY 1995-96

The project Steering Committee will conduct two final workshops to evaluate the alternative solutions and to develop consensus on the project recommendations. A final study report and recommendation will be completed by September 30, 1995. Study recommendations will be reviewed by affected agencies, with final approval required by JPACT, OTC, and local city councils and county commissions.

EXPENDITURES

	Amount	FTE
Materials & Services		
Consultant	$200,000	
Total	$200,000	

REVENUES

	Amount
ODOT	$100,000
Lake Oswego	12,500
Tigard	12,500
Clackamas County	12,500
Washington County	12,500
Metro	50,000
Total	$200,000

TRI-MET FASTLINK DEMONSTRATION ROUTE

PROGRAM DESCRIPTION

The FastLink Demonstration Project will upgrade an existing bus line. It will offer an enhanced level of service with passenger facilities that echo the quality of MAX. The route has not yet been chosen from the short list of candidate routes: 4 - Division, 15 - NW 23rd Avenue, 15 - Mt. Tabor, 14 - Hawthorne, 12 - Barbur and 72 - Killingsworth/82nd Avenue.

The FastLink concept has been shown to produce substantial increases in ridership in other cities around the world, even those with already high transit use levels. FastLink uses market research to determine what it is that people most want in transit service and already find in MAX. It then applies this knowledge to trunkline bus services to better satisfy our customers and potential customers, and increase their use of our services.

There are six components to FastLink:

- Alignment - simple, direct, unambiguous, like MAX
- Frequency - Timetable-less policy headways:
    - every 10 minutes
    - seven days a week
- Stations - MAX-like facilities
- Vehicles
    - Low Floor
    - easy to use
    - new features
    - distinctive
- Transit Priority
    - for improved travel time and reliability
    - features like signal priority, queue jumpers and curb extensions
- Customer Service
    - security
    - information
    - image

There are four FastLink planning tasks that will undergird the development of the demonstration line.

Route Selection - Which line should be used for the demonstration.
Concept Development - Analysis of benefits and costs to arrive at final FastLink product.
Long-Range Plan - Incorporates FastLink into Region 2040 and the RTP.
PE - Finalization of details of the demonstration line capital improvements.

RELATION TO PREVIOUS WORK

Work Program Prior to FY 1995-96

The FastLink Demonstration Project builds on the planning work that has been undertaken over the past two years. These include:

- Strategic Plan
- Strategic Plan: FastLink Scoping Report

- Region 2040 Preferred Alternative Transit Network
- Regional Arterials Program

OBJECTIVES

Work Program for FY 1995-96

FastLink's goal is to support the Tri-Met Strategic Mission and Goals by focusing cost-effective investments along selected routes to improve: travel time, simplicity, comfort and convenience. This goal is rooted in both the Transit Planning and Market Research disciplines and is designed to increase ridership and agency visibility by responded to what our customers prefer.

The goals of the demonstration of FastLink include the overall goal of the program and also include:

- Gain local experience with the concept to test assumptions.
- Test various pieces of technology for use in the general bus fleet.
- Showcase the concept for the region.

PRODUCTS

The product of this project will be a completed FastLink route on one corridor including special vehicles, enhanced service and associated lineside infrastructure such as stations, ticket machines and signal priority.

Responsibilities

To be determined.

Duration

To be determined.

Budget and Funding Source

The capital budget will be between $2.8 million and $6 million depending upon which line and what level of improvements are chosen for the demonstration. Tri-Met is seeking Regional STP funds for FastLink capital improvements. FTA Section 9 resources could also be used.

PUBLIC TRANSIT MANAGEMENT SYSTEM

PROGRAM DESCRIPTION

ISTEA required the development of six management plans: Congestion, Public Transit, Intermodal, Safety, Pavement and Bridge. Management systems are intended to provide up-to-date and consistent information to guide transportation planning and programming decision making. The purpose of the PTMS is to provide a basis for maintaining and improving transit operations and performance. This will require an examination of the efficiency and performance of the existing system and facilities. It will also require development and implementation of a plan to respond to existing and projected deficiencies. This program develops and implements a PTMS consistent with ISTEA management system deadlines through October 1995.

The PTMS will be coordinated with and through Tri-Met and ODOT. The process and products are being incorporated into the RTP, Tri-Met Strategic Plan and supporting documents, the OTP and the TIP.

RELATION TO PREVIOUS WORK

Work Program Prior to FY 1995-96

The focus of previous activities was to develop a scope of work and develop a PTMS based on the Interim Final Federal Rule on management systems. The scope of work identified and carried out the following products:

- Delineate responsibilities between ODOT, Tri-Met and Metro.
- Inventory and define Public Transit facilities and systems.
- Develop criteria for evaluating the efficiency of the transit system as well as for evaluating performance of system as it relates to users.
- Collect data and develop a monitoring system.
- Work with ODOT to submit work program and initial data collection activities to USDOT consistent with Interim Final Rule.
- Develop strategies and identify actions to improve transit system.
- Develop implementation plan for services and adoption by all affected parties including the USDOT.
- Finalize data collection procedures.
- Develop draft findings report/begin final PMTS.

Study products are reviewed through RTP standing committees.

OBJECTIVES

Work Program for FY 1995-96

The FY 1995-96 work program is primarily the responsibility of Tri-Met, although Metro will take the lead on adoption of the management system through JPACT and will provide coordination between management systems and responsible agencies.

- Develop and begin implementing final PTMS; adopt through JPACT, Tri-Met Board, Metro Council; submit to ODOT and USDOT.

- Monitor PTMS; update data, as necessary.
- Provide relevant PTMS information for planning and programming purposes.

EXPENDITURES			REVENUES	
	Amount	FTE		Amount
			Local Tri-Met Funds	

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03/01/95

96uwp
2/28/95

FY 96 UNIFIED WORK PROGRAM FUNDING SUMMARY

	96PL ODOT (1)	96 33C Metro STP	96Metro STP ODOT Mt	96 Metro STP Replac 33C	96 Sec 8 80X004	103e4 I205 Transfer	96 ODOT Supplemt	96 Lcl TriMet	95 TGM STP33D Lottery	DEQ	FHWA Pilot CgstnPric	CARRY S/N AA/DEIS CTRAN/ODOT	CARRY 94 S/N AA/DEIS 299021	CARRY 94 S/N AA/DEIS 299022	93Metro STP33C 3/93	TriMet Cryovr Contracts	FHWA 1000Fnds land0001	FHWA LAN0002 FY93	Other Federal Grants	95 SPR	Local Match	TOTAL
METRO																						
RTP Update/Refinement	173,031	125,148	7,162	30,000	59,415		70,000	100,000													66,327	631,083
Trans Improvement Prog	19,597	35,000	2,003	16,000	30,000		55,000	45,000													27,400	230,000
Urban Arterial Fund															153,450						17,050	170,500
Congestion Mgmt Prog	20,200				25,000		35,000	15,000							25,000						14,800	135,000
Intermodal Mgmt System		18,823	1,077				20,000								60,000						12,100	112,000
Willamette Crossing	80,600			29,600			70,000														29,800	210,000
Trans Demand Mgmt		26,484	1,516							15,000											7,000	50,000
AQ-Ozone Maintenance										15,000												15,000
Regional Bike Prog		32,774	1,876																		48,270	82,920
Parking Program		4,729	271				5,000														2,500	12,500
Management Plan Coord	23,500				8,000																3,500	35,000
Region 2040															150,000						17,168	167,168
Westside Station Area Plng		209,000					209,000	209,000							90,000	40,000						757,000
SW Ph2-Ext to Oregon City																					70,000	70,000
South/North AA/DEIS						5,342,632						5,993,368	500,000	1,600,000								13,436,000
Data, Growth Monitoring	96,032				66,000		15,000	37,500													1,834,315	2,048,847
Travel Model Refinement(2)	128,500	25,728	1,472	15,000				25,000													59,800	255,500
FHWA Mdl Sensitivity																		50,000				50,000
1000 Friends																	50,000					50,000
Survey & Research	105,132	207,397	6,146	10,000			33,000	84,200		75,000									300,000		36,000	856,875
Technical Assistance		75,000	4,291				22,000	18,300													71,909	191,500
Coordination & Mgmt	121,293	18,917	1,083		20,000																18,707	180,000
TGM Projects(3)									740,000													740,000
Congestion Pricing Pilot											543,156										135,789	678,945
Metro Subtotal	767,885	779,000	26,897	100,600	208,415	5,342,632	534,000	534,000	740,000	105,000	543,156	5,993,368 (4)	500,000	1,600,000	478,450	40,000	50,000	50,000	300,000	0	2,472,435	21,165,838
ODOT PLANNING ASSISTANCE																				330,000		330,000
I-5/Hwy 217 Subarea																				50,000	150,000	200,000
ODOT Subtotal																				380,000	150,000	530,000
GRAND TOTAL	767,885	779,000	26,897	100,600	208,415	5,342,632	534,000 (5)	534,000 (5)	740,000	105,000 (6)	543,156	5,993,368	500,000	1,600,000	478,450	40,000	50,000	50,000	300,000	380,000	2,622,435	21,695,838

1: PL/ODOT is $767,885.31 comprised of $550,950.88 (89.73%) fed share, $63,058.79 (10.27 ODOT plus carryover of $138,072.61 federal and $15,803.03 ODOT match.

2:Includes System Monitoring & Modal Refinement

3:TGM Projects: See project narrative for proposed projects

21,695,838

Washington Portion

SOUTHWEST WASHINGTON REGIONAL TRANSPORTATION COUNCIL
FY96 UNIFIED PLANNING WORK PROGRAM
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FISCAL YEAR 1996 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 included 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, 1995 through June 30, 1996.

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 FY96 UPWP includes the continuation of transportation planning activities to meet requirements established in the 1991 Intermodal Surface Transportation Efficiency Act (ISTEA). The MPO/RTPO UPWP was developed in conjunction with the FY96 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 efforts.

UPWP Objectives

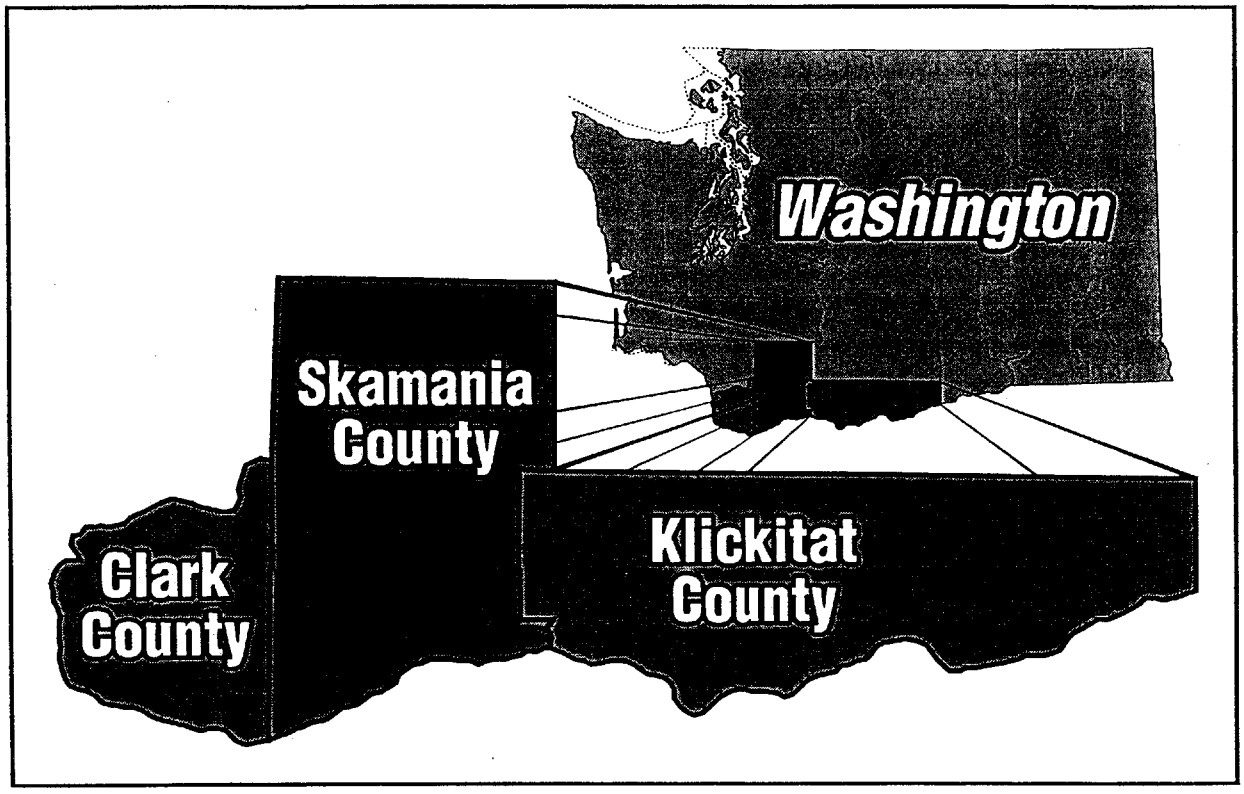
The UPWP describes the transportation planning activities and funding sources required to meet the key transportation policy issues of the upcoming year. It reflects regional transportation problems and projects to be addressed during the next fiscal biennium. Throughout the year, the UPWP serves as 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 FY96 include:

- Implementing Plans adopted under the Washington State Growth Management Act and implementing the federal Intermodal Surface Transportation Efficiency Act.
- Using results from the ISTEA management systems work to enhance the planning process.
- 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.
- Amending the Transportation Improvement Program (TIP) to reflect programming of the region's priority projects.
- Addressing environmental issues relating to transportation, including seeking ways to reduce the transportation impacts on air quality.
- Addressing bi-state transportation needs in cooperation with Metro, Portland. Such needs are being addressed in the South/North High Capacity Transit Corridor Alternatives Analysis 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.

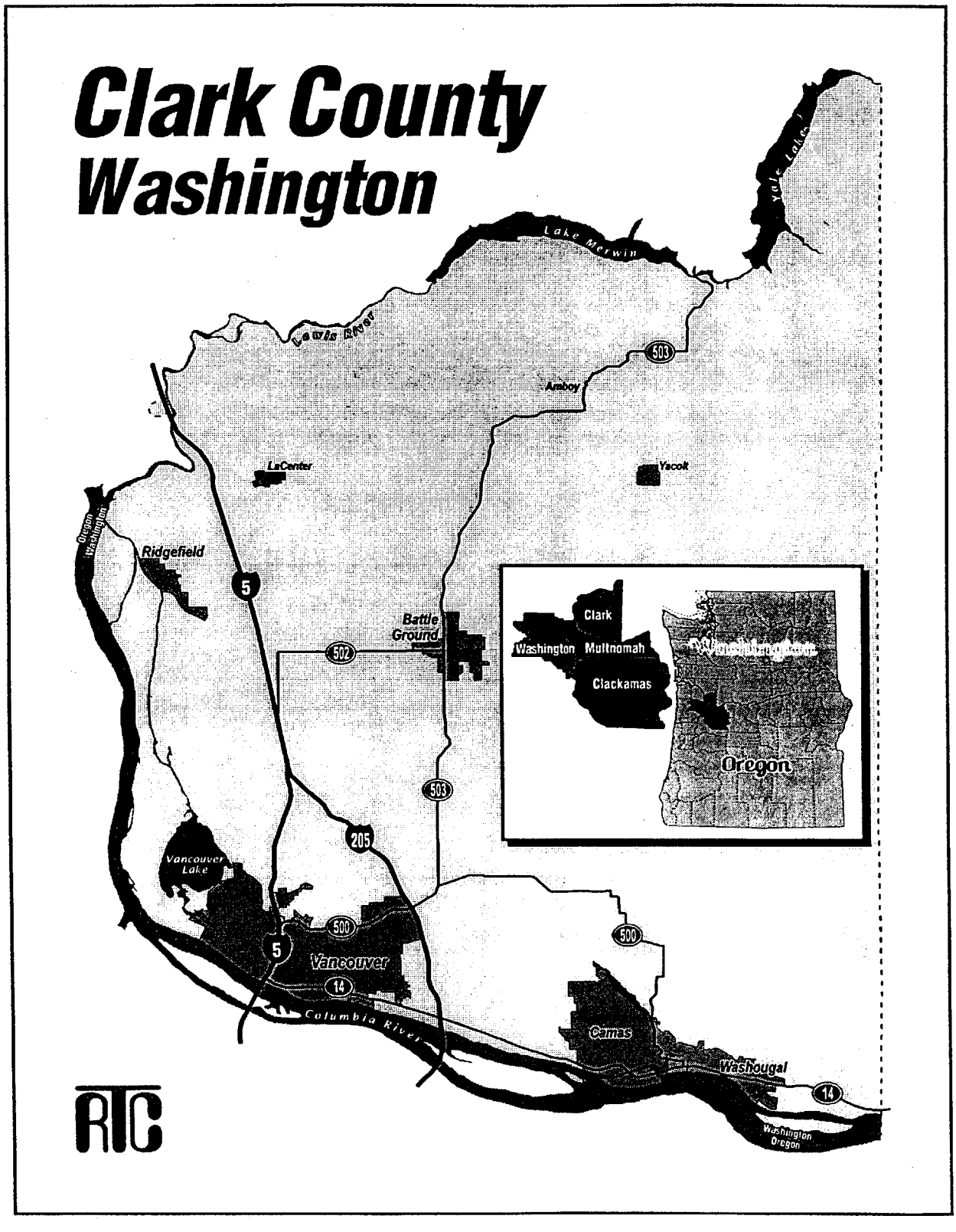
SOUTHWEST WASHINGTON REGIONAL TRANSPORTATION COUNCIL (RTC)

EXTENT OF RTC REGIONAL TRANSPORTATION PLANNING ORGANIZATION REGION



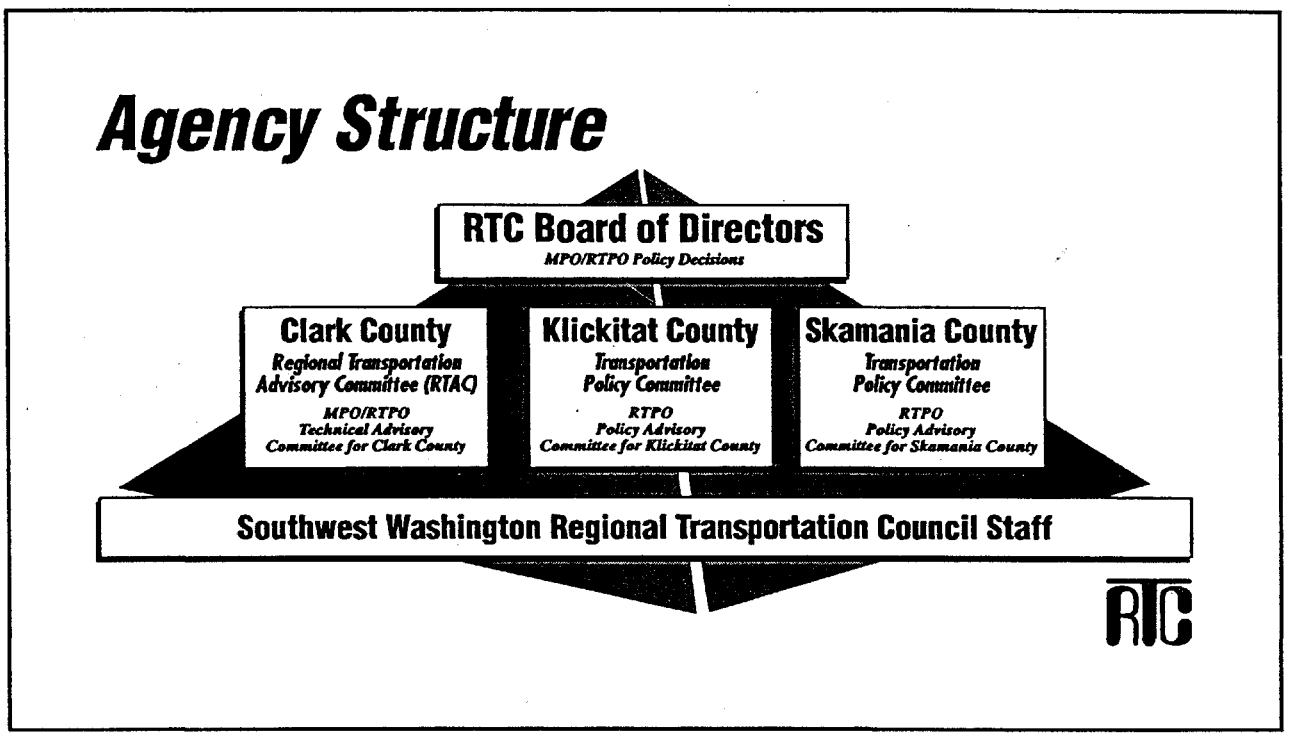
SOUTHWEST WASHINGTON REGIONAL TRANSPORTATION COUNCIL (RTC)

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, GMA
Sr. Transportation Planner	TIP, Project Programming, RTPO in Skamania and Klickitat Counties
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: 3 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 published the *Transit Development Program 1994*-1999 in March, 1994 and is currently working on the *Transit Development Program 1995-2001* which is scheduled for adoption in April, 1995. 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. 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.

Agreements between RTC and WSDOT and RTC and Metro are 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).

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 FY96 the study of High Capacity Transit in the I-5 corridor 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 (Vice-President)
City of Vancouver	Council Member Royce Pollard (President)
City of Vancouver	John Fischbach (City Manager)
Cities East	Mayor Charles Crumpacker (Washougal)
Cities North	Mayor Tevis Laspa (Ridgefield)
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	Mike Hoglund
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	Ann Jermann, City Council Member
WSDOT, Southwest Region	Gerry Smith, SW Regional Administrator
Port of Skamania	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 System, (D) I-205 and East/West Arterials Study, (E) South/North Transit Corridor Study, (F) Skamania County RTPO, and (G) Klickitat County RTPO. This region's 1995/6 regional transportation planning program will focus on implementing 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 RTP is the principal transportation planning document. Its goals, objectives, and policies help to guide the work of agencies throughout the RTPO region that are involved in transportation planning and programming of projects. Preparation work for update of the RTP's will take place in FY96.

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 FY96 the MTP will be updated to incorporate results coming out of the 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. Clean Air Act requirements will be met by the MTP.

ISTEA requires that the MPO, in cooperation with the state and affected transit operators, develop a Transportation Improvement Program 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. The 1995-1997 TIP will be amended and, if necessary, air quality conformity analysis will be carried out during FY96.

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 FY96 RTC will focus on implementation of the ISTEA-required Traffic Congestion Management System (scheduled for adoption in spring, 1995). RTC will further collaborate with WSDOT on development and implementation of the Public Transportation Facilities and Intermodal Transportation Systems. RTC will also cooperate with WSDOT on development and implementation of the Highway Pavement, Bridges, and Highway Safety management systems.

MPO planning program activities during FY96 will include significant regional transportation planning projects. A study of major significance in Clark County is the I-205 and East/West Arterials Study. The study is focused on issues concerning transportation system needs within

the 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 FY96.

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

I. REGIONAL TRANSPORTATION PLANNING PROGRAM

A. Metropolitan Transportation Plan

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) system monitoring and performance analysis activities.

Work Element Objectives

(i) Plan Review and Update

1. Review of the 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. 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.

   To comply with state standards the MTP includes the following components:

   a. Regional transportation goals and policies and established level of service standards to identify deficient transportation facilities and services.

   b. Regional development strategy. Existing and proposed land uses defined on local comprehensive land use plans will be used to determine the regional development strategy and will serve as a basis for transportation planning.

   c. Identification of regional transportation needs. An inventory of existing regional transportation facilities and services, identification of current deficiencies and forecast of future travel demand will be carried out. This will address all transportation modes; highway, transit, air, rail, water-borne, bicycling and pedestrian and will address mobility of both people and goods.

   d. A financial plan for necessary transportation system improvements.

   e. Regional transportation system improvement and strategy plan. Specific facility or service improvements, transportation system management and demand management strategies will be identified and priorities will be determined.

   To comply with ISTEA, the fifteen transportation planning factors to be considered in the regional transportation planning process, are addressed in the MTP. The fifteen factors include the consideration of freight, as well as people, movement.

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

3. Development of a Plan update to incorporate the provisions of revised RCW 47.80 (SHB 1928) 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.

(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 appropriate revised *State Highway Systems Plan* recommendations. A draft version of the revised *State Highway Systems Plan* is scheduled for release in May, 1995.

4. Integration of the findings of the ISTEA 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 for transportation of hazardous materials.

7. Examine Park and Ride policy, both for inter- and intra-Clark County travel. Re-examine size and location of existing and proposed park and rides.

8. Research new federal initiatives such as FTA's Livable Communities initiative and investigate its applicability in the Clark County region. The recently established Transit Overlay District zoning in Clark County and the City of Vancouver is set to encourage transit oriented development.

Incorporation of the above into the MTP will likely result in adoption of an updated MTP in fall, 1995.

(iv) **System Monitoring**

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

2. RTC will coordinate with WSDOT Southwest Region and Headquarters 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 the ISTEA management systems currently being developed. 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. The results of the management systems will be incorporated into the MTP as results are forthcoming.

FY96 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.

2. An enhanced financial plan showing the application of fiscal constraint in development of the MTP.

3. Clean Air Act Amendments (CAAA) conformance documentation.

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

5. Preparatory work on application of a Least Cost Planning methodology in implementing SHB 1928.

FY96 Expenses:	
	$
RTC	75,156
Total	75,156

FY96 Revenues:	
	$
FY96 PL	31,000
FTA Sec. 8	10,000
RTPO	20,000
Local	14,156
	75,156

See C-TRAN Work Element in Section IV for Park and Ride Study revenues and expenses.

I. REGIONAL TRANSPORTATION PLANNING PROGRAM

B. Regional Transportation Improvement Program

Work Element Objectives

1. Review of 1995-1997 Transportation Improvement Program (TIP), consistent with ISTEA requirements. The 1995-1997 TIP will be amended if necessary.

2. For the FY97-99 TIP, a review of the process to prioritize projects and criteria with which to evaluate projects proposed for federal highway and transit funding will be carried out. Projects for the following three years will be programmed in the FY97-99 TIP, as required by ISTEA. The 1997-1999 TIP will be adopted as part of the FY97 UPWP. The refined project selection criteria will reflect the multiple policy objectives of the regional transportation system (e.g. maintenance of existing system, reduction of SOVs, capacity improvements, transit expansion and air quality improvement).

3. Address programming of Congestion Mitigation/Air Quality (CM/AQ) funds for FY97-99 TIP, with consideration given to emissions reduction benefits of such projects.

4. Development of a realistic financial plan as part of the FY97-99 TIP.

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.

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, regional travel forecasting model output. It relates to the Public Involvement sub-element described in section III of the FY96 UPWP.

FY96 Products

1. Amendment of the FY95-97 TIP, if necessary, reflect the programming of ISTEA funds.

2. In preparation for the FY97-99 TIP adoption, the project selection process will take place.

3. Clean Air Act conformity analysis and documentation.

4. Opportunity for public involvement in TIP development.

FY96 Expenses:

	$
RTC	40,903
Total	40,903

FY96 Revenues:

	$
FY96 PL	17,000
FTA Sec. 8	5,000
RTPO	12,000
Local	6,903
	40,903

I. REGIONAL TRANSPORTATION PLANNING PROGRAM

C. Transportation Management Systems

ISTEA requires the development of six management systems: (i) Traffic Congestion Management (CMS), (ii) Public Transportation Facilities and Equipment (PTMS), (iii) Intermodal Transportation (IMS), (iv) Highway Pavement (HPMS), (v) Bridges (BMS) and (vi) Highway Safety (SMS). Work on Phase I of the Congestion Management System was completed in FY93/4. A CMS work plan was developed and in place by October 1, 1994 and, in compliance with ISTEA, the System should be fully operational by October 1995 in Clark County as an air quality non-attainment Transportation Management Areas (TMAs). The RTC Board is scheduled to adopt the CMS at the April, 1995 Board meeting. In ISTEA-designated TMAs, such as Clark County, no facilities which will add capacity for Single Occupant Vehicles (SOVs) can be built unless identified in a CMS and alternatives should be explored first. The state will take the lead in development of the PTMS and IMS but requires that locals take responsibility for providing survey results, information and data to assist in development of the systems. The State has the lead in development of the HPMS, BMS and SMS but results from the management systems are used by the MPO/RTPO in the regional transportation planning program.

Work Element Objectives

1. Implementation, maintenance and enhancement of a Traffic Congestion Management System which includes the consideration of multimodal, intermodal linkages, transit, TDM, and TSM strategies as alternatives to SOV capacity projects. Cooperation with WSDOT and the transit agency in completing and implementing Public Transportation Facilities and Intermodal Transportation system management plans.

2. Maintenance and enhancement of the data collection system to support the CMS. Data to be collected will include Average Vehicle Occupancy (AVO) and transit ridership by cutline. Data will be used to measure the performance of the transportation system and this will be incorporated into the management systems. The PTMS is regarded as an inventory of transit equipment and facilities so transit mobility measures will be considered as part of the IMS as will freight mobility.

3. Integration of the CMS and other five management systems into the MTP.

Relationship To Other Work

The development of management systems will draw from the regional transportation database and regional travel forecasting model. Results of work on the management systems will be incorporated into the MTP and identified needs will be implemented with the selection of regional transportation projects in the TIP.

FY96 Products

1. A fully maintained and enhanced Traffic Congestion Management System to 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. Input to the Public Transportation Facilities and Intermodal Transportation management systems plans.

2. Liaison with DOT on the Highway Pavement, Bridges and Highway Safety management studies.

3. Use of results from the Management Systems to enhance the region's MTP in terms of transportation strategies, system and capital needs.

FY96 Expenses:

	$
RTC	63,584
Total	63,584

FY96 Revenues:

	$
CM/AQ	55,000
Local	8,584
	63,584

I. REGIONAL TRANSPORTATION PLANNING PROGRAM

D. I-205 and East/West Arterials Study

The proposed I-205 and East/West Arterials Study is a planning/conceptual design study that will 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. It is intended to be the first phase of a planning study which will assess the transportation needs of the entire I-205 corridor throughout Clark County. The study 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 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, HOV lanes, 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. Evaluate potential air quality benefits which would help Clark County reach attainment for ozone and carbon monoxide.

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

8. Analyze land uses in the sub-area and assess the land use impacts of any transportation 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 designated as the "non-priority" corridor in the South/North study.

FY96 Products

1. The study began in FY95 and in FY96 a study report should be published.

FY96 Expenses:	$	FY96 Revenues:	$
RTC	250,000	STP TMA	216,250
		Local Match	33,750
Total	250,000		250,000

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 FY96 UPWP. The lead agency for the Washington portion of the Portland/Vancouver region is C-TRAN.

METRO UPWP DESCRIPTION

The South/North Transit Corridor Study has been structured into two tiers. The purpose of Tier I was to select a preferred High Capacity Transit (HCT) mode, identify the study termini and narrow the range of alignment alternatives and design options. The Light Rail Transit (LRT) termini and narrowed alignments will advance into Tier II and the Draft Environmental Impact Statement (DEIS) . Tier I will conclude by meeting the requirements of a Major Investment Study (MIS) and the adoption of the South/North MIS Final Report. The purpose of the Tier II South/North Transit Corridor Study is to prepare the environmental analysis and Environmental Impact Statement (EIS), select a locally preferred alternative (LPA) and complete Preliminary Engineering (PE) for the LRT alternative, leading to a Record of Decision from the Federal Transit Administration (FTA) in order to allow the corridor to advance into final design and construction. The Study will conclude Tier I, the MIS requirements, in spring 1995 and will advance into the Tier II EIS/PE phase immediately thereafter.

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 AA 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 FTA approved the initiation of AA and published notification of their intent to publish a DEIS for the South/North Corridor in September/October 1993.

The South/North corridor AA/DEIS program was developed as the next (second) step in FTA's five-step planning process for major transit facilities. Subsequently, FTA modified its procedural requirements for a major transit investment replacing the AA with the MIS regulations. These are multi-modal regulations, issued jointly with FHWA, and are an element of the Metropolitan Planning Rule. A consultation was held in December 1994 between Metro, C-TRAN, Tri-Met, the Southwest Washington Regional Transportation Council (RTC), the FHWA and the FTA to determine whether modifications should be made to the South/North Study to comply with the new federal regulations. It was concluded through that consultation that the Tier I Preliminary Screening step would conclude by meeting the MIS requirements and by adoption of the South/North MIS Final Report. The region would then seek authorization to advance the corridor into the Tier II EIS/PE phase.

Following is a summary of the primary objectives or work elements of the Tier II South/North Transit Corridor Study:

- To prepare and publish methodologies for the environmental impact assessment, cost estimates, travel demand forecasts, fiscal analysis and evaluation;
- To prepare and publish results reports for the No-Build and the LRT alternatives documenting their anticipated environmental impacts, costs, travel demand and fiscal impacts;

- To prepare and publish a DEIS;
- To select a LPA following publication of the DEIS and to prepare a LPA Report;
- To establish a corridor of the Phase II extension to Oregon City;
- To prepare and publish mitigation plans;
- To prepare and publish a Final Environmental Impact statement (FEIS);
- To prepare PE;
- To coordinate with state, regional and local jurisdictions to conduct station area planning throughout the corridor; and
- To implement a public involvement program.

Relation to Previous Work

Work Program Prior to FY 1995-96

The focus of the South/North Corridor AA within FY 1994-95 was to define the LRT alternatives to be evaluated within Tier II and to initiate the analysis on the alternatives and secure additional funding for the project to complete the Tier I MIS.

Objectives: Work Program for FY 1995-96

The focus of the Tier II South/North Transit Corridor Study in FY 1995-96 is the initiation of the Tier II work elements described above. The key element of the FY 1995-96 work program will be the environmental and transportation analysis of the LRT alternative selected at the conclusion of Tier 1. The analysis will be documented within results reports and summarized within a DEIS. Following publication of the DEIS, the LPA selection process will be initiated with selection of the LPA in mid-1996. In addition, the project will initiate PE on the LRT alternative under study within the DEIS.

Products to be completed during FY 1995-96: 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; and 5) DEIS

Products

- Results Report - January 1996
- Draft Environmental Impact Statement - May 1996
- Locally Preferred Alternative Report - August 1996

RTC DESCRIPTION

RTC Activities

1. Participate in the preparation of the Detailed Definition of the Alternatives, including station locations, other transit facilities, and fixed guideway and bus operations plans

2. Assist in development and initiation of a public participation process for Clark County relating to Tier Two.

3. 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.

4. Select a Locally Preferred Alternative

5. Prepare a Locally Preferred Alternative Report and application to advance the corridor into Preliminary Engineering, if a build alternative is selected

Purpose:

To provide MPO support to C-TRAN in conducting the Local Community Involvement AA program. This will augment the regional AA process with a focus more directly to Clark County issues. Transportation planning, analysis and mapping assistance would be provided to the following major tasks.

1. Community Participation and Communication

2. Station Area Development

3. Transit Service and Facility Development

4. Financial Planning for High Capacity Transit

Relationship to Other Work

The RTC South/North Corridor Study work element relates directly to Metro's FY96 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.

FY96 Products (as outlined in 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.

The 3 tables below are from Metro's FY96 UPWP (Revenues/Expenditures 1995/96):

FY 1995-96 Expenditures:

	$
Personal Services	1,140,124
Transfers	375,236
Contingency	4,000,850
Materials & Services	7,902,000
Computer	17,790
Total	13,436,000

FY 1995-96 Revenues

	$
E(4) OR 29-9021	500,000
E(4) OR 29-9022	1,600,000
I-205	5,342,632
C-TRAN/WSDOT	3,757,710
ODOT Lottery	2,235,658
Total	13,436,000

South/North Tier II EIS/PE Step 1

Expenditures	FY 1995-96	FY 1996-97	FY 1997-98	Total
	$	$	$	$
Personal Services	1,140,124	1,263,029	602,668	3,005,821
Transfers	375,236	415,686	198,349	989,271
Tri-Met PE	7,902,000	8,753,835	4,176,988	20,832,823
Materials & Services	4,000,850	4,432,141	2,114,845	10,547,836
Computer	17,790	19,708	9,404	46,902
Total	13,436,000	14,884,399	7,102,254	35,422,653

South/North Tier II EIS/PE Step 1

Revenue	Prior Years	FY 1995-96	FY 1996-97	FY 1997-98	Total
	$	$	$	$	$
E(4)*OR-29-9020	445,372	0	0	0	445,372
E(4) OR-29-9021	487,950	500,000	0	0	987,950
E(4) OR-29-9022		1,600,000	0	0	1,600,000
I-205 Transfer		5,342,632	6,963,326	0	12,305,958
C-TRAN/WSDOT	3,150,000	3,757,710	4,682,423	2,367,418	13,957,551
ODOT Lottery	1,100,000	2,235,658	1,664,342	0	5,000,000
1990 Bond		0	1,574,309	4,734,836	6,309,145
Total FY 95-96/97-98		13,436,000	14,884,400	7,102,254	35,422,654
Total FY 94-95/97-98	5,183,322	13,436,000	14,884,400	7,102,254	40,605,976

* Carryover funds from I-205/Milwaukie Pre-AA, Total grant is $997,050

RTC Expenses (1995 Budget Amount):

	$
RTC	180,000
Materials & Services	
Total	180,000

RTC Revenues (1995 Budget Amount):

	$
Metro AA/HCTA	126,000
C-TRAN HCTA/AA	54,000
	180,000

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 FY96 will focus on review and enhancement of the Regional Transportation Plan (scheduled for adoption in March, 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 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. The transportation plan includes the following components:

   a. Regional transportation goals and policies.

   b. Identification of regional transportation needs after analysis of relevant traffic and demographic data.

   c. Identification of revenue sources for necessary regional transportation system improvements.

   During FY96 some of the recommendations from the RTP should be implemented.

   The transportation database for Skamania County, developed since the inception of the RTPO, is used as input to the *Regional Transportation Plan*, as well as the *SR-14 Management Plan*.

3. Continuation of transportation system performance monitoring program.

4. Assistance to Skamania County in implementing ISTEA, including continued assistance in development of enhancement projects and TIP development.

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

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

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

Relationship To Other Work Elements

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

FY96 Products

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

2. Continue the development of a technical transportation planning assistance program.

3. Review and implementation of a Regional Transportation Plan for Skamania County. This will include working toward incorporating the provisions of revised RCW 47.80 (SHB 1928) 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.

FY96 Expenses:

	$
RTC	34,944
Total	34,944

FY96 Revenues:

	$
RTPO	16,944
STP	18,000
	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 FY96 will focus on review and enhancement of the Regional Transportation Plan (scheduled for adoption in March, 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 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. The transportation plan includes the following components:

   a. Regional transportation goals and policies.

   b. Identification of regional transportation needs after analysis of relevant traffic and demographic data.

   c. Identification of revenue sources for necessary regional transportation system improvements.

   During FY96 some of the recommendations from the RTP should be implemented.

   The transportation database for Klickitat County developed since the inception of the RTPO, is used as input to the *Regional Transportation Plan*, as well as the *SR-14 Management Plan*.

3. Continuation of transportation system performance monitoring program.

4. Assistance to Klickitat County in implementing ISTEA, including assistance in development of enhancement projects and TIP development.

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

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

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

Relationship To Other Work Elements

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

FY96 Products

1. Continue the development of a coordinated, technically sound regional transportation planning process in Klickitat County.

2. Continue the development of a technical transportation planning assistance program.

3. Review and implementation of a Regional Transportation Plan for Klickitat County. This will include working toward incorporating the provisions of revised RCW 47.80 (SHB 1928) 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 within Gorge area.

FY96 Expenses:

	$
RTC	36,700
Total	36,700

FY96 Revenues:

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

II. DATA MANAGEMENT AND TRAVEL FORECASTING PROCESS

Introduction

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

The Regional Transportation Data Base and Forecasting element includes two sub-elements. Regional Transportation Data Base activities include: transit operations and ridership data, census data, transit/highway networks, population/employment allocations, traffic counts, and origin/destination travel survey data. Regional transportation data activities will include the further application of GIS technology for regional transportation planning purposes. The GIS library of coverages developed by Clark County was used in GMA planning and has further potential for transportation applications. RTC will continue to analyze data on built-up and developable land in relation to transportation needs.

The Travel Forecasting Process sub-element will continue to emphasize the provision of model access and applications to MPO/RTPO member agencies. In addition, this element will include model update/refinement activities including analysis and inclusion of household travel survey data from the Metro-led survey carried out in FY95. These survey results should lead to methodological improvements and an enhanced model for congestion management and air quality analyses. Of particular significance during FY96 will be the use of model data as a tool in assessing transportation system needs to meet GMA concurrency requirements.

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 FY96 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 work with Washington and Oregon agencies to coordinate 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 Regional Travel Forecasting Process

(i) Regional Transportation Data Base

This sub-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 HCT studies and air quality analysis. Work will continue on developing a 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 implement Growth Management Act (GMA) plans. The GMA requires that transportation infrastructure is provided concurrent with the development of land.

Work Sub-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. Use ArcView to enhance RTC's GIS capabilities which will give the PC-based system similar capabilities to a full work station.

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 be used to enhance the regional transportation database and regional travel forecasting model.

13. Update computer equipment.

Relationship To Other Work Elements

This sub-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 TDP. 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.

FY96 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.

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.

11. Purchase of updated computer equipment with RTPO revenues.

FY96 Sub-Element Expenses:

	$
RTC	54,494
Computer Equipment (use of RTPO revenues)	6,000
Total	60,494

FY96 Sub-Element Revenues:

	$
FY96 PL	32,000
FTA Sec. 8	6,000
RTPO	8,000
Local	14,494
	60,494

(ii) Regional Travel Forecasting Process

The regional travel model serves as the forecasting tool to estimate and analyze future transportation needs. The goal of the element is development of a forecasting model which can better support decision-makers. 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 FY96, the first round of results from the Metro travel behavior survey carried out in FY95 should be available for input to the model to improve its reliability.

Work Sub-element Objectives

1. 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.

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

3. 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 concerns, growth management, and life-style, as well as the more traditional transportation issues. The model needs to effectively handle trips by non-motorized mode.

4. 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.

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

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

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

8. Incorporate FY95 travel behavior survey results into the regional travel forecasting model.

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

Relationship To Other Work Elements

This sub-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.

FY96 Products

1. Continued implementation of interlocal agreement relating to use of model in the region.
2. Model Users' Group meetings.
3. Refined travel forecasting methodology using EMME/2 program.
4. Re-calibration of model as necessary.
5. Review and update of model networks.
6. Model for use in MTP development.
7. Base data for air quality data analysis and documentation.
8. Post-processing techniques.
9. Enhanced model using results from travel behavior surveys.
10. 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.

FY96 Sub-element Expenses:

	$
RTC	59,338
Total	59,338

FY96 Sub-element Revenues:

	$
FY96 PL	31,000
FTA Sec. 8	6,000
RTPO	8,000
Local	14,338
	59,338

A. Regional Transportation Data and Regional Travel Forecasting Process

FY96 Element Expenses:

	$
RTC	113,832
Computer Equipment (use of RTPO revenues)	6,000
Total	119,832

FY96 Element Revenues:

	$
FY94 PL	63,000
FTA Sec. 8	12,000
RTPO	16,000
Local	28,832
	119,832

II. DATA MANAGEMENT AND TRAVEL FORECASTING PROCESS

B. Air Quality Planning

(i) 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 a Maintenance Plan for both ozone and Carbon Monoxide. The Maintenance Plans are expected to be adopted by July, 1995. 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.

Work Element Objectives

1. Monitor federal guidance on the Clean Air Act.

2. Monitor state Clean Air Act legislation.

3. Identify and implement Transportation Control Measures (TCMs) to attain and maintain air quality and relate to the State Implementation Plan (SIP) and Ten Year Air Quality Maintenance Plans.

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

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

6. Coordinate with Southwest Washington Air Pollution Control Authority in carrying out the provisions established in the Memorandum of Understanding (MOU) between RTC and SWAPCA, adopted by the RTC Board in January, 1995 [RTC Board Resolutions 01-95-02]. RTC's responsibilities include conformity determination for regional plans and programs and for adoption of TCM's for inclusion in the MTP and TIP. Also, ensure that inter-agency coordination requirements in the State Conformity Rule are followed.

7. Use data and analysis methodologies to meet Federal Clean Air Act requirements.

8. Use data and analysis methodologies to meet State Clean Air Act requirements.

9. Participate in review and development of the State Implementation Plan (SIP) in integrating appropriate Transportation Control Measures (TCMs) for the region.

10. Prepare and provide data for DOE in relation to the car exhaust and maintenance (I/M) program implemented in the urbanized 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.

FY96 Products

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

2 Implementation, refinement and tracking of Ten Year Air Quality Maintenance Plans.

3. Data and conformity documentation for MTP, TIP and 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.

FY96 Sub-element Expenses:

	$
RTC	31,747
Total	31,747

FY96 Sub-element Revenues:

	$
FY96 PL	16,000
FTA Sec. 8	1,000
RTPO	2,000
Local	12,747
	31,747

(ii) Air Quality Project Conformity Project

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 will be provided with a sketch-planning tool to quantify the Carbon Monoxide air quality benefits of projects proposed for TIP programming.

In FY95/96, PSRC includes a Project Conformity Project element in the UPWP; again using statewide CM/AQ funds. The work will be of benefit to RTC in providing for easier application of CAL3QHC software in project conformity analysis. It also provides for training in the use of CAL3QHC and in preparation of input data to RTC and local jurisdictions in Clark County.

Work Element Objectives

1. To develop a user-friendly interface with the project conformity software, CAL3QHC which will ease data entry.

2. To provide training in data preparation for and in the use of CAL3QHC and its enhanced user interface.

Relationship to Other Work

This project supports the federal and state-mandated transportation project air quality conformity analysis requirements.

FY96 Products

1. User friendly interface for CAL3QHC use.

2. Training session for use of enhanced software and on data input preparation.

3. Air Quality Project Conformity Guidebook describing project conformity procedures.

FY96 Regional Expenses:

	$
RTC's contribution to PSRC-led study	25,000
Total	25,000

NOTE: This sub-element is a Puget Sound Regional Council (PSRC) UPWP work element.

B. Air Quality Planning: Summary (includes sub-element i only; sub-element ii is a Puget Sound Regional Council UPWP work element)

FY96 Expenses:

	$
RTC	31,747
Total	31,747

FY96 Revenues:

	$
FY96 PL	16,000
FTA Sec. 8	1,000
RTPO	2,000
Local	12,747
	31,747

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 Congestion Management System work required by ISTEA. In FY96, the regional travel forecasting model will be reviewed and model enhancement should include provisions for including CTR benefits.

FY96 Products

1. Review of annual TDM survey results.

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.

FY96 Expenses:		**FY96 Revenues:**	
	$		$
RTC	15,000	WA State Energy Office	15,000
Total	15,000		15,000

NOTE:

Clark County and other local jurisdictions will also be using money for commute trip reduction planning and implementation (see Section 4 of this FY96 UPWP)

III. TRANSPORTATION PROGRAM COORDINATION AND MANAGEMENT

Introduction

The third section of the FY96 UPWP includes one main element, **the Regional Transportation Program Coordination and Management** element with four sub-elements, (i) **Transportation Coordination and Management,** (ii) **Bi-State Coordination,** (iii) **Public Involvement** and (iv) **Federal Compliance.**

Transportation Program Coordination and Management will include 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 Bi-State 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.

The Public Involvement sub-element will include activities related to ensuring public input on the MTP, TIP and other major regional transportation planning activities.

The Federal Compliance element will address compliance with ISTEA, Title VI, ADA, competitive services planning and emergency preparedness planning.

III. TRANSPORTATION PROGRAM MANAGEMENT

A. 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, Transportation Demand Management, High Capacity Transit and Air Quality.

(i) Regional Transportation Program Coordination and Management

Work Element Objectives

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, Multimodal Transportation Program and Project Selection Committee and Transportation Enhancement Advisory Committee (EAC) 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.

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.

FY96 Products

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 FY95 UPWP.

6. FY96 UPWP amendments, as necessary, and quarterly progress reports on FY96 UPWP work activities.

7. An adopted FY97 UPWP.

8. RTPO certification of the adopted local GMA plans is scheduled for completion by April, 1995. However, should any GMA plans be amended during FY96, review of the certification to ensure 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 will take place.

9. Indirect cost proposal.

10. Efficient and effective use of existing computer system capabilities and research into future needs.

FY96 Sub-element Expenses:

	$
RTC	68,007
Total	68,007

FY96 Sub-element Revenues:

	$
FY96 PL	25,665
FTA Sec. 8	9,369
RTPO	16,693
Local	16,280
	68,007

(ii) Bi-State Coordination

The Bi-state Coordination sub-element will include participation with Metro's transportation technical and policy committees as well as coordination of air quality and growth allocation issues.

Work Element Objectives

1. Attendance at Metro's Joint Policy Advisory Committee (JPACT) meetings.
2. Participation in Metro's Transportation Policy Alternatives Committee (TPAC).
3. Attendance at Metro's Metro Policy Advisory Committee (MPAC) meetings.
4. Coordination with Metro in regional travel forecasting model development and enhancement.
5. Development of bi-state transportation strategies and participation in bi-state transportation studies.
6. Liaison with Metro and Oregon Department of Environmental Quality regarding air quality planning issues.
7. Participation in Metro's regional growth allocation workshops for future population and employment forecasts.
8. Co-ordination with Metro's Region 2040 work activities.

Relationship To Other Work Elements

The Bi-state Coordination sub-element relates to regional transportation planning activities and to HCT studies.

FY96 Products

1. Participation in Metro's regional transportation planning activities.

FY96 Sub-element Expenses:

	$
RTC	10,686
Total	10,686

FY96 Sub-element Revenues:

	$
FY96 PL	6,000
FTA Sec. 8	3,000
Local	1,686
	10,686

(iii) Public Involvement

Work Element Objectives

1. 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.

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

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

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

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

6. Draft press releases to provide a communication link with local media.

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

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

9. 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.

Relationship To Other Work Elements

This sub-element provides for public participation in the regional transportation planning process. The public's participation in the regional transportation planning process and their input on the MTP and TIP is most valuable.

FY96 Products

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

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

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

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

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

FY96 Sub-element Expenses:		FY96 Sub-element Revenues:	
	$		$
RTC	26,999	FY96 PL	8,000
		FTA Sec. 8	3,000
		RTPO	6,000
		Local	9,999
Total	26,999		26,999

(iv) Federal Compliance

The federal compliance sub-element will address 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

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

2. 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. Through Ten Year Air Quality Maintenance Plan review, identified long-term TCM's will be re-evaluated to ensure their applicability in keeping within the established emissions budget.

3. 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, 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 1994 *C-TRAN ADA Paratransit Service Plan* was published in January, 1994.

4. Assist C-TRAN in their implementation plans for a wheelchair-accessible fixed route transit service. Assistance will mainly be in provision of data, analysis and maps to help the accessibility program.

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

6. FTA Circular 4702.1 outlines reporting requirements and procedures for transit agencies and MPOs to comply with Title VI of the Civil Rights Act of 1964. RTC and C-TRAN will work cooperatively to provide the necessary Title VI documentation, certification

and updates to the information. C-TRAN Title VI documentation was updated with the release of 1990 Census data in FY92.

7. Coordinate with C-TRAN on notification of plans for new transit service to private providers.

8. 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

This sub-element relates to the overall MPO/RTPO regional transportation planning program. Data to meet with federal requirements is obtained from the regional transportation database and federal requirements are addressed in the MTP and TIP.

FY96 Products

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

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

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

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

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

6. Coordination with C-TRAN to review opportunities for the private sector to provide public transportation services in the Clark County region and. cooperate and coordinate with C-TRAN in organizing and holding a meeting for private sector transportation providers, giving them an opportunity to discuss the region's Transportation Improvement Program.

7. Coordinate with C-TRAN in documenting the competitive services process.

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

FY96 Sub-element Expenses:

	$
RTC	4,812
Total	4,812

FY96 Sub-element Revenues:

	$
FY96 PL	2,000
FTA Sec. 8	2,000
Local	812
	4,812

A. Transportation Program Coordination and Management

FY96 Expenses:

	$
RTC	110,504
Total	110,504

FY96 Revenues:

	$
FY96 PL	41,665
FTA Sec. 8	17,369
RTPO	22,693
Local	28,777
	110,504

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 a FY96 Unified Planning Work Program to document their proposed planning activities for the fiscal year. Development of the MPO and WSDOT UPWPs was coordinated by RTC and WSDOT staff. The *Washington State Department of Transportation, Southwest Region, FY96 Unified Planning Work Program* provides details of each of their planning elements and describes funding levels for each element.

Work Elements

- **WSDOT Planning, Coordination, Administration and Management**: WSDOT includes several elements relating to planning, coordination, administration and management in their local planning program (refer to the *Washington State Department of Transportation, Southwest Region, FY96 Unified Planning Work Program* for details).

The following elements are of particular regional significance to RTC's work program:

- **I-205 and East/West Arterials Study:** coordination with MPO and local agencies to include freeway access issues, transit accessibility and land use impacts. The element is described in the MPO UPWP, Section I, Element D. (Funding is secured through the MPO. Source; federal STP TMA)

- **SR-14 Management Plan**: The SR-14 Management Plan began in FY93 and should be completed before June 30, 1995. FY96 activities should be related to Plan implementation (refer to the *Washington State Department of Transportation, Southwest Region, FY96 Unified Planning Work Program*, Corridor Management Planning, for details).

- **Statewide Multimodal Transportation Plan, Systems Plan Component:** A review of the Systems Plan should be completed in FY95, however, continual monitoring and development of the Plan will take place throughout FY96 in preparation for a significant update in FY97.

- **Regional Park and Ride Study**: WSDOT will participate in the proposed regional Park and Ride Study. Participants will include C-TRAN, RTC and local jurisdictions.

Funding sources have not yet been identified for the following elements so they may be deferred to future work programs:

- **SR-14/Camas Slough to Scenic Area Boundary Needs Study**

- **SR-500/162nd to Camas Corridor Study**

IV. TRANSPORTATION PLANNING ACTIVITIES OF STATE AND LOCAL AGENCIES

B. C-TRAN

The following FY96 planning elements have been identified by C-TRAN:

- **Commute Trip Reduction Program** to provide support in program development for impacted employers to reduce SOV trips. (Unknown revenue source and amount).

- **C-TRAN Administration and Maintenance Facility Plans** (Budget $18,500; source: local funds).

- **Signal Phasing Demonstration Project.** This project will implement a signal pre-emption project to improve the run time of buses on the #4, Fourth Plain, bus route. Traffic signals on Fourth Plain and the buses on the route will be equipped with devices to give priority to buses at traffic signals on the route. (Budget $350,000; source: 80% FTA Section 9/20% local).

- **Park and Ride Planning**: will continue in FY96. It is anticipated that a Park and Ride survey will be administered and potential, future park and ride sites, particularly in the I-5 corridor, will be analyzed. (Estimated Budget: $25,000; source: local funds).

- C-TRAN is a participant in the **HCT Study, Tier I and Tier II,** as described in Section I of RTC's FY96 UPWP (South/North Transit Corridor Alternatives Analysis/Draft EIS element) and Metro's FY96 UPWP (South/North Transit Corridor Study.

The following studies were completed or are to be completed before the end of FY95:

- **The Reporting Responsibility Study,** a management information study to determine an effective data collection process was begun in an earlier fiscal year and is nearing completion (Budget $10,000; local funding).

- The **Latent Demand Study**, to determine unmet potential ridership, was completed in FY95. (Budget $40,000; local funding).

- **Signal Preemption Study.** The study analyzed the feasibility of implementing a traffic signal preemption system to reduce bus travel times. (Budget $50,000; $40,000 in CM/AQ funds and $10,000 local).

- **Park and Ride Planning**: Planning for the Fisher's Landing and Central County Park and Ride facilities is complete and, upon FTA approval, the projects will advance with land acquisition and facility design. Planning for the projects was undertaken with local funding. The projects are programmed in the Transportation Improvement Program for the Clark County region. Funding sources for project completions are to be a combination of federal Section 9 (80% federal / 20% local match), federal Section 3 (80% federal / 20% local match), STP competitive (86.5% / 13.5% local match) and STP-TMA funds (80% federal / 20% local match, for projects administered by FTA.).

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), 1996-2001:** will involve work with the Transportation Improvement Program Involvement Team (TIPIT), which includes citizen representatives, to develop the 1996-2001 TIP for Clark County.

- **Concurrency Management System:** includes maintenance of the Concurrency Management System to be implemented January 1, 1995. 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, including existing Level of Service and definition of available capacity, will be prepared by April 1, 1995. Thereafter, a full system evaluation will be prepared in 1997. Activities in FY96 will include preparation for the 1997 evaluation.

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

- **Arterial System Classification Map:** will relate to the GMA and will guide improvements required of developments relating to existing and future roadway cross-sections.

- **Airport Planning Study:** will address the airport "protection" and long-range airport planning requirements established in the GMA transportation plan strategies. The project will be conducted in cooperation with Clark County Community Development and will address 1) transportation planning and land use issues with existing airports, 2) airside capacity and demand issues (through consultant contract) and 3) long range airport planning issues (through assisting a WSDOT-driven process of site identification/enhancement).

- **1995-2000 Safe Walkways Program:** will involve work with citizens' task force to solicit and evaluate walkway needs.

- **1995-2000 Bikeways Program:** will involve working with Bicycle Advisory Committee (BAC) to evaluate, prioritize and implement bicycle projects.

- **Urban Arterial Safety Study:** will involve compilation of accident information to determine high accident rate locations and other safety deficiencies. It will be similar to the Rural Arterial Study completed in FY94.

- **1995-96 Safety Projects:** will involve a listing of safety projects, from Rural Arterial Study findings and preliminary recommendations from the Urban Arterial Safety Study, for implementation.

- A proposed **Regional Park and Ride Study** will relate to the MPO and C-TRAN's work elements to plan for Park and Ride needs. Clark County's focus would be on examination of park and ride facilities and how they fit into the County's non-motorized transportation strategies.

- **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.

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

SOUTHWEST WASHINGTON REGIONAL TRANSPORTATION COUNCIL
FY96 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
I		**REGIONAL TRANSPORTATION PLANNING PROGRAM**									
	A	Metropolitan Transportation Plan	1	31,000	10,000	20,000	0	0	25,000	14,156	100,156
	B	Transportation Improvement Program		17,000	5,000	12,000	0	0	0	6,903	40,903
	C	Transportation Management Systems	2	0	0	0	55,000	0	0	8,584	63,584
	D	I-205 and East/West Arterials Study	3	0	0	0	0	216,250	33,750	0	250,000
	E	South/North Transit Corridor Study	4	0	0	0	0	0	180,000	0	180,000
	F	Skamania County RTPO	5	0	0	16,944	0	18,000	0	0	34,944
	G	Klickitat County RTPO	5	0	0	18,700	0	18,000	0	0	36,700
		Sub-Total		48,000	15,000	67,644	55,000	252,250	238,750	29,643	706,287
II		**DATA MANAGEMENT AND TRAVEL FORECASTING PROCESS**									
	A	Reg. Transp. Data Base and Forecasting		63,000	12,000	16,000	0	0	0	28,832	119,832
	i	Regional Transportation Data Base		32,000	6,000	8,000	0	0	0	14,494	60,494
	ii	Regional Travel Forecasting Process		31,000	6,000	8,000	0	0	0	14,338	59,338
	B	Air Quality Planning		16,000	1,000	3,000	0	0	25,000	12,747	57,747
	i	Air Quality Planning		16,000	1,000	2,000	0	0	0	12,747	31,747
	ii	Project Conformity Project	6	0	0	0	0	0	25,000	0	25,000
	C	Commute Trip Reduction	7	0	0	0	0	0	15,000	0	15,000
		Sub-Total		79,000	13,000	19,000	0	0	40,000	41,579	192,579
III		**TRANSPORTATION PROGRAM COORDINATION AND MANAGEMENT**									
	A	Reg. Transp. Program Coord. & Management		41,665	17,369	22,693	0	0	0	28,777	110,504
	i	Reg. Transp. Program Coord. & Management		25,665	9,369	16,693	0	0	0	16,280	68,007
	ii	Bi-State Coordination		6,000	3,000	0	0	0	0	1,686	10,686
	iii	Public Involvement		8,000	3,000	6,000	0	0	0	9,999	26,999
	iv	Federal Compliance		2,000	2,000	0	0	0	0	812	4,812
		Sub-Total		41,665	17,369	22,693	0	0	0	28,777	110,504
Totals				**168,665**	**45,369**	**109,337**	**55,000**	**252,250**	**278,750**	**100,000**	**1,009,371**

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

Feb 1, 1995 Draft

PL and FTA Allocations (WSDOT Note, 1/10/95; RTPO Allocation per 1/17/95 telephone call from B. Wiebe, WSDOT HQ)

1 Estimated funds; placeholder reflecting C-TRAN Park and Ride Study.

2 State-wide CM/AQ funding

3 STP Competitive Funding; Project began in FY94; local match source to be resolved

4 RTC's expenses provided through Metro and C-TRAN (Total element funding is addressed in Metro's FY96 UPWP)

5 Local match for STP will be provided from RTPO funds

6 Puget Sound Regional Council UPWP Element; includes STP Match

7 State funding (estimated) through Clark County

96uwp
2/28/95

FY 96 UNIF ORK PROGRAM FUNDING SUMMARY

	96PL ODOT (1)	96 33C Metro STP	96Metro STP ODOT Mt	96 Metro STP Replac 33C	96 Sec 8 80X004	103e4 I205 Transfer	96 ODOT Supplemt	96 Lcl TriMet	95 TGM STP33D Lottery	DEQ	FHWA Pilot CgstnPric	CARRY S/N AA/DEIS CTRAN/ODOT	CARRY 94 S/N AA/DEIS 299021	CARRY 94 S/N AA/DEIS 299022	CARRY 93Metro STP33C 3/93	TriMet Cryovr Contracts	FHWA 1000Fnds land0001	FHWA LAN0002 FY93	Other Federal Grants	95 SPR	Local Match	TOTAL
METRO																						
RTP Update/Refinement	173,031	125,148	7,162	30,000	59,415		70,000	100,000													66,327	631,083
Trans Improvement Prog	19,597	35,000	2,003	16,000	30,000		55,000	45,000													27,400	230,000
Urban Arterial Fund															153,450						17,050	170,500
Congestion Mgmt Prog	20,200				25,000		35,000	15,000							25,000						14,800	135,000
Intermodal Mgmt System		18,823	1,077				20,000								60,000						12,100	112,000
Willamette Crossing	80,600			29,600			70,000														29,800	210,000
Trans Demand Mgmt		26,484	1,516							15,000											7,000	50,000
AQ-Ozone Maintenance										15,000												15,000
Regional Bike Prog		32,774	1,876																		48,270	82,920
Parking Program		4,729	271				5,000														2,500	12,500
Management Plan Coord	23,500				8,000																3,500	35,000
Region 2040															150,000						17,168	167,168
Westside Station Area Plng		209,000					209,000	209,000							90,000	40,000						757,000
S\N Ph2-Ext to Oregon City																					70,000	70,000
South/North AA/DEIS						5,342,632						5,993,368	500,000	1,600,000								13,436,000
Data, Growth Monitoring	96,032				66,000		15,000	37,500													1,834,315	2,048,847
Travel Model Refinement(2)	128,500	25,728	1,472	15,000				25,000													59,800	255,500
FHWA Mdl Sensitivity																		50,000				50,000
1000 Friends																	50,000					50,000
Survey & Research	105,132	207,397	6,146	10,000			33,000	84,200		75,000									300,000		36,000	856,875
Technical Assistance		75,000	4,291				22,000	18,300													71,909	191,500
Coordination & Mgmt	121,293	18,917	1,083		20,000																18,707	180,000
TGM Projects(3)									740,000													740,000
Congestion Pricing Pilot											543,156										135,789	678,945
Metro Subtotal	767,885	779,000	26,897	100,600	208,415	5,342,632	534,000	534,000	740,000	105,000	543,156	5,993,368 (4)	500,000	1,600,000	478,450	40,000	50,000	50,000	300,000	0	2,472,435	21,165,838
ODOT PLANNING ASSISTANCE																				330,000		330,000
I-5/Hwy 217 Subarea																				50,000	150,000	200,000
ODOT Subtotal																				380,000	150,000	530,000
GRAND TOTAL	767,885	779,000	26,897	100,600	208,415	5,342,632	534,000 (5)	534,000 (5)	740,000	105,000 (6)	543,156	5,993,368	500,000	1,600,000	478,450	40,000	50,000	50,000	300,000	380,000	2,622,435	21,695,838

1: PL/ODOT is $767,885.31 comprised of $550,950.88 (89.73%) fed share, $63,058.79 (10.27 ODOT plus carryover of $138,072.61 federal and $15,803.03 ODOT match.

2:Includes System Monitoring & Modal Refinement

3:TGM Projects: See project narrative for proposed projects

4. Comprised of $2,265,358 Oregon State Lottery funds and $3,757,710 Washington State DOT funds

5. 96 ODOT Supplemental and 96 Tri-Met funds are being negotiated at the time of this printing

6. DEQ funding ($75,000) is contingent upon EPA grants awarded during seconded quarter FY96

21,695,838

M E M O R A N D U M

METRO

Date February 28, 1995

To: JPACT

From: Ed Lindquist, Chair
JPACT Finance Committee

Re: Revised Strategy for the South/North LRT Project

Based on comments made at the last JPACT Finance and TMAC committee meetings, a strategy is proposed as follows:

1. Continue to pursue an LRT project between Clackamas County and Clark County and to prepare a DEIS for such a project.

2. At the conclusion of the DEIS, decide on the northern terminus as follows:

   - If C-TRAN decides to pursue LRT in the I-5 corridor and secures its local funds, then build a project which terminates in Clark County. The project would be built in two construction segments as per the current funding plan.

   - If C-TRAN forgoes LRT in the I-5 corridor or does not secure its state/local funding, then build a project between the Town Center/Sunnyside and downtown Portland/ arena areas.

3. Seek legislative approval of a $475 million state funding commitment. This amount of state funding is necessary to maintain the viability of the desired bi-state project. These funds would be used as follows:

   - $375 million for a project segment between the Town Center/Sunnyside area and the downtown Portland/arena area; and

   - $100 million for the segment between the downtown Portland/arena area and Clark County subject to a determination by the ODOT Director that a satisfactory commitment of C-TRAN/Washington funds for the Clark County segment has been secured.

4. Consider other funding authorities which might be approved by the Legislature if lottery funds are not available.

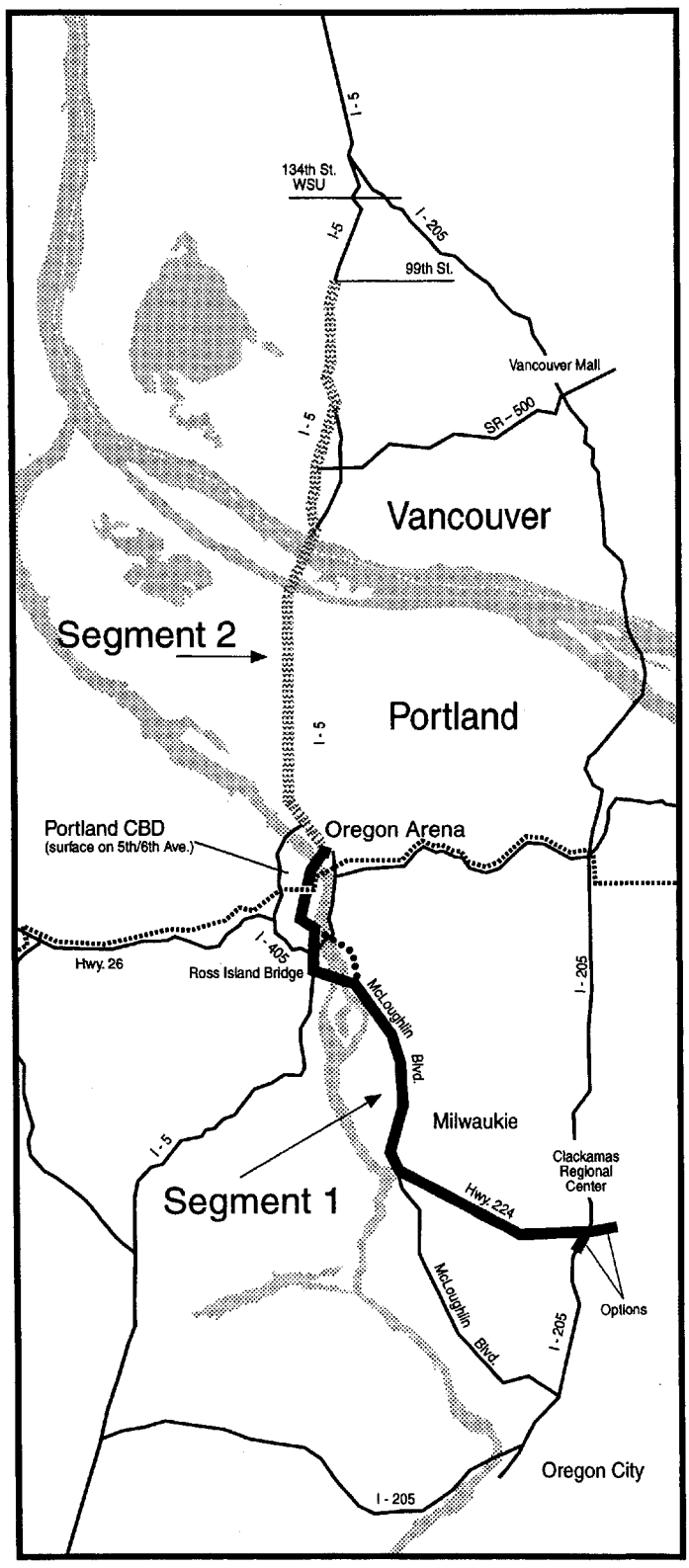
5. Seek Congressional earmarking of $750 million of Section 3 funds for Minimum Operable Segment No. 1 (MOS-1) of the South/North LRT Project and a "contingent commitment" for another $700 million of Section 3 funds for MOS-2 subject to a commitment of C-TRAN/Washington funds for the Clark County extension.

6. Assist C-TRAN officials in implementing a work plan for their area which is consistent with the above strategy.

EL:lmk

Attachments

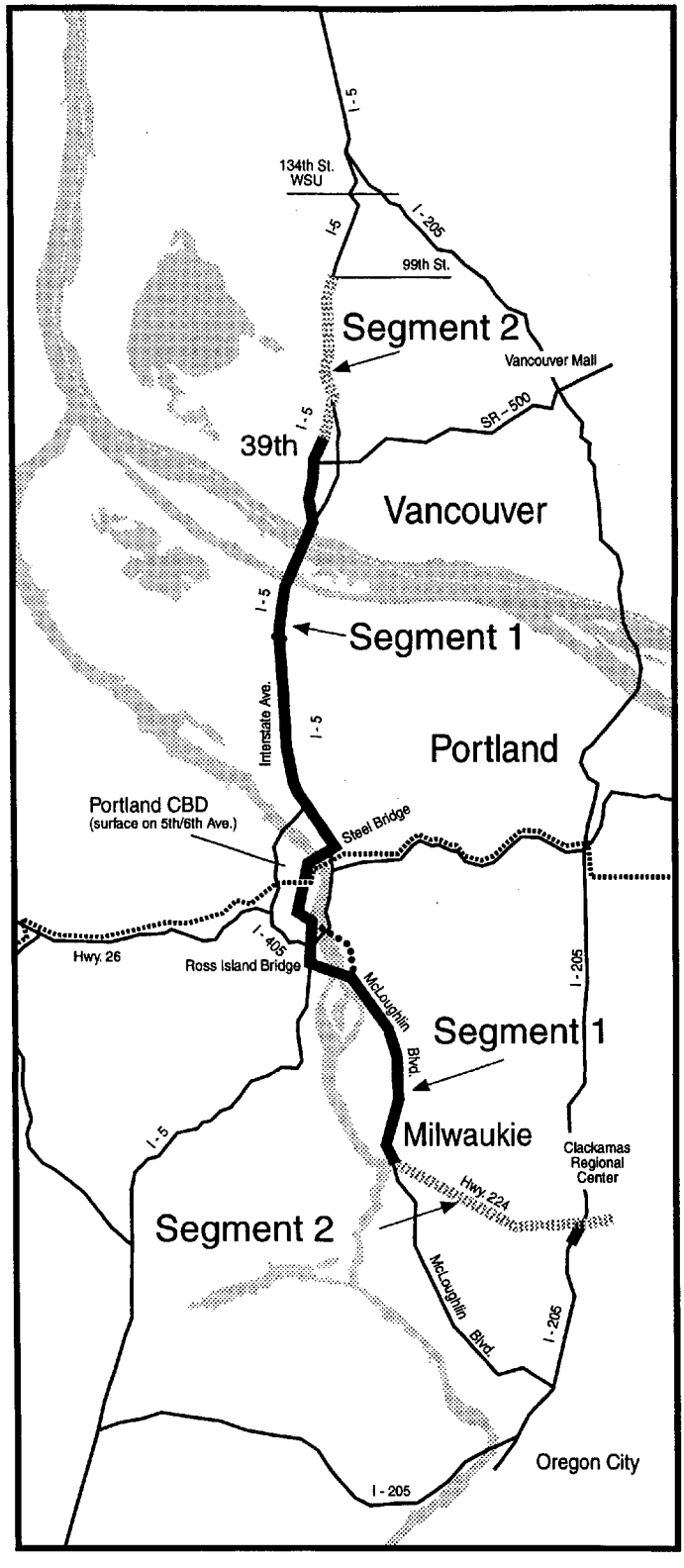
First Segment Oregon Only



Source	Segment 1 CTC-Arena	Segment 2* Arena-99th	Total
Tri-Met	$375 m	$100 m	$475 m
Oregon	$375 m	$100 m	$475 m
C-TRAN/Washington	$ m	$475 m	$475 m
Federal	$750 m	$675 m	$1,425 m
Total	$1,500 m	$1,350 m	$2,850 m

* Conditioned upon securing a C-TRAN/Washington Funding Commitment

First Segment Bi-State Proposal



Source	Segment 1 Milwaukie CBD to Vancouver CBD	Segment 2 Extension to 99th &CTC	Total
Tri-Met	$475 m	$ m	$475 m
Oregon	$475 m	$ m	$475 m
C-TRAN/Washington	$475 m	$ m	$475 m
Federal	$750 m	$675 m	$1,425 m
Total	$2,175 m	$675 m	$2,850 m

Table 3: Lottery Appropriation Needs and Uses: Oregon-Only Segment-1, No Segment-2
Revised March 14, 1995

FY	Total LRT Demands on Lottery	Used by Westside	Available to S/N	S/N Construction Fund Deposit	Interest S/N Construction Fund	S/N Bond Proceeds[1]	S/N Debt Service
96	$10	$10					
97	$10	$10					
98	$10	$10					
99	$33	$10	$23	$23	$1		
00	$33	$10	$23	$23	$3		
01	$33	$10	$23	$23	$5		
02	$33	$10	$23	$23	$7	$297	
03	$33	$10	$23				$23
04	$33	$10	$23				$23
05	$33	$10	$23				$23
06	$33	$10	$23				$23
07	$33	$10	$23				$23
08	$33	$10	$23				$23
09	$33	$10	$23				$23
10	$33	$ 3.4	$29.6				$29.6
11	$33	$0	$33				$33
12	$33	$0	$33				$33
13	$33	$0	$33				$33
14	$33	$0	$33				$33
15	$33	$0	$33				$33
16	$33	$0	$33				$33
17	$33	$0	$33				$33
18	$33	$0	$33				$33
19	$33	$0	$33				$33
20	$33	$0	$33				$33
21	$33	$0	$33				$33
22	$6	$0	$6				$6
23	$ 0	$0	$ 0				$ 0
24	$ 0	$0	$ 0				$ 0
25	$ 0	$0	$ 0				$ 0

[1] Includes bond proceeds for Issuance Costs and a Debt Service Reserve.

Table 4: Lottery Appropriation Needs and Uses: Oregon-only Segment-1, Clark County Segment-2
Revised March 14,1995

FY	Total LRT Demands on Lottery	Used by Westside	Available to S/N	S/N Construction Fund Deposit	Interest S/N Construction Fund	S/N Bond Proceeds[1]	S/N Debt Service
96	$10	$10					
97	$10	$10					
98	$10	$10					
99	$33	$10	$23	$23	$1		
00	$33	$10	$23	$23	$3		
01	$33	$10	$23	$23	$5		
02	$33	$10	$23	$23	$7	$297	
03	$33	$10	$23			$111	$23
04	$43.15	$10	$33.15				$33.15
05	$43.15	$10	$33.15				$33.15
06	$43.15	$10	$33.15				$33.15
07	$43.15	$10	$33.15				$33.15
08	$43.15	$10	$33.15				$33.15
09	$43.15	$10	$33.15				$33.15
10	$43.14	$ 3.4	$39.74				$39.74
11	$43.15	$0	$43.15				$43.15
12	$43.15	$0	$43.15				$43.15
13	$43.15	$0	$43.15				$43.15
14	$43.15	$0	$43.15				$43.15
15	$43.15	$0	$43.15				$43.15
16	$43.15	$0	$43.15				$43.15
17	$43.15	$0	$43.15				$43.15
18	$43.15	$0	$43.15				$43.15
19	$43.15	$0	$43.15				$43.15
20	$43.15	$0	$43.15				$43.15
21	$43.15	$0	$43.15				$43.15
22	$43.15	$0	$43.15				$15.7
23	$10.14	$0	$10.14				$10.14
24	$ 0	$0	$ 0				$ 0
25	$ 0	$0	$ 0				$ 0

[1] Includes bond proceeds for Issuance Costs and a Debt Service Reserve.

DRAFT

FUNDING PLAN FOR THE SOUTH/NORTH LIGHT RAIL TRANSIT PROJECT

EXECUTIVE SUMMARY

MARCH 4, 1995

FUNDING PLAN FOR THE SOUTH/NORTH LIGHT RAIL TRANSIT PROJECT: EXECUTIVE SUMMARY

A. PROJECT COSTS AND FUNDING SHARES

1. Based on analyses prepared to date, the total cost of the South/North Light Rail Transit (LRT) Project between the Clackamas Town Center area and 99th Street in Clark County is $2.850 Billion in inflated dollars.

2. To pay for this project, the following funding contributions are proposed:

Tri-Met	$0.475 billion
State of Oregon	$0.475 billion
C-TRAN	$0.238 billion
State of Washington	$0.237 billion
Federal Share	$1.425 billion
TOTAL	$2.850 billion

B. FEDERAL FUNDING

1. To receive federal funding for an LRT project, it is necessary to have the federal funds earmarked in a transportation authorization bill.

2. The authorization process will begin this year with the National Highway Designation Bill and the Omnibus Budget Reconciliation Act, both of which require congressional approval by September 1995. Both House Transportation and Infrastructure Committee Chairman Shuster and the Clinton Administration have signaled their intent to seek a transportation authorization bill in 1996. Supportive language in one or both of the 1995 bills will likely be necessary to secure an earmarking in the authorization bill.

3. State and local funding commitments will be a pre-requisite to securing federal authorization.

4. The $1.425 billion federal share required for a Clackamas County to Clark County project will be too large to achieve in one federal authorization bill. The plan is to obtain this commitment over two federal authorization acts. As a result, the project will have to be constructed in two "Segments" (which may appear seamless).

5. In the next federal transportation authorization bill, JPACT will seek an earmarking of $750 million of Section 3 funds for Segment-1 of the South/North LRT Project and a "contingent commitment" for an additional $675 million of Section 3 funds for Segment-2 of the South/North LRT Project. A "contingent commitment" is a commitment of funds from a future authorization bill the availability of which is subject to the passage of the future bill.

C. SCOPE OF PROJECT AND CONTINGENCIES

1. After the Final Environmental Impact Statement is completed (FY 1998), Tri-Met will negotiate a Full Funding Grant Agreement with the Federal Transit Administration. The

Full Funding Grant Agreement defines the scope of the project, its construction segments and funding commitments.

2. If C-TRAN/Washington funds are committed to the project by the start of these negotiations:

   [a] The Full Funding Grant Agreement would encompass a Segment-1 project between downtown Vancouver and downtown Milwaukie. The estimated cost for this segment is $2.18 billion -- which equals the total of state and local funds proposed to be committed to the project and the federal funds to be requested in the upcoming authorization bill.

   [b] The Full Funding Grant Agreement would provide for a Segment-2 which includes the extensions to 99th Street in Clark County and the Town Center area in Clackamas County. The extensions would be fully funded with the federal funds "contingently committed" in the Full Funding Grant Agreement, no additional local or state funds would be needed.

   [c] The full authorization of state funds ($475 million) would be obligated to the project in the initial Full Funding Grant Agreement.

3. If C-TRAN/Washington funds are <u>not</u> committed to the project by the start of these negotiations:

   [a] The Full Funding Grant Agreement would encompass an Oregon-only project. project for Segment-1 between the Town Center area in Clackamas County and the downtown Portland/Arena area.

   [b] The maximum commitment of state funds obligated to the Segment-1 project in the Full Funding Grant Agreement would be $375 million.

   [c] Tri-Met would seek a proviso in the Full Funding Grant Agreement which would allow for a future amendment to expand the scope of the project to include a Segment-2 to North/Northeast Portland or, subject to a commitment of C-TRAN/ Washington funds, Clark County which would employ the "contingently committed" federal funds.

   [d] If Segment-1 is not part of a phased project to Clark County, Tri-Met would hold an advisory vote on the project segment(s) set forth in the Full Funding Grant Agreement prior to the issuance of the Tri-Met bonds or disbursement of State of Oregon funds to the project.

   [e] At such time as the amendment to the Full Funding Grant Agreement to implement a Segment-2 project is effectuated, Tri-Met will obligate the remaining $100 million of State of Oregon funds to the South/North Project.

4. Regardless of the type and level of federal authorization or the project segmentation, federal appropriations will not keep pace with cash-flow needs of the project and interim borrowing will be required. Credit enhancements, which are guaranteed sources of funds to repay the short-term debt if the federal funds are not appropriated, will be required by banks, underwriters and the debt market to secure the interim borrowing.

D. REQUEST OF THE STATE

1. A commitment of matching funds from the State of Oregon is needed now to help secure an earmarking of Section 3 funds for the South/North LRT Project in the upcoming federal transportation authorization bill.

2. The State of Oregon's share of matching funds for the South/North LRT Project is proposed to be one-sixth of total construction costs which is estimated to be $475 million. This amount of State of Oregon funding is necessary to maintain the viability of the desired bi-state project. There does not have to be an appropriation of state funds to the South/North LRT Project until FY 1999.

3. To attain this State contribution, it is recommended that:

   [a] This Legislative Assembly authorize a total lottery commitment to light rail transit of $40 million per year beginning in FY 1999. This stream of funds would be used to pay the State's share of both the Westside LRT and the South/North LRT. Until FY 1999, the State would continue its current $10 million per year commitment to the Westside LRT.

   [b] The funds made available to the South/North LRT Project by this authorization would be used for a cash contribution to the project and to repay bond proceeds contributed to the project.

4. Bond underwriters view lottery bonds as risky securities, thus they have been reluctant to issue bonds solely backed by lottery proceeds which are long-term. Accordingly, the financing plan calls for legislative authority to issue lottery bonds for the South/North LRT which are coupled (or "wrapped) with a "moral obligation" of the State to appropriate other State funds to repay the debt if lottery revenues are insufficient to meet debt service requirements. Such bonds would be similar to so-called "double-barrel" bonds in that the basic credit obligation upon which the bondholders would rely would be the State's "moral obligation" to cover shortfalls, but the annual debt service would be paid by lottery funds.

5. The "moral obligation" commitment is needed to allow for a 20-year lottery bond. Without such a commitment, the maximum term of a bond solely backed by lottery revenues might be 15 years, which would require significantly higher annual lottery appropriations to support the required bonding.

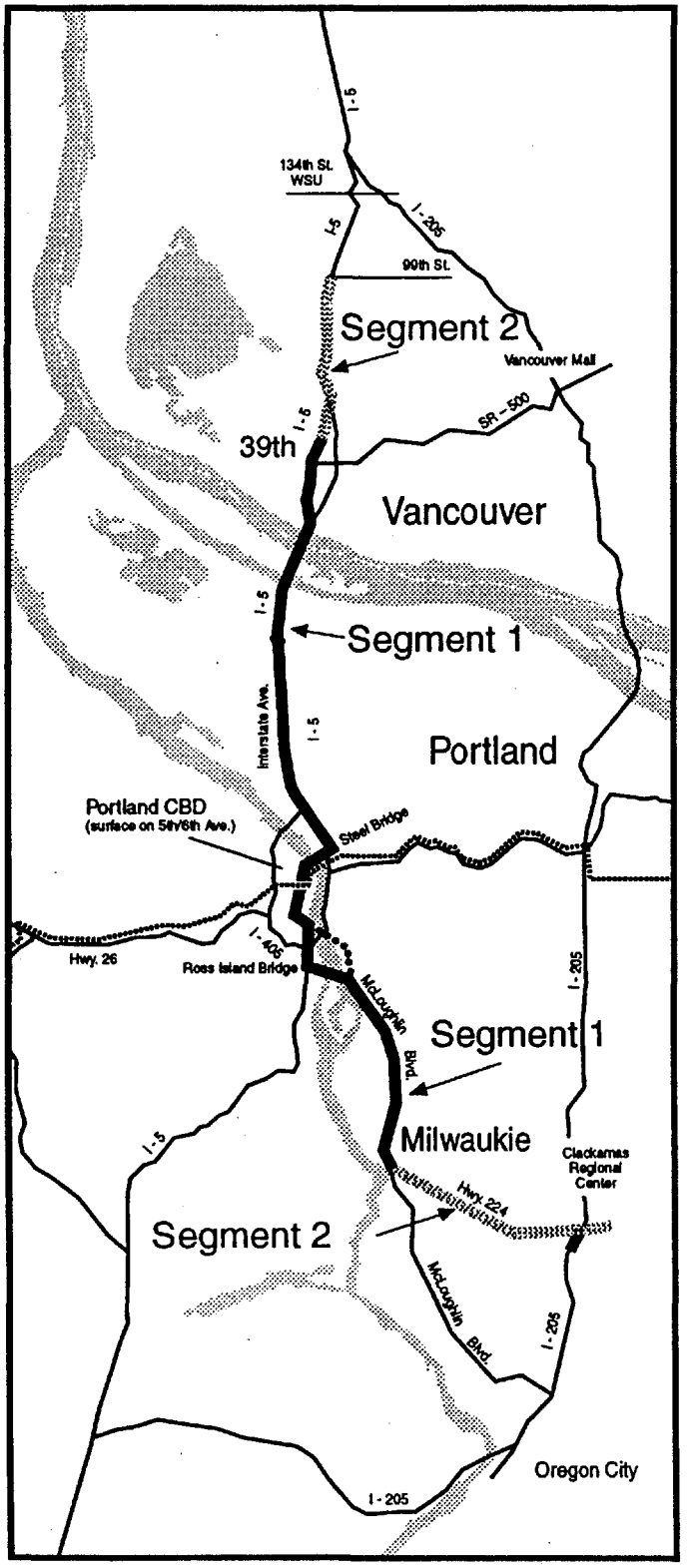
E. USE OF STATE FUNDS

1. If C-TRAN/Washington funds are committed to the project by the start of these negotiations, the State of Oregon funds would be used as follows:

   [a] As shown in Figure 1, the full $475 million of state funds would be obligated to the project during Segment-1. Table 1 shows the cash-flow requirements of the project and how funds are used to support that requirement.

   [b] Table 2 shows the year-by-year use of the combined $40 million per year commitment of lottery funds to the Westside LRT and South/North LRT Projects. As shown, the lottery funds would be used for a $144 million cash contribution and a $331 million bond contribution to the project.

Figure 1
First Segment Bi-State Proposal



Source	Segment 1 Milwaukie CBD to Vancouver CBD	Segment 2 Extension to 99th &CTC	Total
Tri-Met	$475 m	$ m	$475 m
Oregon	$475 m	$ m	$475 m
C-TRAN/Washington	$475 m	$ m	$475 m
Federal	$750 m	$675 m	$1,425 m
Total	$2,175 m	$675 m	$2,850 m

Table 1a: South/North LRT Construction Costs: Bi-State Segment-1
Millions of Dollars (Year-of-Expenditure Dollars)

Federal FY:	98	99	00	01	02	03	04	05	06	07	08	09	10	11	12	Total
Milwaukie-Vancouver	$ 20	$ 88	$260	$515	$496	$315	$226	$123								$2,042
CTC/99th Extensions							$ 77	$288	$272	$ 89						$ 675
Interim Financing					$ 1	$ 1	$ 2	$ 8	$ 19	$ 27	$ 25	$ 21	$ 16	$ 10	$ 2	$ 133
Total Cost	$ 20	$ 88	$260	$515	$497	$316	$305	$369	$291	$116	$ 25	$ 21	$ 16	$ 10	$ 2	$2,850

Table 1b : South/North LRT Financing Plan: Bi-State Segment-1
Millions of Dollars (Year-of-Expenditure Dollars)

	ISTEA II						ISTEA III						ISTEA IV			
Federal FY:	98	99	00	01	02	03	04	05	06	07	08	09	10	11	12	Total
Section 3	$ 10	$ 45	$100	$100	$100	$100	$100	$100	$100	$100	$110	$115	$115	$115	$115	$1,425
C-TRAN	$238															$ 238
Washington	$ 24	$ 24	$ 24	$ 24	$ 24	$ 24	$ 24	$ 23	$ 23	$ 23						$ 237
Tri-Met	$475															$ 475
State: Lottery					$475[1]											$ 475
Total Revenues	$747	$ 69	$156	$156	$535	$124	$124	$123	$123	$123	$110	$115	$115	$115	$115	$2,850

[1] $141 million cash lottery contribution + $334 million from bond proceeds.

2. If C-TRAN/Washington funds are <u>not</u> committed to the project in the initial Grant Agreement, State of Oregon funds could be used in two ways depending on whether or not the C-TRAN/Washington funds are committed to the Segment-2 project.

   [a] As shown in Figure 2, the $375 million of state funds would be obligated to the Oregon-only project during Segment-1. If a Segment-2 project is never implemented, as shown in Table 3, a $33 million per year commitment of lottery funds would be needed to fund the State of Oregon's contribution to <u>both</u> the Westside LRT and South/North LRT Projects. These lottery funds would be used for a $110 million cash contribution to the project and to repay a $297 million bond contribution to the project.

   [b] Also as shown in Figure 2, $100 million of State of Oregon funds would be obligated to Segment-2, if and when C-TRAN/Washington funds and/or Tri-Met funds are committed to Segment-2. Assuming the Segment-2 project begins in FY 2003 and a second issuance of state bonds occurs in that year, the year-by-year expenditure of lottery funds for <u>both</u> the Westside LRT and South/North LRT Projects would be as shown in Table 4. If C-TRAN/ Washington funds are not committed to Segment-2, a North/Northeast Portland extension may be pursued by Tri-Met.

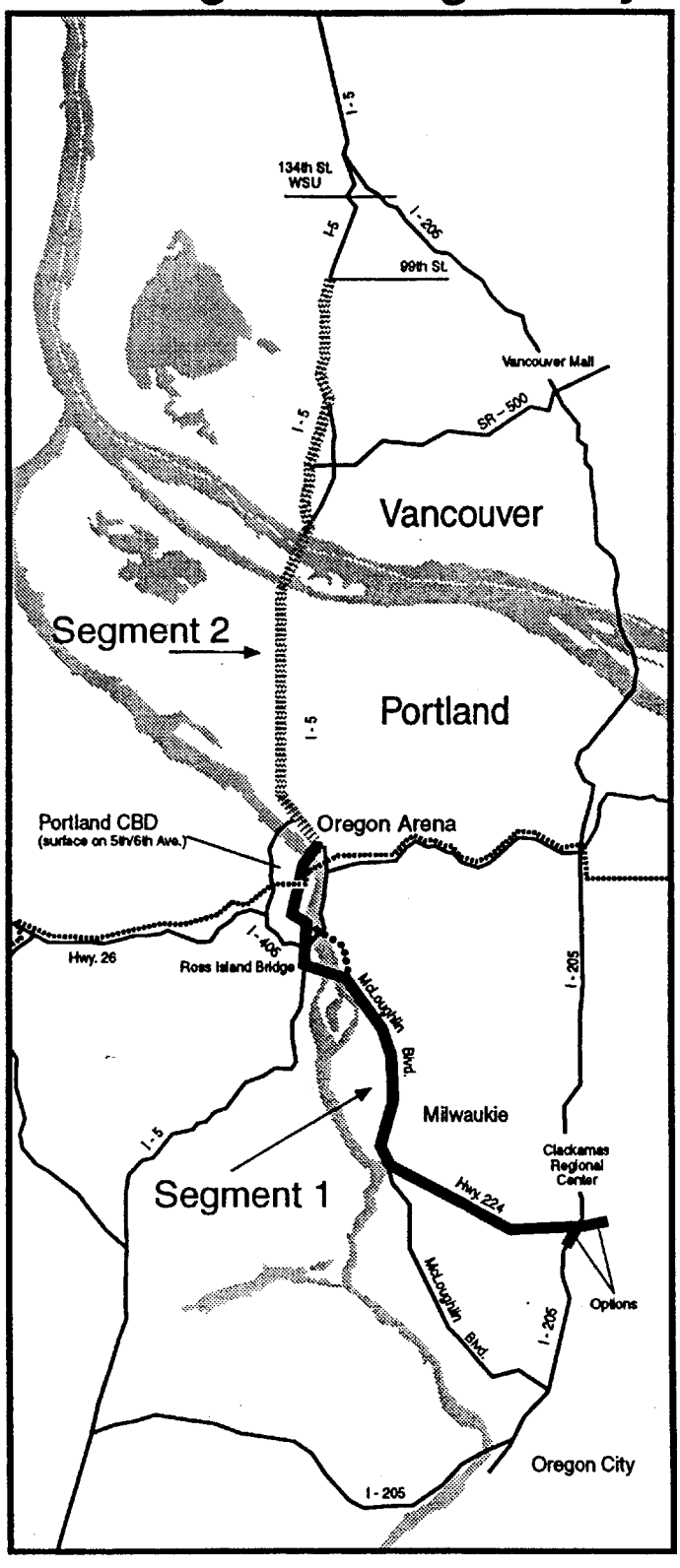
F. OVERSIGHT

1. The criteria currently required by state statute for the ODOT Director's release of State matching funds for the Westside LRT project would be required for the release of the State's contribution to the South/North LRT project.

2. A Steering Group and Project Management Group will be established, similar to those in operation on the Westside Project, which would provide ODOT on-going involvement in key project management decisions.

3. A Public-Private Task Force would be formed to determine if there are other funding sources that can be used for South/North LRT Project which can reduce the amount of lottery funds and bond proceeds which are ultimately used for the project.

Figure 2
First Segment Oregon Only



Source	Segment 1 CTC-Arena	Segment 2* Arena-99th	Total
Tri-Met	$375 m	$100 m	$475 m
Oregon	$375 m	$100 m	$475 m
C-TRAN/Washington	$ m	$475 m	$475 m
Federal	$750 m	$675 m	$1,425 m
Total	$1,500 m	$1,350 m	$2,850 m

* Conditioned upon securing C-TRAN/Washington funding commitment, a N/NE Portland terminus may persued if C-TRAN/Washington funds are not committed.

Table 2: Lottery Appropriation Needs and Uses: Bi-State Segment-1

FY	Total LRT Demands on Lottery	Used by Westside	Available to S/N	S/N Construction Fund Deposit	Interest S/N Construction Fund	S/N Bond Proceeds[1]	S/N Debt Service
96	$10	$10					
97	$10	$10					
98	$10	$10					
99	$40	$10	$30	$30	$ 2		
00	$40	$10	$30	$30	$ 5		
01	$40	$10	$30	$30	$ 7		
02	$40	$10	$30	$30	$10	$371	
03	$40	$10	$30				$30
04	$40	$10	$30				$30
05	$40	$10	$30				$30
06	$40	$10	$30				$30
07	$40	$10	$30				$30
08	$40	$10	$30				$30
09	$40	$10	$30				$30
10	$40	$ 3.4	$36.6				$36.6
11	$40	$0	$40				$40
12	$40	$0	$40				$40
13	$40	$0	$40				$40
14	$40	$0	$40				$40
15	$40	$0	$40				$40
16	$40	$0	$40				$40
17	$40	$0	$40				$40
18	$40	$0	$40				$40
19	$40	$0	$40				$40
20	$40	$0	$40				$40
21	$40	$0	$40				$40
22	$40	$0	$40				$40
23	$ 0	$0	$ 0				$ 0
24	$ 0	$0	$ 0				$ 0
25	$ 0	$0	$ 0				$ 0

[1] Includes bond proceeds for Issuance Costs and a Debt Service Reserve.

Table 3: Lottery Appropriation Needs and Uses: Oregon-Only Segment-1, No Segment-2

FY	Total LRT Demands on Lottery	Used by Westside	Available to S/N	S/N Construction Fund Deposit	Interest S/N Construction Fund	S/N Bond Proceeds[1]	S/N Debt Service
96	$10	$10					
97	$10	$10					
98	$10	$10					
99	$32	$10	$23	$23	$1		
00	$32	$10	$23	$23	$3		
01	$32	$10	$23	$23	$5		
02	$32	$10	$23	$23	$7	$297	
03	$32	$10	$23				$23
04	$32	$10	$23				$23
05	$32	$10	$23				$23
06	$32	$10	$23				$23
07	$32	$10	$23				$23
08	$32	$10	$23				$23
09	$32	$10	$23				$23
10	$32	$ 3.4	$29.6				$29.6
11	$32	$0	$33				$33
12	$32	$0	$33				$33
13	$32	$0	$33				$33
14	$32	$0	$33				$33
15	$32	$0	$33				$33
16	$32	$0	$33				$33
17	$32	$0	$33				$33
18	$32	$0	$33				$33
19	$32	$0	$33				$33
20	$32	$0	$33				$33
21	$32	$0	$33				$33
22	$32	$0	$33				$6
23	$ 0	$0	$ 0				$ 0
24	$ 0	$0	$ 0				$ 0
25	$ 0	$0	$ 0				$ 0

[1] Includes bond proceeds for Issuance Costs and a Debt Service Reserve.

Table 4: Lottery Appropriation Needs and Uses: Oregon-only Segment-1, Clark County Segment-2
Revised March 8, 1995

FY	Total LRT Demands on Lottery	Used by Westside	Available to S/N	S/N Construction Fund Deposit	Interest S/N Construction Fund	S/N Bond Proceeds[1]	S/N Debt Service
96	$10	$10					
97	$10	$10					
98	$10	$10					
99	$32	$10	$23	$23	$1		
00	$32	$10	$23	$23	$3		
01	$32	$10	$23	$23	$5		
02	$32	$10	$23	$23	$7	$297	
03	$32	$10	$23			$111	$23
04	$43.15	$10	$33.15				$33.15
05	$43.15	$10	$33.15				$33.15
06	$43.15	$10	$33.15				$33.15
07	$43.15	$10	$33.15				$33.15
08	$43.15	$10	$33.15				$33.15
09	$43.15	$10	$33.15				$33.15
10	$43.14	$ 3.4	$39.74				$39.74
11	$43.15	$0	$43.15				$43.15
12	$43.15	$0	$43.15				$43.15
13	$43.15	$0	$43.15				$43.15
14	$43.15	$0	$43.15				$43.15
15	$43.15	$0	$43.15				$43.15
16	$43.15	$0	$43.15				$43.15
17	$43.15	$0	$43.15				$43.15
18	$43.15	$0	$43.15				$43.15
19	$43.15	$0	$43.15				$43.15
20	$43.15	$0	$43.15				$43.15
21	$43.15	$0	$43.15				$43.15
22	$43.15	$0	$43.15				$15.7
23	$10.14	$0	$10.14				$10.14
24	$ 0	$0	$ 0				$ 0
25	$ 0	$0	$ 0				$ 0

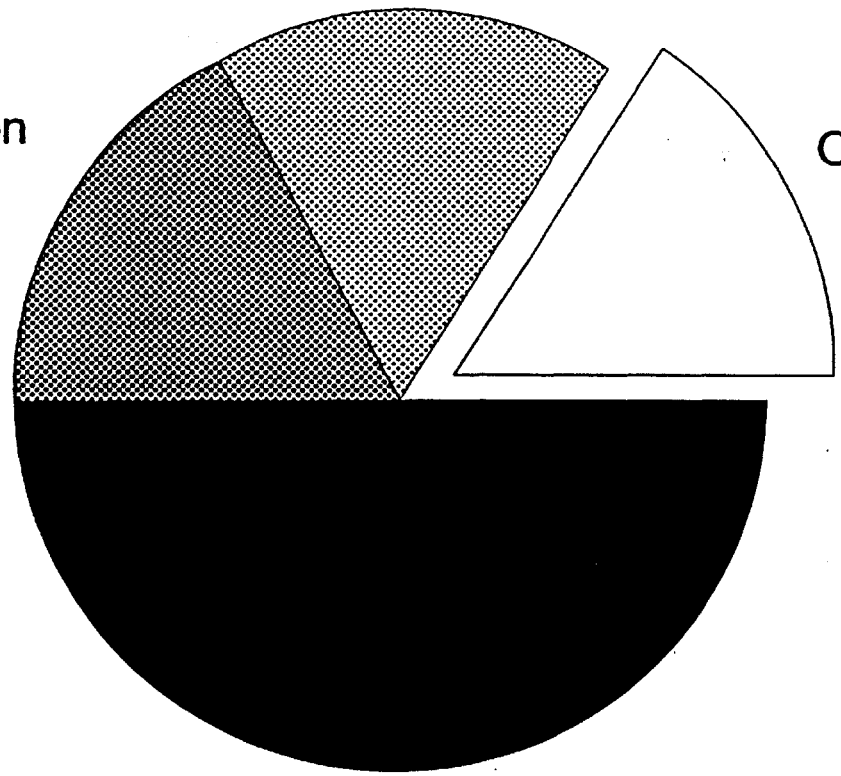
[1] Includes bond proceeds for Issuance Costs and a Debt Service Reserve.

South North
Transit Corridor Study

South/North MAX Financing

(16.7%) State of Washington and Clark County
= $475 million

(16.7%)
State of Oregon
= $475 million



(16.7%) General
Obligation Bonds
= $475 million

(50.0%) Federal = $1.4 billion

Project Cost: $2.85 billion

M E M O R A N D U M

METRO

Date: March 1, 1995

To: JPACT

From: Andrew C. Cotugno, Planning Director

Re: Region 2040 Implementation Program -- Project Selection Process

Enclosed for your approval are draft modal criteria (and supporting documents) being developed by TPAC for use in allocating $27 million of reserved Surface Transportation Program funds. These funds were reserved by JPACT and the Metro Council for projects which begin implementation of the Region 2040 Growth Concept approved by the Metro Council in December.

Attachment A describes the selection process more fully. Section I of the attachment describes the types of projects recommended for funding eligibility. Section II outlines the process of project selection. Upon determination of 20-year system needs (unconstrained to expected revenue), project nominations from the region's jurisdictions would be ranked on the basis of technical criteria for each of eight modes according to the following general topics:

1. Usage Potential
2. Safety
3. Responsiveness to Region 2040 Land Use Goals
4. Cost-Effectiveness
5. Multi-modal Benefits

The technical criteria is reflected in Attachment B. Under these criteria, each project would be eligible for a maximum of 100 points. Modal specific sub-criteria are proposed for each of the five general topics. One of these topics is implementation of Region 2040 which is described in more detail in Attachment B-1. In brief, projects which support the Central City and Regional Centers would receive higher points than projects supporting most other land uses. Depending on mode, projects addressing Industrial Sanctuaries and town centers, main streets and other higher density land uses would receive medium rankings with respect to this criteria.

In addition to technical rankings, nominated projects are also expected to receive administrative evaluation. Currently proposed criteria include:

1. Local Commitment (e.g., local overmatch; public/private funds, etc.)
2. Implementation Feasibility (e.g., capable of completion within life of funds
3. Avoided Cost (e.g., construction cost significantly offset by avoided preservation expense)
4. Regional Equity
5. Other Criteria Approved by JPACT/Metro Council

The combination of technical score and administrative consideration would yield a general high, medium and low ranking of nominated projects. The final funding recommendation would then be made to JPACT and Metro Council within the constraints of the available funds.

TPAC has considered the technical criteria on several occasions. The draft recommendation enclosed in this mailing will be addressed by members of the TIP Subcommittee on one more occasion (March 6) prior to the next JPACT meeting. Specifically, the TIP Subcommittee members will address a number of comments raised at TPAC which are enclosed as Attachment C. Additionally, some staff-generated changes to the criteria last reviewed by TPAC will also be addressed by the Subcommittee members. Any changes to the draft criteria enclosed in this packet which emerge from the meeting will be provided at the JPACT meeting.

A survey was circulated at the Transportation Fair on January 28 and later to TPAC and JPACT members, addressing the criteria. Key results of the survey are enclosed as Attachment D. Finally, Metro mailed a project solicitation packet to the region's jurisdictions and concerned agencies. A copy of the nomination form is enclosed as Attachment E.

ACC:TW:lmk

Attachments

I. MODES AND MEANS OF IMPLEMENTATION

The owing table represents the loosely defined relationship of portation modes evaluated in the RTP and different arenas in which funding decisions are made for these modes.

	STIP CUT	S/N PROSPECTUS	$27 M RESERVE			FINANCIALLY CONSTRAINED RTP	LEG. PACKAGE (2X2)	STATE-WIDE REG. FEE	ARTERIAL FUND
			$7 M	*$11 M RSTP*	*$9 M SSTP*				
LRT	X	X				X		X (ops)	
FWYS	X				X (TSM)	X	X		
ARTERIALS				X	X	X			X
BRIDGES				X	X	X	X		X
TRANSIT CAP	X					X			X
TRANSIT OPS						X		X	
TSM				X	X	X			X
TDM				X	X	X			
INTERMODAL			X	X	X	X			X
BIKE			X	X	X	X			X
PED			X	X	X	X			X
TOD			X	X	X	X			X

Elements of RTP implementation not currently assured within Fiscally Constrained limitations

II. RELATIONSHIP OF RTP UPDATE TO ANALYSIS OF MODES AND MEANS OF IMPLEMENTATION

The following general process is suggested to organize the decision making process for each funding arena.

1. DEFINE RTP "NEED"	2. PRIORITIZE VIA:			3. FUNDING RECOMMENDATION
Projects meeting 2015 system needs, not constrained to revenue.	Technical Ranking Factors a. Use b. Safety c. 2040 Compatible d. Cost Effective e. Multi-Modal	Technical Scoring & Adminstrative Criteria e.g., local match, schedule feasibility, etc. (see below)	Rank: Hi Medium low	JPACT Metro Council

III. DRAFT RECOMMENDED ADMINSTRATIVE CRITERIA

1. Local Commitment (e.g., overmatch)
2. Implementation Feasibility (e.g., capable of construction within life of funds)
3. Avoided Cost (e.g., construction cost significantly off-set by avoided preservation expense)
4. Regional Equity
5. Others as developed by JPACT, TPAC and RTP Work Teams

Attachment B

Draft Modal Criteria for Metro 2040 Implementation Program

Pedestrian System	TOD	Bike	TDM	Roadway Expansion	Roadway Reconstruction	Transit	Freight and Passenger Intermodal
GOAL: Increase Modal Share/Reduce Auto VMT (25 points) VMT reduction potential for pedestrian projects will be based on reducing automobile trips and making those trips by walking or (walking to transit) instead. The following elements will be considered in determining the projected modal shift for each project from automobile to walk or walk/transit: Project is located in an area with a high potential for pedestrian activity. (15 Points) Points 15 High potential 8 Moderate potential 0 Low potential Project will correct a deficiency/ significantly improve the pedestrian system in the area such that new pedestrian trips will be generated. (10 Points) Points 10 Large decrease in auto trips and VMT 5 Moderate decrease in auto trips and VMT 0 Low decrease in auto trips and VMT	**GOAL: Increase Mode Share (25 points)** Will the TOD project increase the number of transit, bike, walk trips over the number that would be expected from a development that did *not* include these public funds for the TOD project? Points 25 High - 50% or greater increase in non-auto trips 13 Medium - 25% or greater increase in non-auto trips 0 Low - less than 25% increase in non-auto trips	**GOAL: Increase Modal Share and Connectivity (35 points)** **Modal Share (15 points)** What is the project's potential ridership based on travel shed, existing socio-economic data and existing travel behavior survey data? Points 15 High 8 Medium 0 Low **Connectivity (20 points)** Will the project be an important part of the regional bikeway system? Points 20 Regional Network Completion (High) 10 Regional Network Extension (Medium) 0 Project Isolated from Regional Network (Low)	**GOAL: Increase Modal Share (30 points)** Mode share increase for (transit, bike, walk, shared-ride) or elimination of trip. Points 30 High 15 Medium 0 Low	**GOAL: Reduce Congestion (25 points)** (Project derives from CMS, consistent with 2015 per capita VMT targets) **1990 V/C Ratio** (pm peak hr & direction) Points 15 >1.0 8 >0.9 0 <0.9 **2015 V/C Ratio** (pm peak hr & direction) Points 10 >1.0 5 >0.9 0 <0.9	**GOAL: Project brings facility to current urban design standard or provides long-term maintenance (25 points)** 1992 Condition: pavement base, etc. from ODOT Points 15 Fair 8 Poor 0 Very Poor 2002 Condition: pavement, base, etc. (without earlier improvement) Points 0 Fair 5 Poor 10 Very Poor	**GOAL: Increase Modal Share (30 points)** Formula: *Subtract* 2015 transit target - 1995 ridership *Multipy* Remainder x Percent attributed to project x Average regional trip length = VMT Reduction Points 30 High VMT Reduction 15 Medium VMT Reduction 0 Low VMT Reduction	**GOAL: Improves connectivity of the freight network (25 points)** Points 10 Completes link in freight network 10 Connects to intermodal facility 5 Connects to freight generation area • Note: Passenger Intermodal Criteria were recommended by TPAC and will be distributed at JPACT.

Pedestrian System	TOD	Bike	TDM	Roadway Expansion	Roadway Reconstruction	Transit	Freight and Passenger Intermodal
GOAL: Safety (25 points) Project corrects an existing safety problem. Very wide roads with fast moving traffic make crossing difficult and dangerous. Factors such as traffic volume, speed, road width, proximity to schools, and citizen complaints will be considered in determining critical safety problems. Points 25 Project will correct an extremely hazardous situation which needs immediate attention. 13 Project will correct an unsafe situation. 0 Project will provide little or no safety improvement.	**GOAL: Density Criteria (25 points)** Does the TOD project increase the density of land uses within a one-fourth mile radius of transit above the level that would result without these public funds into the TOD project? Points 25 High - 50 percent or greater increase in persons per acre within a one-fourth mile radius. 13 Medium - 25 percent or greater increase in persons per acre within a one-fourth mile radius. 0 Low - less than 25 percent increase in persons per acre with a one-fourth mile radius.	**GOAL: Safety (15 points)** Does the project address an existing deterrent to bicycling? **Target roadway a deterrent to bicycling.** Points 10 High auto ADT and narrow 5 High auto ADT and wide 0 Low auto ADT; narrow & curves **Other safety factors (blind curves, high truck volume, soft shoulders, high reported accident rate).** Points 5 Yes 0 No	**NA**	**GOAL: Enhance Safety (25 points)** Accident Rate per Vehicle Mile (Use 1990 ODOT Accident Rate Book) Points 20 >124% Statewide Median 10 100% Statewide Median 0 <100% Statewide Median	**GOAL: Enhance Safety (25 points)** Accident Rate Per Vehicle Mile (Use 1990 ODOT Accident Rate Book) Points 25 >124% Statewide Median 13 100% Statewide Median 0 <100% Statewide Median	**NA**	**GOAL: Enhance Safety (25 points)** Points 10 Reduces conflicts for freight modes 10 Addresses hazardous road/rail geometric problem for truck/train 5 Addresses location with high accident rate
GOAL: Addresses 2040 Land Use Objectives (25 points) See Funding Priority Matrix. **(Attachment B-1)**	**GOAL: 2040 Criteria (25 points)** See Funding Priority Matrix. **(Attachment B-1)**	**GOAL: Address 2040 Land Use Objectives (25 points)** See regional and local bikeway rows on *2040 Transportation Prioritization Criteria* Matrix. Note that the Bike Mode Work Team strongly recommends that regional bikeways to and within main streets, town centers, LRT stations, bus corridors and regional centers not on LRT be rated as *High* rather than *Medium*. Points 25 High 13 Medium 0 Low **(Attachment B-1)**	**GOAL: Addresses 2040 Land Use Objectives (25 points)** Points 25 Project is a regional strategy (See Funding Priority Matrix for specific land uses.) **(Attachment B-1)**	**GOAL: Addresses 2040 Land Use Objectives (25 points)** See Funding Priority Matrix. **(Attachment B-1)**	**GOAL: Addresses 2040 Land Use Objectives (25 points)** See Funding Priority Matrix. **(Attachment B-1)**	**GOAL: Address 2040 Land Use Objectives (25 points)** See Funding Priority Matrix. **(Attachment B-1)**	**GOAL: Addresses 2040 Land Use Objectives (25 points)** See Funding Priority Matrix. **(Attachment B-1)**

Pedestrian System	TOD	Bike	TDM	Roadway Expansion	Roadway Reconstruction	Transit	Freight and Passenger Intermodal
GOAL: Cost Effectiveness (15 points) Cost/VMT reduced (2015 network) Points 15 Low Cost/VMT reduced 8 Moderate Cost/VMT reduced 0 High Cost/VMT reducedGOAL: Provide Mobility at Reasonable Cost (15 points)	**GOAL: Cost-Effectiveness Criteria (15 points)** Cost per VMT reduced Points 15 Low cost/VMT reduced 8 Medium cost/VMT reduced 0 High cost/VMT reduced	**GOAL: Cost Effectiveness (25 points)** What is the cost per VMT reduction? (Factored 2015 ridership increase.) Points 25 Low cost/VMT reduced 13 Medium cost/VMT reduced 0 High cost/VMT reduced	**GOAL: Cost Effectiveness (25 points)** Cost/VMT reduced Points 25 Low cost 13 Medium cost 0 High cost	**GOAL: Provide Mobility at a Reasonable Cost (15 points)** Cost per VHD eliminated in 2015: VHD = 2015 No-Build VHD - Build VHD Points 15 Top 1/3 8 Mid 1/3 0 Low 1/3	**GOAL: Provide Mobility at Reasonable Cost (15 points)** Cost per year 2015 VMT (or VT at interchanges & intersections) Cost/Year 2015 Vehicles or VMT Intersections/Interchanges Points 15 <$.51 per vehicle 8 $.51-.99 per vehicle 0 >$1.00 per vehicle Interstate Projects Points 15 <$.51 per vehicle 8 $.51-.99 per vehicle 0 >$1.00 per vehicle Link Improvement Points 15 <$.33/VMT 8 $.24-$.99 VMT 0 >$.99/VMT • Note: Update to current costs or assign points for low medium and high cost.	**GOAL: Provide Cost Effective Improvements (20 points)** Cost/New Ridership (Factored 2015 ridership increase) Points 20 Low Cost 10 Medium cost 0 High cost	**GOAL: Provide Freight Mobility at Reasonable Cost (15 points)** Cost per VHD eliminated in 2015: Cost/Year 2015 (No-Build VHD - Build VHD) Points 15 Low cost/VHD 8 Mid cost/VHD 0 High cost/VHD

Pedestrian System	TOD	Bike	TDM	Roadway Expansion	Roadway Reconstruction	Transit	Freight and passenger Intermodal
GOAL: Implement Multi-Modal Elements (10 points) Examples: Points will be given for inclusion of bike lanes, transit connections, etc. Points 10 Two or more elements 5 One element	**GOAL: Implement Multi-Modal Elements (10 points)** Does the project include multiple features to benefit multiple modes: bike, pedestrian-ways, transit integration, mixed-use development? **New Development** Points 10 Four modes 0 <Four modes **Retro-Fit** Points 10 Three+ modes 0 <Three modes	**NA**	**GOAL: Implement Multi-Modal Elements (20 points)** Project provides connectivity between modes and/or supports other TDM programs. (Example: covered bus shelters, guaranteed ride home, education and promotion, etc.) Points 20 High 10 Medium 0 Low	**GOAL: Implement Multi-Modal Elements (15 points)** Will the project provide an important part of the Regional Bike System? Points 5 Regional Network Completion 3 Regional Network Extension 0 Isolated from Regional Network Does the project facilitate transit improvements? Points 5 LRT or trunk route 3 Non-trunk/High ridership 0 All others Will the project remove a significant obstacle to pedestrian safety or travel? +5 Yes 0 No Will it significantly impede pedestrian travel or safety? -5 Yes 0 No	**GOAL: Implement Multi-Modal Elements (15 points)** Will the project provide an important part of the Regional Bike System? Points 5 Regional Network Completion 3 Regional Network Extension 0 Isolated from Regional Network Does the project facilitate transit improvements? Points 5 LRT or trunk route 3 Non-trunk/High ridership 0 All others Will the project remove a significant obstacle to pedestrian safety or travel? +5 Yes 0 No Will it significantly impede pedestrian travel or safety? -5 Yes 0 No	**GOAL: Implement Multi-Modal Elements (25 points)** Examples: Bikes on or to Transit HOV Lanes LRT or FastLink to Bus Transfers Pedestrian to Transit Shuttles Points 25 High 13 Medium 0 Low	**GOAL: Implement Multi-Modal Elements (10 points)** Adds new bike and/or pedestrian facilities appropriate to facility. Points 5 Regional System 3 Local System 0 No Change Facilitates Transit Improvements or Priorities. Points 5 Yes 0 No Affects SOV Capacity Increases/decreases 2015 VMT (Build VMT - No-Build) Points -5/+5 Top 1/3 -3/+3 Mid 1/3 0 Low 1/3

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2040 Transportation Prioritization Criteria

I. Regional transportation funding should be targeted toward investments -- transportation facilities that support development of the land use components of the Region 2040 Growth Concept which are of the highest regional significance and are the most difficult to accomplish.

A.	High Priority Locations:	Central City Regional Centers Connected to Banfield, Westside and South/North LRT Industrial Sanctuaries
B.	Medium Priority Locations:	Regional Centers Not Connected to Banfield, Westside and South/North LRT Town Centers Bus Corridors Main Streets LRT Station Communities "Inner" Neighborhoods Type I
C.	Low Priority Locations:	Mixed Use, Auto-Oriented Employment Centers "Outer" Neighborhoods Type II

II. Different types of transportation investments are needed to encourage development of the various 2040 land use components:

A. Freeways, arterials and collectors throughout the region that are needed to serve traffic in excess of the VMT/capita reduction targets; higher priority should be placed on projects to and within the higher priority locations.

B. Transit facilities needed to serve projected transit demand resulting from the 2040 land use pattern; higher priority should be placed on projects to and within higher priority locations.

C. Regional bikeways needed to serve the targeted level of bike usage to and within the 2040 land use designations; higher priority should be placed on projects within higher priority locations.

D. Local streets needed to support higher density development and circulation within the higher density land use designations; high priority should be placed on projects within the Central City and Regional Centers; medium priority within Main Streets, Town Centers, LRT Station Communities, Bus Corridors and Type I "Inner" Neighborhoods.

E. Local bikeways needed to serve the targeted level of bike usage within the higher density land use designations; high priority should be placed on projects within the Central City and Regional Centers; medium priority within Main Streets, Town Centers, LRT Station Communities, Bus Corridors and Type I "Inner" Neighborhoods.

F. Sidewalks needed to support higher density development within the higher density land use designations; high priority should be placed on projects within the Central City, Regional Centers, Main Streets, Town Centers and LRT stations.

ACC:lmk
2-15-95
2040TRCR.OL

2040 Transportation Prioritization Criteria

Project Types	Central Cities Regional Centers on LRT	Indus. Sanctuaries	Main Streets Town Centers LRT Stations Bus Corridors Reg. Ctrs. not on LRT	"Inner" Neighbor-hoods Type I	Mixed Employ. & "Outer" Neighbor-hoods Type II
Freeways Arterials & Collectors (to & within)	H	H	M	M	L
Transit Facilities (to & within)	H	L	M	M	L
Regional Bikeways (to & ithin)	H	M	M	M	L
Local Circ. Streets Bikeways (within)	H	L	M	M	L
Sidewalks (within)	H	L	H	M	L

High = 25 points
Medium = 10 points
Low = 0 points

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2-15-95

TPAC Comments on Draft Modal Criteria for Metro 2040 Implementation Program

- Bridges won't be able to compete due to high structural cost. In particular, safety criteria on a per mile basis don't favor the relatively short bridge distances.
- Roadway criteria double count congestion relief by measuring both delay and volume to capacity.
- Bonus points for bike/ped. on roadways should not be given since those elements are required by law.
- Safety for roadway expansion should consider reducing conflicts between modes.
- How can Metro objectively score their own projects?
- Concern with Stuart Goldsmith techniques for evaluation of bicycle projects.
- How well does the ODOT accident rate book evaluate smaller facility safety?
- Transit criteria should better define "transit trunk."
- Industrial sanctuaries should only receive medium points. It seems inconsistent with the 2040 concept report. In any event, the industrial areas are too broad, too many.
- Change 2040 matrix to "Regional Access to..." instead of "Freeways, arterials, and collectors (to and within)."
- Add passenger intermodal.
- Transit mode share points should be 30.
- Are there roadway projects that reduce VMT, and can we provide points?
- Define decision-making process. How much do these criteria matter?
- "Fudging" over these numbers too long results in diminishing returns.
- Need more discussion as to whether these criteria will be used for RTP constraint.
- Recognize Sunnyside Village is a Neighborhood 1.

MH
2/24/95

Metro Project Evaluation Criteria:
January, 1995 Survey Results

JPACT

Responses to Relative Desirability of Various Project Modes (5 Responses)
(1 = high support)

ACT	1	2	3	4	5	6	TOTAL
Highway Construction	0	1	1	1	2	0	5
Highway Reconstruction	1	1	3	0	0	0	5
Transit	1	2	2	0	0	0	5
Bike/Pedestrian	3	0	0	1	1	0	5
TDM (Includes TODs)	3	0	0	1	1	0	5
TSM	2	2	0	0	1	0	5

Responses to Question "*Do You Agree that these are the types of projects that should be evaluated?*"

YES	NO	Blank	TOTAL
5	0	0	5

Responses to Funding Criteria and Proposed Relative Weights

JPACT	%	Increase	Decrease	Agree	TOTAL
Transportation Demand Management	25%	1	0	4	5
Dangerous Area Projects	25%	1	1	3	5
I0	15%	0	1	4	5
Project Management	15%	1	1	3	5
Multi-Modal	10%	1	1	3	5

Responses to Land-Use Priorities Criteria

I. A)High Priority- Central city, regional centers, and industrial sanctuaries

B)Medium Priority- Town centers, main streets, light rail station communities, bus corridors, and neo-traditional neighborhoods.

C)Low Priority- Mixed-use employment areas and traditional single family neighborhoods

JPACT	Agree (ABC)	Disagree (BAC)	Total
Responses	3	1	4

II. Do you agree that regional funding should place a higher priority on projects on regions road facilities rather than local facilities?
YES : 5
NO: 0

III. Do you agree that Metro should use state and regional funds to build these types of improvements to local streets?
YES: 3
NO: 2

JPACT	Ques II. YES	NO	SUB-TOTAL
Ques I. YES	3	2	5
NO	0	0	0

TOTAL: 5

TPAC

Responses to Relative Desirability of Various Project Modes (5 Responses)
=High support)

TPAC	1	2	3	4	5	6	TOTAL
Highway Construction	o	2	2	0	1	2	7
Highway Reconstruction	0	4	0	3	1	0	8
Transit	3	2	2	1	0	0	8
Bike/Pedestrian	6	0	0	1	1	0	8
TDM (Includes TODs)	2	4	0	1	0	1	8
TSM	4	3	1	0	0	0	8

Responses to Question "*Do You Agree that these are the types of projects that should be evaluated?*"

YES	NO	Blank	TOTAL
6	1	1	8

Responses to Funding Criteria and Proposed Relative Weights

TPAc	%	Increase	Decrease	Agree	TOTAL
Transportation Demand Management	25%	0	4	1	5
Dangerous Area Projects	25%	0	3	2	5
2040	15%	2	2	2	6
Project Management	15%	3	2	1	6
Multi-Modal	10%	4	1	1	6

Responses to Land-Use Priorities Criteria

I. A)High Priority- Central city, regional centers, and industrial sanctuaries
B)Medium Priority- Town centers, main streets, light rail station communities, bus corridors, and neo-traditional neighborhoods.
C)Low Priority- Mixed-use employment areas and traditional single family neighborhoods

TPAC	Agree (ABC)	Disagree (BAC)	Total
Responses	4	2	6

II. Do you agree that regional funding should place a higher priority on projects on regions road facilities rather than local facilities?
YES : 3
NO: 4

III. Do you agree that Metro should use state and regional funds to build these types of improvements to local streets?
YES: 6
NO: 1

TPAC	Ques II. YES	NO	SUB-TOTAL
Ques I. YES	2	1	3
NO	4	0	4

TOTAL: 7

Public

Responses to Relative Desirability of Various Project Modes (5 Responses)
(1 = high support)

Public	1	2	3	4	5	6	TOTAL
Highway Construction	3	1	3	3	6	34	50
Highway Reconstruction	5	3	7	8	14	11	48
Transit	20	13	8	7	1	1	50
Bike/Pedestrian	22	14	5	4	2	3	50
TDM (includes TODs)	21	10	10	4	2	3	50
TSM	11	11	8	10	8	2	50

Responses to Question "*Do You Agree that these are the types of projects that should be evaluated?*"

YES	NO	Blank	TOTAL
42	4	4	50

Responses to Funding Criteria and Proposed Relative Weights

PUBLIC	%	Increase	Decrease	Agree	TOTAL
Transportation Demand Management	25%	3	21	19	43
Dangerous Area Projects	25%	2	25	16	43
2040	15%	17	10	20	47
Project Management	15%	18	12	15	45
Multi-Modal	10%	30	2	13	45

Responses to Land-Use Priorities Criteria

I. A)High Priority- Central city, regional centers, and industrial sanctuaries
B)Medium Priority- Town centers, main streets, light rail station communities, bus corridors, and neo-traditional neighborhoods.
C)Low Priority- Mixed-use employment areas and traditional single family neighborhoods

PUBLIC	Agree (ABC)	Disagree (BAC)	ACB	CAB	CBA	Total
Responses	23	13	1	1	2	40

II. Do you agree that regional funding should place a higher priority on projects on regions road facilities rather than local facilities? YES : 19
NO: 4

III. Do you agree that Metro should use state and regional funds to build these types of improvements to local streets?
YES: 43
NO: 4

PUBLIC	Ques II. YES	NO	SUB-TOTAL
Ques I. YES	16	4	20
NO	22	0	22
		TOTAL:	42

ITC

Responses to Relative Desirability of Various Project Modes (5 Responses)
(1 = high support)

ITC	1	2	3	4	5	6	TOTAL
Highway Construction	6	2	5	3	2	0	18
Highway Reconstruction	10	3	8	1	1	0	18
Transit	3	5	3	5	1	1	18
Bike/Pedestrian	3	1	0	6	2	6	18
TDM (includes TODs)	5	2	5	2	3	1	18
TSM	6	6	5	1	0	0	18

Responses to Question "*Do You Agree that these are the types of projects that should be evaluated?*"

YES	NO	Blank	TOTAL
14	2	2	18

Responses to Funding Criteria and Proposed Relative Weights

ITC	%	Increase	Decrease	Agree	TOTAL
Transportation Demand Management	25%	2	6	9	17
ıgerous Area Projects	25%	3	4	10	17
2040	15%	1	6	10	17
Project Management	15%	5	3	10	18
Multi-Modal	10%	8	1	8	17

Responses to Land-Use Priorities Criteria

I. A)High Priority- Central city, regional centers, and industrial sanctuaries
B)Medium Priority- Town centers, main streets, light rail station communities, bus corridors, and neo-traditional neighborhoods.
C)Low Priority- Mixed-use employment areas and traditional single family neighborhoods

ITC	Agree (ABC)	Disagree (BAC)	(ACB)	Total
Responses	15	1	1	17

II. Do you agree that regional funding should place a higher priority on projects on regions road facilities rather than local facilities?
YES : 13
NO: 4

III. Do you agree that Metro should use state and regional funds to build these types of improvements to local streets?
YES: 10
NO: 7

ITC	Ques II. YES	NO	SUB-TOTAL
Ques I. YES	8	5	13
NO	2	2	4
		TOTAL:	17

TIP UPDATE

PROJECT NOMINATION FORM

Project Name

_____

Sponsoring Jurisdiction *(i.e., provides match & must be same as nominating jurisdiction)*

_____

Est. Project Cost: $_____

Match Funds Committed: Yes ☐ No ☐
Indicate Overmatch, if any:
% Committed = _____

Project Complete by FY '98? Yes ☐ No ☐

Approval Status:

Addressed in 1992 RTP? Yes ☐ No ☐

Referred from County Coordinating Committee? Yes ☐ No ☐

Derives from Local Capital Improvement Document? Yes ☐ No ☐

Project Was Subject to Local Public Hearing? Yes ☐ No ☐

Project Type:

☐ Road Expansion

☐ Road Preservation *(no SOV capacity increase but may add right-of-way for bike/ped amenities)*

☐ Transportation System Management *(includes ATMS, access control, striping, etc.)*

☐ Transit Capital

☐ Bike & Pedestrian

☐ Transit Oriented Development

☐ Transportation Demand Management

Project Description:

Facility: _____
Project Length: _____

Termini:
From: _____
To: _____

Project Focus:

☐ Urban Center
☐ Regional Center
☐ Industrial Sanctuary
☐ Town Center
☐ Main Street
☐ LRT Station
☐ Bus Corridor
☐ Neo-Traditional Community
☐ Mixed-use Employment Area
☐ Traditional Single Family Neighborhood

Qualitative Discussion: _____

_____

_____

_____

_____

_____

_____

_____

Attachment B

Recommended Modal Criteria for Metro 2040 Implementation Program

Pedestrian System

GOAL: Increase Modal Share/Reduce Auto VMT (25 points)

VMT reduction potential for pedestrian projects will be based on reducing automobile trips and making those trips by walking or (walking to transit) instead. The following elements will be considered in determining the projected modal shift for each project from automobile to walk or walk/transit:

Project is located in an area with a high potential for pedestrian activity consistent with 2015 modal targets. (15 Points)

Points
- 15 High potential
- 8 Moderate potential
- 0 Low potential

Project will correct a deficiency/ significantly improve the pedestrian system in the area such that new pedestrian trips will be generated. (10 Points)

Points
- 10 Large decrease in auto trips and VMT
- 5 Moderate decrease in auto trips and VMT
- 0 Low decrease in auto trips and VMT

TOD

GOAL: Increase Mode Share (25 points)

Will the TOD project increase the number of transit, bike, walk trips over the number that would be expected from a development that did *not* include these public funds for the TOD project?

Points
- 25 High - 50% or greater increase in non-auto trips
- 13 Medium - 25% or greater increase in non-auto trips
- 0 Low - less than 25% increase in non-auto trips

Bike

GOAL: Increase Modal Share and Connectivity (35 points)

Modal Share (15 points)
What is the project's potential ridership based on travel shed, existing socio-economic data and existing travel behavior survey data consistent with 2015 modal targets?

Points
- 15 High
- 8 Medium
- 0 Low

Connectivity (20 points)
Will the project be an important part of the regional bikeway system?

Points
- 20 Regional Network Completion (High)
- 10 Regional Network Extension (Medium)
- 0 Project Isolated from Regional Network (Low)

TDM

GOAL: Increase Modal Share (30 points)

Mode share increase for (transit, bike, walk, shared-ride) or elimination of trip.

Points
- 30 High
- 15 Medium
- 0 Low

Roadway Expansion

GOAL: Reduce Congestion (25 points)
(Project derives from CMS, consistent with 2015 per capita VMT targets)

1990 V/C Ratio
(pm peak hr & direction)

Points
- 15 >1.0
- 8 >0.9
- 0 <0.9

2015 V/C Ratio
(pm peak hr & direction)

Points
- 10 >1.0
- 5 >0.9
- 0 <0.9

Roadway Reconstruction

GOAL: Project brings facility to current urban design standard or provides long-term maintenance (25 points)

1992 Condition: pavement base, etc. from ODOT

Points
- 15 Fair
- 8 Poor
- 0 Very Poor

2002 Condition: pavement, base, etc. (without earlier improvement)

Points
- 0 Fair
- 5 Poor
- 10 Very Poor

Transit

GOAL: Increase Modal Share (30 points)

Formula:
Subtract
2015 transit target
- 1995 ridership
Multipy Remainder
x Percent attributed to project
x Average regional trip length
= VMT Reduction

Points
- 30 High VMT Reduction
- 15 Medium VMT Reduction
- 0 Low VMT Reduction

Freight Intermodal

GOAL: Improves connectivity of the freight network (25 points)

Points
- 10 Completes link in freight network
- 10 Connects to intermodal facility
- 5 Connects to freight generation area

- Note: No passenger intermodal projects have been nominated to date. Draft criteria have been recommended by staff and would be refined and employed should such projects be nominated. The criteria are available for review at Metro Regional Center.

Pedestrian System	TOD	Bike	TDM	Roadway Expansion	Roadway Reconstruction	Transit	Freight Intermodal
GOAL: Safety (25 points) Project corrects an existing safety problem. Very wide roads with fast moving traffic make crossing difficult and dangerous. Factors such as traffic volume, speed, road width, proximity to schools, and citizen complaints will be considered in determining critical safety problems. Points 25 Project will correct an extremely hazardous situation which needs immediate attention. 13 Project will correct an unsafe situation. 0 Project will provide little or no safety improvement.	**GOAL: Density Criteria (25 points)** Does the TOD project increase the density of land uses within a one-fourth mile radius of transit above the level that would result without these public funds into the TOD project? Points 25 High - 50 percent or greater increase in persons per acre within a one-fourth mile radius. 13 Medium - 25 percent or greater increase in persons per acre within a one-fourth mile radius. 0 Low - less than 25 percent increase in persons per acre with a one-fourth mile radius.	**GOAL: Safety (15 points)** Does the project address an existing deterrent to bicycling? **Target roadway a deterrent to bicycling.** Points 10 High auto ADT and narrow 5 High auto ADT and wide 0 Low auto ADT; narrow & curves **Other safety factors (blind curves, high truck volume, soft shoulders, high reported accident rate).** Points 5 Yes 0 No	**NA**	**GOAL: Enhance Safety (20 points)** Accident Rate per Vehicle Mile (Use 1990 ODOT Accident Rate Book); per vehicle for intersections. Points 20 >124% Statewide Median 10 100% Statewide Median 0 <100% Statewide Median	**GOAL: Enhance Safety (20 points)** Accident Rate Per Vehicle Mile (Use 1990 ODOT Accident Rate Book) Points 20 >124% Statewide Median 10 100% Statewide Median 0 <100% Statewide Median	**NA**	**GOAL: Enhance Safety (25 points)** Points 10 Reduces conflicts for freight modes 10 Addresses hazardous road/rail geometric problem for truck/train 5 Addresses location with high accident rate
GOAL: Addresses 2040 Land Use Objectives (25 points) See Funding Priority Matrix. **(Attachment B-1)**	**GOAL: 2040 Criteria (25 points)** See Funding Priority Matrix. **(Attachment B-1)**	**GOAL: Address 2040 Land Use Objectives (25 points)** See regional and local bikeway rows on *2040 Transportation Prioritization Criteria* Matrix. Note that the Bike Mode Work Team strongly recommends that regional bikeways to and within main streets, town centers, LRT stations, bus corridors and regional centers not on LRT be rated as *High* rather than *Medium*. Points 25 High 13 Medium 0 Low **(Attachment B-1)**	**GOAL: Addresses 2040 Land Use Objectives (25 points)** Points 25 Project is a regional strategy (See Funding Priority Matrix for specific land uses.) **(Attachment B-1)**	**GOAL: Addresses 2040 Land Use Objectives (25 points)** See Funding Priority Matrix. **(Attachment B-1)**	**GOAL: Addresses 2040 Land Use Objectives (25 points)** See Funding Priority Matrix. **(Attachment B-1)**	**GOAL: Address 2040 Land Use Objectives (25 points)** See Funding Priority Matrix. **(Attachment B-1)**	**GOAL: Addresses 2040 Land Use Objectives (25 points)** See Funding Priority Matrix. **(Attachment B-1)**

Pedestrian System	TOD	Bike	TDM	Roadway Expansion	Roadway Reconstruction	Transit	Freight Intermodal
GOAL: Cost Effectiveness (15 points) Cost/VMT reduced (2015 network) Points 15 Low Cost/VMT reduced 8 Moderate Cost/VMT reduced 0 High Cost/VMT reduced GOAL: Provide Mobility at Reasonable Cost (15 points)	**GOAL: Cost-Effectiveness Criteria (15 points)** Cost per VMT reduced Points 15 Low cost/VMT reduced 8 Medium cost/VMT reduced 0 High cost/VMT reduced	**GOAL: Cost Effectiveness (25 points)** What is the cost per VMT reduction? (Factored 2015 ridership increase.) Points 25 Low cost/VMT reduced 13 Medium cost/VMT reduced 0 High cost/VMT reduced	**GOAL: Cost Effectiveness (25 points)** Cost/VMT reduced Points 25 Low cost 13 Medium cost 0 High cost	**GOAL: Provide Mobility at a Reasonable Cost (15 points)** Cost per VHD eliminated in 2015: VHD = 2015 No-Build VHD - Build VHD Points 15 Top 1/3 8 Mid 1/3 0 Low 1/3	**GOAL: Provide Mobility at Reasonable Cost (15 points)** Cost per year 2015 VMT (or VT at interchanges & intersections) Cost/Year 2015 Vehicles or VMT Intersections/Interchanges Points 15 <$.51 per vehicle 8 $.51-.99 per vehicle 0 >$1.00 per vehicle Interstate Projects Points 15 <$.51 per vehicle 8 $.51-.99 per vehicle 0 >$1.00 per vehicle Link Improvement Points 15 <$.33/VMT 8 $.24-$.99 VMT 0 >$.99/VMT • Note: Update to current costs or assign points for low medium and high cost.	**GOAL: Provide Cost Effective Improvements (20 points)** Cost/New Ridership (Factored 2015 ridership increase) Points 20 Low Cost 10 Medium cost 0 High cost	**GOAL: Provide Freight Mobility at Reasonable Cost (15 points)** Cost per VHD eliminated in 2015: Cost/Year 2015 (No-Build VHD - Build VHD) Points 15 Low cost/VHD 8 Mid cost/VHD 0 High cost/VHD

Pedestrian System	TOD	Bike	TDM	Roadway Expansion	Roadway Reconstruction	Transit	Freight Intermodal
GOAL: Implement Multi-Modal Elements (10 points) Examples: Points will be given for inclusion of bike lanes, transit connections, etc. Points 10 Two or more elements 5 One element	**GOAL: Implement Multi-Modal Elements (10 points)** Does the project include multiple features to benefit multiple modes: bike, pedestrian-ways, transit integration, mixed-use development? **New Development** Points 10 Four modes 0 <Four modes **Retro-Fit** Points 10 Three+ modes 0 <Three modes	NA	**GOAL: Implement Multi-Modal Elements (20 points)** Project provides connectivity between modes and/or supports other TDM programs. (Example: covered bus shelters, guaranteed ride home, education and promotion, etc.) Points 20 High 10 Medium 0 Low	**GOAL: Implement Multi-Modal Elements (15 points)** Will the project provide an important part of the Regional Bike System? Points 5 Regional Network Completion 3 Regional Network Extension 0 Isolated from Regional Network Does the project include transit improvements? Points 5 Improves existing service 3 Addresses draft 2040 system 0 All others Will the project remove a significant obstacle to pedestrian safety or travel? +5 Yes 0 No Will it significantly impede pedestrian travel or safety? -5 Yes 0 No	**GOAL: Implement Multi-Modal Elements (15 points)** Will the project provide an important part of the Regional Bike System? Points 5 Regional Network Completion 3 Regional Network Extension 0 Isolated from Regional Network Does the project include transit improvements? Points 5 Improves existing service 3 Addresses draft 2040 system 0 All others Will the project remove a significant obstacle to pedestrian safety or travel? +5 Yes 0 No Will it significantly impede pedestrian travel or safety? -5 Yes 0 No	**GOAL: Implement Multi-Modal Elements (25 points)** Examples: Bikes on or to Transit HOV Lanes LRT or FastLink to Bus Transfers Pedestrian to Transit Shuttles Points 25 High 13 Medium 0 Low	**GOAL: Implement Multi-Modal Elements (10 points)** Adds new bike and/or pedestrian facilities appropriate to facility. Points 5 Regional System 3 Local System 0 No Change Facilitates Transit Improvements or Priorities. Points 5 Yes 0 No Affects SOV Capacity Increases/decreases 2015 VMT (Build VMT - No-Build) Points -5/+5 Top 1/3 -3/+3 Mid 1/3 0 Low 1/3

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Rail~Volution

Building Successful Communities With Rail

September 16-18, 1995
1-800-788-7077

Dear Colleague

The Portland region will be hosting a national conference - Rail-Volution: Building Successful Communities with Rail -- on September 16-18, 1995. The conference will be an opportunity to show case our regional success story with over 1500 policy makers, citizen activists and transportation professionals from throughout the United States.

We want your help! The Rail-Volution program committee is soliciting nominations for conference sessions and mobile workshops. The conference will feature national success stories and a rich palette of our local successes. The conference will tell the story of where the Portland region has been and where we are headed with: Light Rail Planning and Development; Moving from Citizen Vision to Implementation; Downtown Revitalization; Station Community Planning; The Urban Growth Boundary; Infill Housing; Integrating Transportation Investments with Land Use; Regional Planning; Transit-Oriented Development Case Studies; Cascadia and the High Speed Rail Connection, Building Community Constituencies/consensus around these issues and much more.

If you have a success story to tell we would like to hear about it. Please take a few minutes to complete the attached form and explain how it might be used in a conference session and/or workshop. Nominations need to be returned to:

G.B. Arrington
Rail-Volution Program Chair
Tri-Met
4012 SE 17th Avenue
Portland, Oregon 97201 by Friday, March 31st.

Thank you for your help.

Earl Blumenauer, Commissioner
City of Portland

Tom Walsh, General Manager
Tri-Met

Attachment

RAIL-VOLUTION: BULDING SUCCESSFUL COMMUNITIES WITH RAIL
NOMINATION SOLICITATION
CONFERENCE WORK SESSION
CONFERENCE MOBILE WORKSHOP

NAME _____

TITLE _____

ORGANIZATION _____

ADDRESS _____

TELEPHONE _____ FAX _____

TYPE OF SESSION (CHECK ALL THAT APPLY)

- ☐ CONFERENCE WORKSESSION (1 1/2 Hours)
- ☐ MOBILE WORKSHOP (2 - 3 Hours)
- ☐ DISPLAY OF SUCCESS STORY

Please provide a brief description of what you are proposing, using as little technical language as possible.

Please explain how this topic fits in with the themes of the conference.

Oregon Transportation Outreach

Leading Oregon's transportation system into the 21st century.

Transportation Legislative Day

Monday, March 13, 1995
Oregon State Capitol

10:00 AM	**Meet at Capitol Building** **Room 50 (Basement)**
10:30 AM	**Press Conference** **Press Room 43 (Basement)**
12:00 Noon	**Legislator Reception** **Capitol Galleria (1st Floor)**
1:00-4:00 PM	**Individual visits to legislators.** **(Make your appointments in advance.)**

Please join us. This is a golden opportunity to tell your legislator what you have been telling us: Do something about transportation this session. Don't put it off again.

Oregon Transportation Outreach, 208 SW Stark, #205, Portland OR 97204 (503) 220-0288 FAX (503) 243-6755

Cowlitz-Wahkiakum Council of Governments

ADMINISTRATION ANNEX
207 NORTH FOURTH AVENUE
KELSO, WA 98626-9145

PHONE (206) 577-3041
SCAN 562-3041
FAX (206) 425-7760
TDD PHONE (206) 577-3061

RECEIVED
MAR 3 1995
EXECUTIVE OFFICER

COWLITZ COUNTY

CITY OF LONGVIEW

KELSO

CITY OF CASTLE ROCK

CITY OF WOODLAND

CITY OF KALAMA

March 2, 1995

To: Executive Directors
Cascadia Corridor Regional Councils

PORT OF KALAMA

PORT OF WOODLAND

COWLITZ COUNTY PUD NO. 1

LONGVIEW SCHOOL DISTRICT

KELSO SCHOOL DISTRICT

WOODLAND SCHOOL DISTRICT

CASTLE ROCK SCHOOL DISTRICT

BEACON HILL SEWER DISTRICT

WAHKIAKUM COUNTY PORT NO. 1

WAHKIAKUM COUNTY PORT NO. 2

WAHKIAKUM COUNTY PUD NO. 1

WAHKIAKUM COUNTY

adopted by my COG board urging Congress to fund Amtrak improvements in the Cascadia Corridor. These materials, as noted, went to chairs of affected committees in the House and Senate, as well as to our Representative and Senators. I hope all regional councils in the corridor take the opportunity to communicate support for continued and enhanced funding for Amtrak, if you have not already done so. Regardless of the "climate" in Washington, D.C., we should make our case known to our delegation and appropriate committees.

If you have any questions, please call me or Bruce Agnew at the Discovery Institute, (206) 287-3404.

SHH:nh

Enclosures

507CASRC.SH3

cc to Andy & Richard
Should we ask JPACT to act?
Bruce

Cowlitz-Wahkiakum Council of Governments

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KELSO, WA 98626-9145

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FAX (206) 425-7760
TDD PHONE (206) 577-3061

March 1, 1995

Chair, Transportation and Infrastructure Subcommittee on Railroads
2435 Rayburn House Office Building
Washington, D.C. 20515

Re: Resolution Regarding Amtrak Funding

Dear Representative Molinari:

used by Amtrak for its West Coast service. The Council of Governments is an active, contributing member of the Cascadia Project, a public-private sector group in Oregon, Washington and British Columbia advocating improvements to the Vancouver, B.C.-to-Eugene, Oregon rail corridor. We also focus on economic development, trade, tourism and sustainable communities issues in the Pacific Northwest region.

The Council of Governments, at its February 23 meeting, adopted the attached Resolution No. 95-02. The Council of Governments supports not only continued federal support for Amtrak, but a strengthened federal, state and Amtrak partnership to insure that rail system capacity and efficiencies are maintained and further enhanced for both passenger and freight purposes in the Pacific Northwest corridor.

The state of Washington has demonstrated its support for improved passenger rail services with an investment of over $40 million in the past two years for infrastructure improvements. The state is proposing to invest $53 million in the next biennium to help match federal funds dedicated to opening the Seattle-Vancouver, B.C. portion of the corridor and to continue to upgrade service capabilities in the Seattle-Portland leg. Additional round trips are planned to help meet the growing ridership.

Investment in Amtrak, especially for this Pacific Northwest corridor, is a vital element of the state's and region's economy and transportation system. The menu of present and planned improvements to the mainline benefit both passenger and freight rail systems. There are simply fewer dollars to spend on building highway capacity; economies of scale demand we turn to rail to maintain the global competitiveness for our ports and industries and to meet the mobility needs of our citizens.

Cowlitz-Wahkiakum Council of Governments

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KELSO, WA 98626-9145

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FAX (206) 425-7760
TDD PHONE (206) 577-3061

March 2, 1995

Honorable Senator Larry Pressler
Chairman, Commerce, Science and Transportation Committee
283 Senate Russell Office Building
Washington, D.C. 20510

Re: Resolution Regarding Amtrak Funding

and special district governments in southwest Washington, serving a region through which passes the West Coast Burlington Northern-Union Pacific mainline. The mainline is used by Amtrak for its West Coast service. The Council of Governments is an active, contributing member of the Cascadia Project, a public-private sector group in Oregon, Washington and British Columbia advocating improvements to the Vancouver, B.C.-to-Eugene, Oregon rail corridor. We also focus on economic development, trade, tourism and sustainable communities issues in the Pacific Northwest region.

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Cowlitz-Wahkiakum Council of Governments

A Resolution regarding)
funding for continued and) Resolution No. 95-02
improved AMTRAK services)

WHEREAS, the National Railroad Passenger Corporation (AMTRAK) was established by Congress in 1970 to provide and sustain a nationwide network of inter-city passenger trains;

WHEREAS, increased use of passenger trains will help to reduce America's reliance

modal facilities to link AMTRAK with ferries and regional and interstate transit services;

WHEREAS, the states of Washington and Oregon have forged a federal/state partnership with AMTRAK, and will soon have invested a combined total of $83 million in state AMTRAK and Freight Mobility Enhancement projects for incremental development of high speed rail;

WHEREAS, the above improvements will improve facilities and capacities for increased freight traffic, providing added relief to highway congestion;

WHEREAS, AMTRAK president Thomas Downs has instituted major reforms to make AMTRAK more productive and encourage public-private partnerships;

WHEREAS, enhancement of AMTRAK services and the development of High Speed Rail in the Cascadia Corridor can promote international tourism (the "Two Nation Vacation" concept) and reduce the need for auto trips and short-haul flights, extending the useful lives of Interstate 5 and the Vancouver, B.C., Seattle-Tacoma and Portland international airports;

WHEREAS, federal investment in AMTRAK has fallen over the last decade while it has increased for highways and airports; and

WHEREAS, states may use federal highway trust fund money as an 80 percent match for a variety of non-highway programs, but are prohibited from using such moneys for AMTRAK projects;

RESOLUTION

* Reaffirming City Council support for the South/North light rail project and committing to working with regional partners and citizens to make the project a reality.

WHEREAS, the mobility and livability of the growing Portland region is dependent on our ability to create a community that provides cost-effective, environmentally friendly, safe and convenient transportation system; and

WHEREAS, one of the best tools the Portland region has for providing such a system and managing growth is by the construction of a regional light rail system; and

WHEREAS, the City of Portland along with citizens and other jurisdictional partners in the Portland region have undertaken a five-year planning effort to determine the feasibility, route, and cost-effectiveness of a South/North light rail line from Clackamas County, Oregon to Clark County, Washington; and

WHEREAS, in the process of planning for the South/North rail line the City has worked with thousands of citizens through public meetings, rail advisory committees and annual Regional Rail Summits; and

WHEREAS, through the planning process the most cost-effective route for the South/North light rail line was determined to run from Clackamas County, Oregon to Clark County, Washington; and

WHEREAS, in November 1994 voters in the Portland metropolitan region overwhelmingly approved the authorization of $475 million in general obligation bonds to finance the Oregon regional share for the South/North light rail line;

THEREFORE, NOW, BE IT RESOLVED that the Portland City Council reaffirms its support for the South/North light rail project;

BE IT FURTHER RESOLVED that the City of Portland commits to working with Clackamas County, Clark County, the City of Milwaukie, Multnomah County, the Oregon Department of Transportation, Metro, Tri-Met, C-Tran, the Washington Department of Transportation, the City of Vancouver, other regional partners and the citizens of this region to make the South/North light rail project a reality.

M E M O R A N D U M

METRO

Date: March 7, 1995

To: Washington County Mayors

From: Andrew C. Cotugno, Planning Director

Re: Selection of JPACT Member/Alternate

Following balloting of the cities of Washington County, Rob Drake, Mayor of the City of Beaverton, and John Godsey, Councilor of the City of Hillsboro, have been elected to JPACT as member and alternate, respectively. Their two-year term is effective March 9, 1995 through March 13, 1997.

ACC:lmk

CC: JPACT
Mayor Drake
Councilor Godsey

M E M O R A N D U M

METRO

Date: March 7, 1995

To: Clackamas County Mayors

From: Andrew C. Cotugno, Planning Director

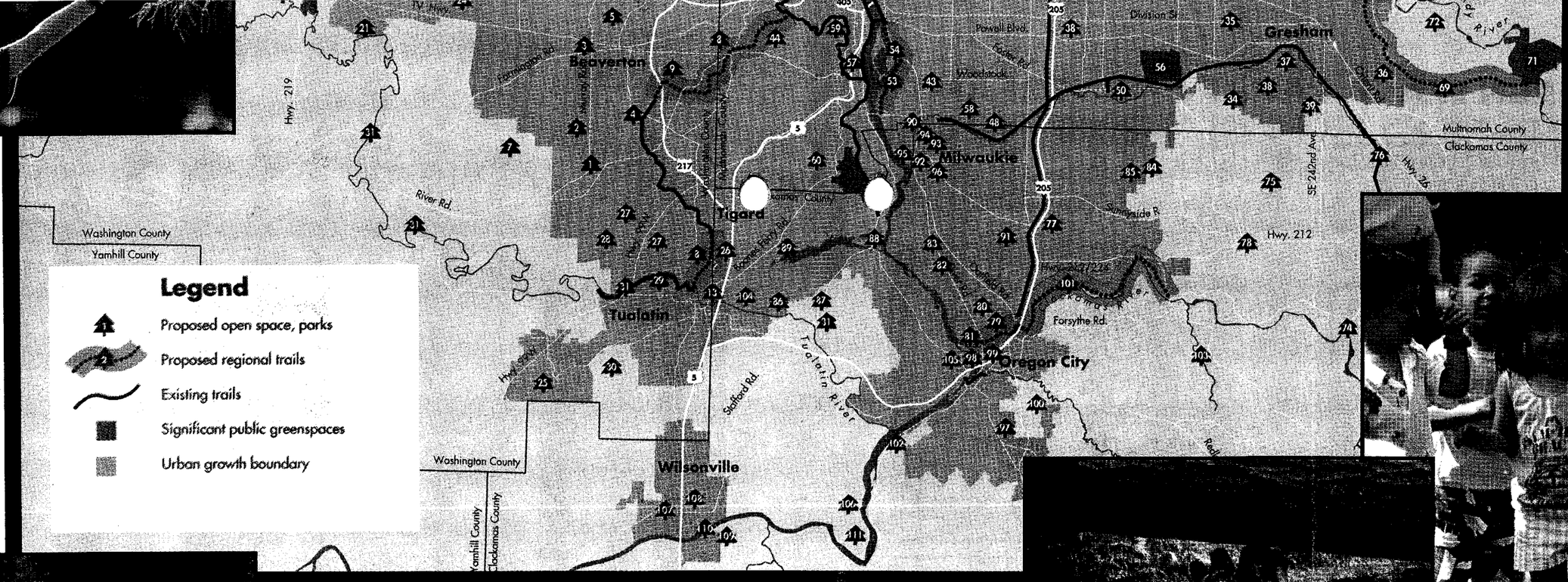
Re: Selection of JPACT Member/Alternate

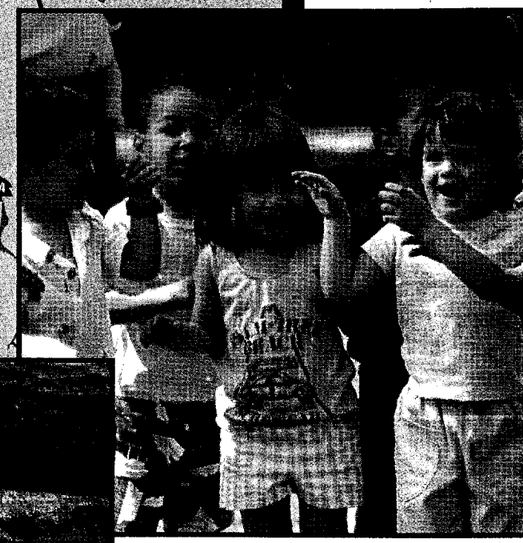
Following balloting of the cities of Clackamas County, Craig Lomnicki, Mayor of the City of Milwaukie, and Heather Chrisman, Councilor of the City of Lake Oswego, have been elected to JPACT as member and alternate, respectively. Their two-year term is effective March 9, 1995 through March 13, 1997.

ACC:lmk

CC: JPACT
Mayor Lomnicki
Councilor Chrisman

TO PASS IT ON.





PROTECT OUR THREATENED WATER QUALITY

FAIRVIEW CREEK RIPARIAN AREA *Enhance and protect a key 50 acre wetland in east Multnomah County.*

DAIRY/MCKAY CREEKS *Preserve from development site important to the Tualatin watershed.*

TRYON CREEK *Acquire tributaries of Tryon Creek to maintain water quality and protect a favorite state park.*

JOHNSON CREEK *Acquire streamfront land in Portland and Gresham to protect water quality and enhance flood storage capacity.*

ROCK CREEK *Acquire 300 acres near Hillsboro to protect the creek and help improve Tualatin River water quality.*

PASS ON A LEGACY

EAST BUTTES *Protect scenic values and recreation opportunities of Powell Butte, Mt. Talbert, Mt. Scott, Kelly Butte, and Jenny Butte — all in imminent danger of development.*

TONQUIN GEOLOGIC AREA *Protect unique geologic area between Tualatin, Lake Oswego and Wilsonville, including wetlands and forested areas.*

FOREST PARK *Acquire 320 threatened acres to protect integrity of Forest Park.*

WILLAMETTE GREENWAY *Protect over 1,100 threatened acres of Willamette riverfront from Sauvie Island to Wilsonville.*

PROTECT OPEN SPACE, PARKS AND STREAMS

YES ON MEASURE 26-26

The Metro Area has a quality of life that is the envy of the rest of the nation. One big reason is that our natural areas, recreational opportunities, wildlife and clean water are a part of our urban environment.

That's unusual for a city.

But if we aren't careful, we will lose it.

Most of what we take for granted has little or no protection. Even jewels like Forest Park, the Willamette Riverfront and the Sandy River Gorge are in danger of the kind of overdevelopment that would turn our region into just another urban sprawl.

Fortunately, we can do something about it.

Actually, we can do 111 things about it — with just one vote.

For only $1.91 a month over 20 years for the average home, Measure 26-26 will acquire or improve 111 open space sites covering 6,000 acres in our region.

Measure 26-26 will protect natural areas, preserve and create recreational opportunities, and protect water quality, fish and wildlife habitat. Most important, by approving Measure 26-26, we will leave an Oregon legacy to our children and grandchildren.

PRESERVE FISH & WILDLIFE HABITAT

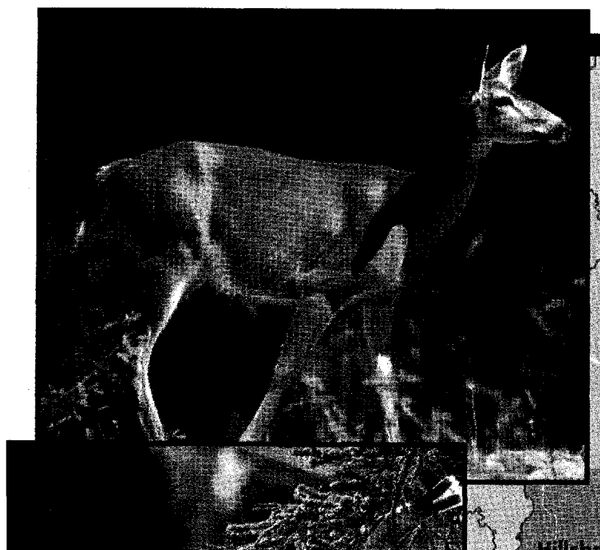
MULTNOMAH CHANNEL
Acquires wetland and riparian areas interspersed with meadow and forest. Provides outstanding waterfront habitat with excellent public access potential.

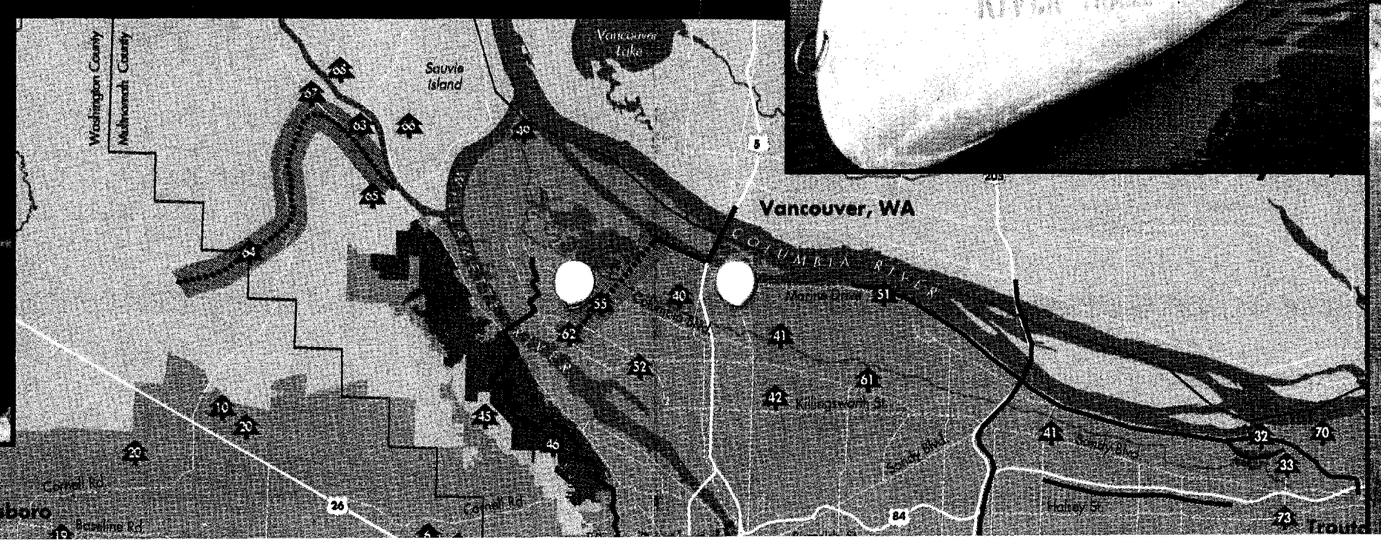
SANDY RIVER GORGE
Protecting threatened parts of this wild and scenic river will maintain elk, cougar, bear, otter, salmon & steelhead populations.

CLACKAMAS RIVER
Help safeguard one of our few remaining wild coho salmon and steelhead streams.

CLEAR CREEK CANYON
Provides watershed and spawning habitat protection between Goat Mountain and Clackamas River.

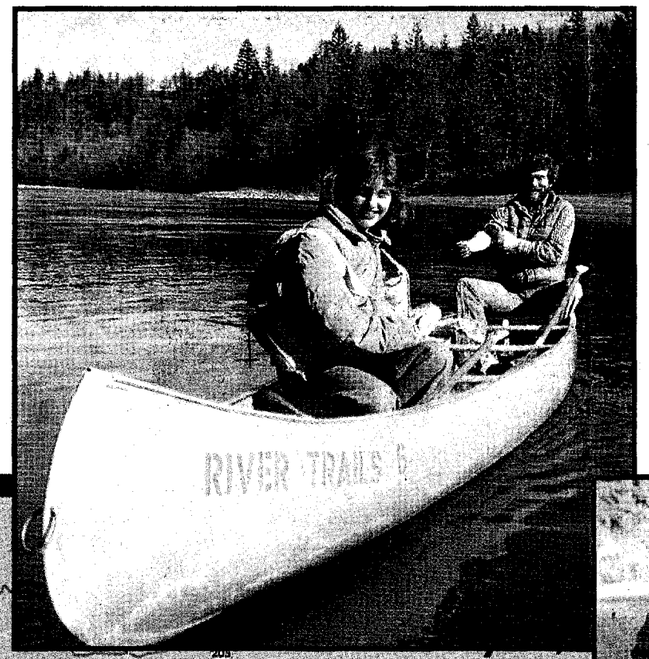
NEWELL CREEK CANYON
Protect fish habitat and water quality in this high quality and most threatened forested canyon in the SE Metro area.





HAVE FUN!

HIKING: BURLINGTON NORTHERN RIGHT OF WAY
Seven miles of trail corridor for hiking, jogging between Sauvie Island and Beaverton.

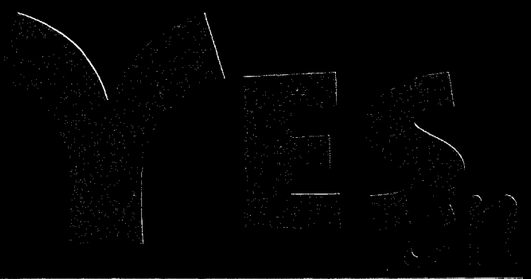


WALKING: BEAVER CREEK GREENWAY TRAIL
Eight miles of trail corridor from headwaters of Beaver Creek to Oxbow Park on the Sandy River. Includes stream preservation for Beaver Creek.

BIKING: WILLAMETTE GREENWAY FROM OMSI TO SPRINGWATER CORRIDOR
Seven miles of trail corridor to complete trails linking downtown Portland, Milwaukie and Gresham.

FISHING: CLACKAMAS RIVER
Protect water quality and improve access to the Clackamas River.

PROTECT OPEN SPACE, PARKS AND STREAMS



26-26

PROTECT OUR THREATENED WATER QUALITY

PRESERVE FISH & WILDLIFE HABITAT

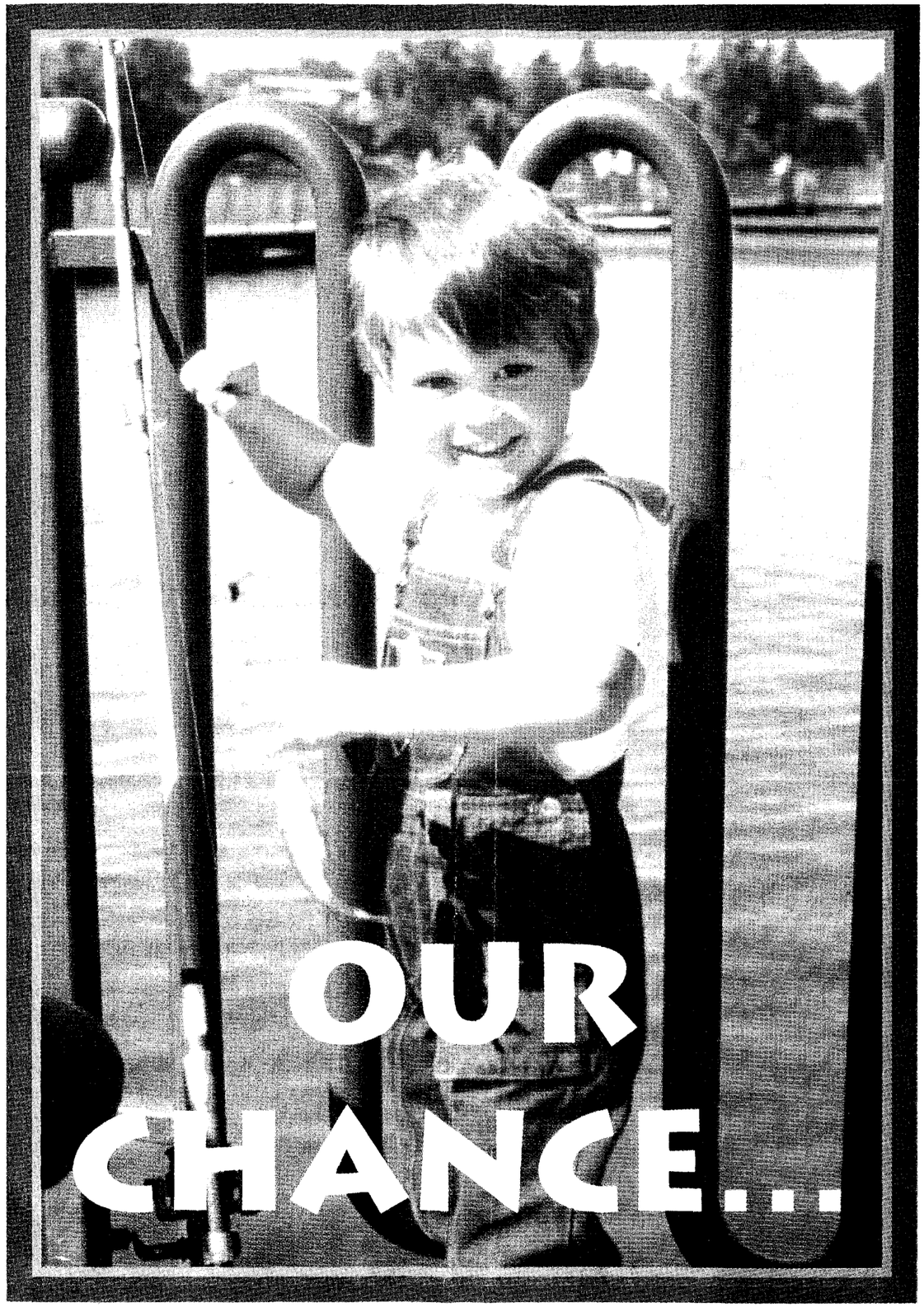
HAVE FUN!

PASS ON A LEGACY

227-4878

Authorized and paid for by
The Committee for Open Space, Parks and Streams
Post Office Box 3648 • Portland, OR 97208

Bulk Rate
U.S. Postage
PAID
Permit # 1336
Portland, OR



These proposed projects will provide habitat for fish and wildlife. They will also provide open spaces, parks, and trails for hiking, biking, picnicking, fishing, boating and wildlife watching.

● indicates a regional project

Washington County

1. **Beaverton**, Forest Glen Park/Hiteon Creek. *Habitat restoration including native vegetation plantings, bike path adjustment*
2. **Beaverton**, Hart Road Natural Area. *Acquire 18 acres to establish greenspace park near Southwest Hart Road*
3. **Beaverton**, Johnson Creek Corridor. *Acquire about 45 acres along greenway*
4. **Beaverton**, Koll Center Wetland. *Acquire right-of-way access, trail construction, viewing platform*
5. **Beaverton**, Stonegate Woods. *Acquire about 9 acres of wetland forest along Willow Creek*
6. **Beaverton vicinity**, Cedar Mill Creek Corridor. *Acquire about 22 acres near the Sunset Highway and Cornell Road*
7. ● **Beaverton vicinity**, Cooper Mountain. *Acquire 428 acres of forested natural area*
8. ● **Beaverton vicinity**, Fanno Creek Greenway. *Acquire up to 12 miles of trail corridor along the greenway*
9. **Beaverton vicinity**, Fanno Creek Greenway. *Trail construction to connect Fanno Creek Park to neighborhoods*
10. **Bethany.** *Acquire land to establish small natural area park*
11. **Cedar Mill.** *Acquire land to establish small natural area park*
12. **Cornelius Greenspace Project**. *Natural area project to be determined*
13. **Durham City Park**. *Trail and bridge construction*
14. **Forest Grove**, David Hill Forest Park. *Acquire up to 10 acres to establish greenspace park in Northwest area of city*
15. **Forest Grove**, Fernhill Wetlands. *Trail access, trail construction, interpretive center near the Tualatin River*
16. **Forest Grove**, Gales Creek Linear Park. *Acquire land along greenway in Southwest area of city*
17. **Forest Grove vicinity**, Henry Hagg Lake/ Scoggins Valley Park. *Six individual picnic sites, one group picnic shelter, restrooms*
18. ● **Forest Grove vicinity**, Gales Creek Regional Greenspace. *Acquire 775 acres of wetland, upland, and riparian natural area*
19. **Hillsboro**, Noble Woods Park. *Trails, picnic shelters, viewing areas for park on Rock Creek*
20. ● **Hillsboro**, Rock Creek Corridor. *Acquire 300 acres along the greenway*
21. **Hillsboro**, Rood Bridge Park. *Habitat restoration, canoe launch, trails at confluence of Rock Creek and Tualatin River*
22. ● **Hillsboro vicinity**, Jackson Bottom Dairy/ McKay Creeks Addition. *Acquire 333 acres in area of creeks confluence*
23. **Portland vicinity**, Golf Creek Corridor. *Acquire about 10 acres west of Sylvan and north of Sunset Highway*
24. **Reedville**. *Acquire land to establish small natural area park*
25. **Sherwood**, Cedar Creek Greenway. *Acquisition and trail construction in the riparian zone*
26. **Tigard**, Fanno Creek/ Summer Creek Greenway. *Trail construction*
27. **Tigard**, Natural Area Park. *Acquire about 7.5 acres of forest land for a city nature park*
28. **Tigard vicinity**, Bull Mt. Park. *Acquire land to establish small natural area park*
29. **Tualatin**, Tualatin River Corridor. *Acquisition along the south bank of the greenway*
30. ● **Tualatin vicinity**, Tonquin Geologic Area. *Acquire 277 acres of unique geological features, wetland and upland habitats*
31. ● **Tualatin River Greenway**. *Acquire 266 acres to establish 4 regional access points along river*

Multnomah County

32. **Fairview**, Blue Lake Regional Park. *Restore and enhance 10-acre wetland, boardwalks*
33. **Fairview**, Fairview Creek Riparian Area. *Enhancement of 50-acre wetland west of Northeast 207th connector*
34. **Gresham**, Butler Creek Greenway Trail. *Soft surface trails, bridge over Johnson creek*
35. **Gresham**, Fairview Creek Headwaters. *Enhancement of 18 acres, habitat plantings, picnic shelters, trails*
36. **Gresham**, Kelly Creek Greenway. *Acquisition of 4.5 acres, soft surface trails*
37. **Gresham**, Springwater Corridor. *Trail heads, trail construction, info center, native vegetation plantings*
38. ● **Gresham vicinity**, East Buttes/Boring Lava Domes. *Acquire 545 acres among buttes and lava domes of east Multnomah and north Clackamas counties*
39. **Gresham vicinity**, Hogan Cedars. *Acquisition along Johnson Creek near Telford Road/ Springwater Corridor*
40. **Portland**, 40-Mile Loop Trail. *Trail right-of-way acquisition along the 40-Mile Loop*
41. **Portland**, Columbia Slough. *Acquisition of greenspace along or near slough in North and Northeast Portland*
42. **Portland**, Community Natural Areas. *Restoration of small greenspaces in Northeast neighborhoods*
43. **Portland**, Crystal Springs Rhododendron Garden. *Acquisition of adjacent land in Southeast Portland*
44. **Portland**, Fanno Creek Watershed. *Acquisition of natural area in Southwest Portland*
45. ● **Portland**, Forest Park Expansion. *Acquire 320 acres adjacent and within park to maintain habitat*
46. **Portland**, Forest Park Wildwood Trail. *Access and habitat improvements in Northwest Portland*
47. **Portland**, Hoyt Arboretum. *Acquisition of adjacent land in Southwest Portland*
48. **Portland**, Johnson Creek Corridor. *Acquisition of greenspace along creek in Southeast Portland*
49. **Portland**, Kelley Point Park. *Extension of trail link to 40-Mile Loop in North Portland*
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51. **Portland**, M. James Gleason Boat Ramp. *Improvements to launch facility on Columbia River in Northeast Portland*
52. **Portland**, Mocks Crest. *Acquisition of greenspace in North Portland*
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55. ● **Portland**, Peninsula Crossing Trail. *Develop 3-mile trail/bikeway connecting the Columbia River to the Willamette River*
56. **Portland**, Powell Butte. *Acquisition and access improvements in Southeast Portland*
57. **Portland**, River Place to Willamette Park. *Acquisition and trail construction on west bank of Willamette River*
58. **Portland**, Springwater Corridor. *Trail heads and trail improvements in Southeast Portland*
59. **Portland**, Terwilliger-Marquam Natural Area. *Acquisition of upland forest in Southwest Portland*
60. ● **Portland**, Tryon Creek Linkages. *Acquisition of 20 acres in Tryon Creek watershed in Southwest Portland*
61. **Portland**, Whitaker Ponds. *Acquire park land along Columbia Slough in Northeast Portland*
62. ● **Portland**, Willamette Cove. *Acquire 27 acres along east bank of Willamette River between St. Johns Bridge and railroad bridge in North Portland*
63. **Portland vicinity**, Burlington Bottom Wetlands, Multnomah Channel. *Road access, trails and wildlife blind*
64. ● **Portland vicinity**, Burlington Northern Rails-to-Trails. *Acquire 7-mile trail corridor connecting Sauvie Island to Beaverton/Hillsboro area*
65. **Portland vicinity,** Grove of Ancient Forest. *Trail construction and signage for 38-acre site north of Forest Park*
66. **Portland vicinity**, Howell Territorial Park. *Picnic shelters, trails and wildlife viewing blind for 73-acre site on Sauvie Island*
67. ● **Portland vicinity**, Multnomah Channel. *Acquire 500 acres along west bank of channel for wildlife habitat in Willamette Greenway*
68. **Portland vicinity**, Sauvie Island Boat Ramp. *Improvements to launch ramp, boarding docks*
69. ● **Troutdale**, Beaver Creek Canyon Greenway. *Acquire 8 miles of trail corridor, habitat restoration and streambank re-vegetation*
70. ● **Troutdale vicinity**, Columbia River Shoreline. *Acquire 95 acres of riparian and island habitat west of Sandy River*
71. **Troutdale vicinity**, Oxbow Regional Park. *Water system upgrade, picnic shelters, group camp shelters*
72. ● **Troutdale vicinity**, Sandy River Gorge. *Acquire 808 acres along river for fish, wildlife, and water quality protection*
73. **Wood Village City Park.** *Habitat improvements, trails, erosion control for 12-acre addition*

Clackamas County

74. **Barton**, Barton Park Quarry Reclamation. *Barton Park capital improvements, restoration, campground*
75. ● **Boring vicinity**, Boring Lava Domes/ East Buttes. *See #38*
76. **Boring vicinity**, Springwater Corridor Trail. *Land acquisition to complete trail near Boring*
77. **Clackamas**, Mt. Talbert. *Acquire 15 acres south of Sunnyside Road*
78. **Damascus**. *Acquire 25 to 50 acres for natural area park*
79. **Gladstone**, Cross Memorial Park. *Trail improvements*
80. **Gladstone**, Glen Echo Wetlands. *Land addition to wetland park, trails*
81. **Gladstone**, Meldrum Bar Park. *Riparian restoration, picnic shelters*
82. **Gladstone/Milwaukie**, Portland Traction Company Right-of-Way. *Acquire 7 miles of rail line between Gladstone and Milwaukie*
83. **Gladstone vicinity**, Boardman Slough Wetland Park. *Land acquisition for greenspace for natural area park near Gladstone*
84. **Happy Valley**, Mt. Scott Creek Trail. *Trail construction for park access from Sunnyside Road*
85. **Happy Valley**, Mt. Scott View Nature Park. *Trail construction*
86. **Lake Oswego**, Canal Acres Natural Area. *Trail construction connecting to Bryant Woods Park*
87. **Lake Oswego**, Lusher Farm/Cook's Butte Trail. *Acquire land and construct trail connecting parks*
88. **Lake Oswego**, Roeher Park Willamette Greenway. *Acquire land and construct trail along park and greenway*
89. **Lake Oswego**, West Waluga Park. *Perimeter trail and access points around park*
90. **Milwaukie**, Ardenwald to Springwater Corridor. *Construct trail to connect Ardenwald area to Springwater*
91. **Milwaukie vicinity**, Kellogg Creek Natural Area. *Natural area wetland acquisition near Jennings Avenue*
92. **Milwaukie**, Kellogg Lake. *Acquire land west of lake and east of McLoughlin Boulevard*
93. **Milwaukie**, Rosewell Wetland. *Habitat enhancements to a stormwater retention pond*
94. **Milwaukie**, Springwater Corridor. *Acquire land between Johnson Creek and Springwater Trail*
95. **Milwaukie**, Waterfront Park. *Acquire about 2.5 acres at the confluence of Johnson Creek and Willamette River*
96. **Milwaukie**, Willow Place Wetland. *Habitat enhancements to a stormwater retention pond*
97. **Oregon City**, Barclay Hills Park. *Nature trail construction in upper Newell Creek Canyon*
98. **Oregon City**, Clackamette Park. *Picnic shelters, restrooms, fishing dock*
99. **Oregon City**, High Rocks Riverbank. *Acquire park land on south bank of Clackamas River*
100. ● **Oregon City**, Newell Creek Canyon. *Acquire 370 acres for natural area park*
101. ● **Oregon City vicinity**, Clackamas River Greenway. *Acquire up to 8 miles of greenway corridor along north bank of Clackamas River between Carver and Oregon City*
102. ● **Oregon City vicinity**, Canemah Bluff. *Acquire 390 acres along the Willamette Greenway*
103. ● **Redland vicinity**, Clear Creek Canyon. *Acquire 346 acres of riparian corridor and uplands*
104. **Rivergrove**, Tualatin River Access. *Public boat ramp improvement at park near Southwest Dogwood Road*
105. **West Linn**, Burnside Park. *Acquire eight additional acres of natural area for city park*
106. ● **West Linn vicinity**, Willamette Narrows. *Acquire 75 acres alo Willamette Greenway*
107 **Wilsonville**, Boeckman and Mill Creeks. *Habitat restoration along creeks a four public schools*
108. **Wilsonville**, City Trail System. *Capital improvements to complet city trail system to natur areas*
109. **Wilsonville**, Gordon's Run Open Space. *Trail construction along Willamette Greenway ne Charbonneau*
110. **Wilsonville**, Memorial Park. *Trail construction park and to Willamette River Greenway*
111. ● **Wilsonville vicinity**, Peach Cove Bog. *Acqui up to 50 acres of bog wetland along the Willamette Greenway*

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The material produced by Metro related to the Open Space Acquisiton bond measure was authorized by the Metro Council under Resolution 95-2088.

Metro is the directly elected regional government that serves more than 1.2 million residents in Clackamas, Multnomah and Washington counties and the 24 cities in the Portland metropolitan area.

Metro is responsible for growth management, transportation and land-use planning; solid waste management; operation of the Metro Washington Park Zoo; regional parks and greenspaces programs; and technical services to local governments. Through the Metropolitan Exposition-Recreation Commission, Metro manages the Oregon Convention Center, Civic Stadium, the Portland Center for the Performing Arts and the Expo Center.

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Portland, OR 97232-2736
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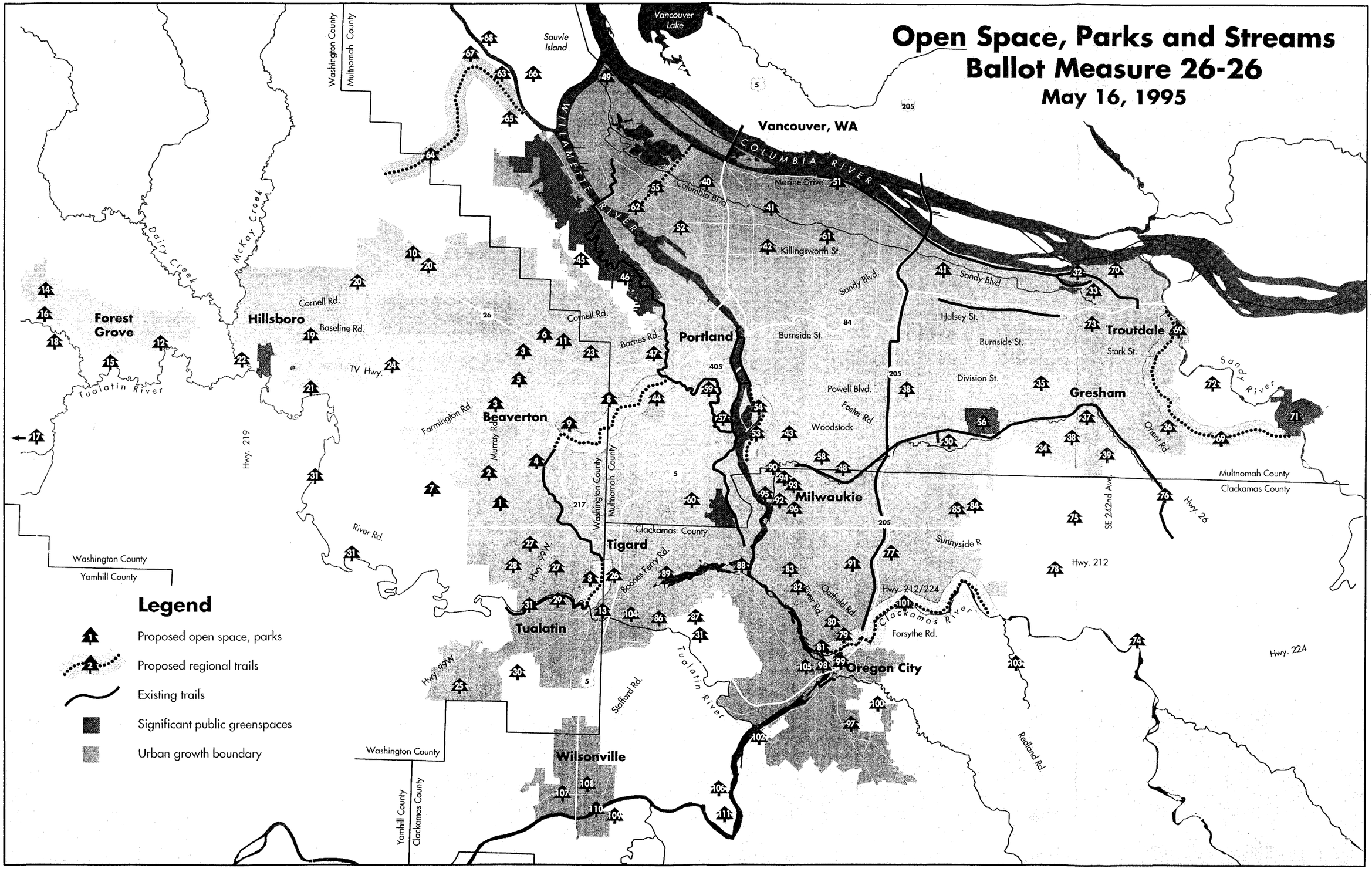
Open Space, Parks and Streams
Ballot Measure 26-26
May 16, 1995



Legend

- Proposed open space, parks
- Proposed regional trails
- Existing trails
- Significant public greenspaces
- Urban growth boundary

Multnomah County

32. **Fairview**, Blue Lake Regional Park. *Restore and enhance 10-acre wetland, boardwalks*

33. **Fairview**, Fairview Creek Riparian Area. *Enhancement of 50-acre wetland west of Northeast 207th connector*

34. **Gresham**, Butler Creek Greenway Trail. *Soft surface trails, bridge over Johnson Creek*

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Clackamas County

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103. **Redland vicinity**, Clear Creek Canyon. *Acquire 346 acres of riparian corridor and uplands*

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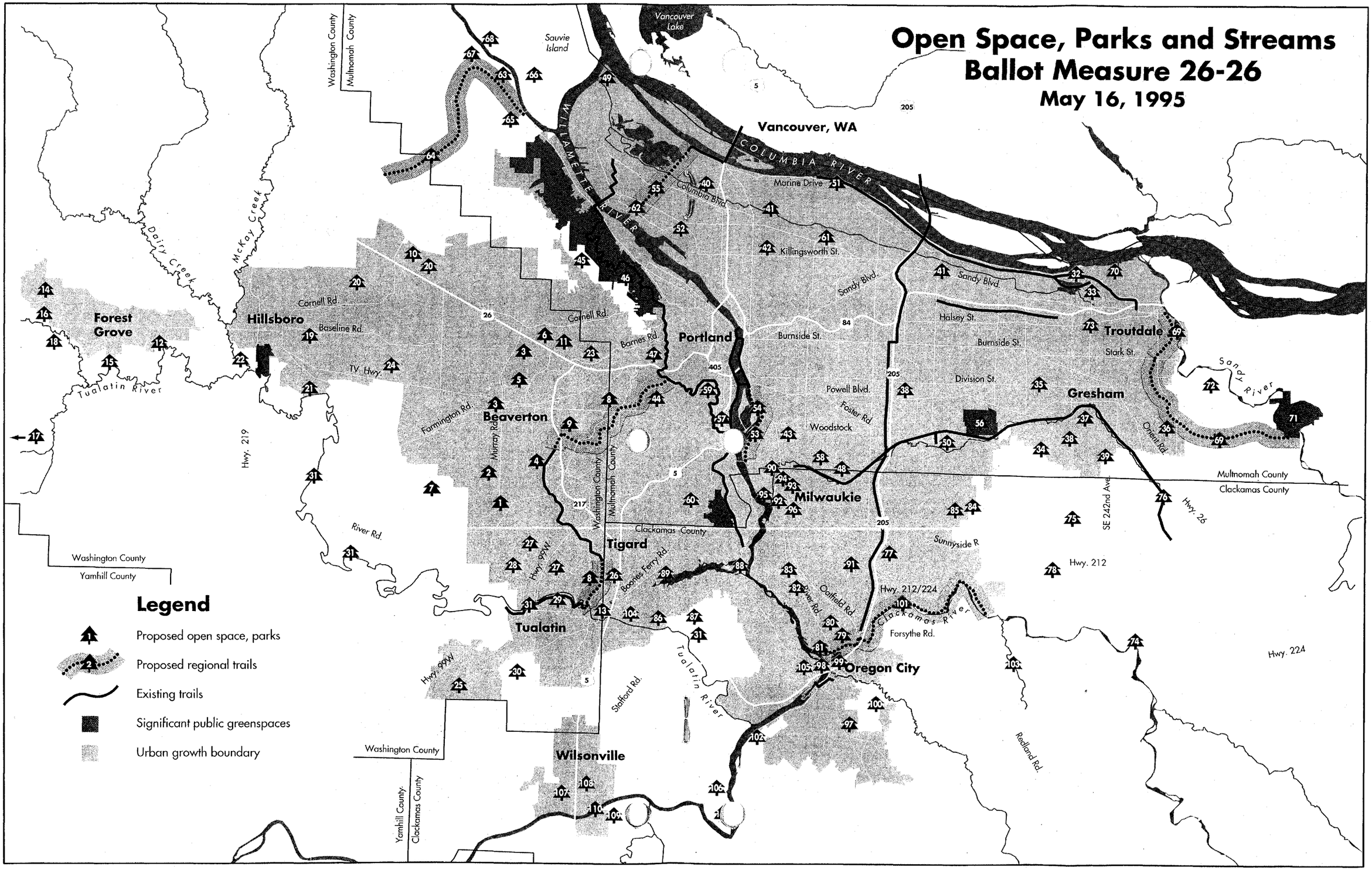
109. **Wilsonville**, Gordon's Run Open Space. *Trail construction along Willamette Greenway near Charbonneau*

110. **Wilsonville**, Memorial Park. *Trail construction in park and to Willamette River Greenway*

111. **Wilsonville vicinity**, Peach Cove Bog. *Acquire up to 50 acres of bog wetland along the Willamette Greenway*

Open Space, Parks and Streams
Ballot Measure 26-26
May 16, 1995



Legend

- Proposed open space, parks
- Proposed regional trails
- Existing trails
- Significant public greenspaces
- Urban growth boundary

The local government component is based on the allocation formula in the Metropolitan Greenspaces Master Plan adopted in July 1992 and amended in November 1994. Ownership and management of the land to receive bond proceeds must be consistent with the master plan.

Metro and the cities, counties and park providers will draw up intergovernmental agreements to make sure the funds are being used for approved lawful and appropriate activities.

How much will the bond measure cost?

In the first year, it will cost approximately 22.5 cents per $1,000 of assessed value, or about $22 per year for a $100,000 home. During the life of the 20-year bond, the average cost per household is estimated to decrease to an average of 15 cents per $1,000 of assessed value. The reason is that growth will occur in the region and property values will generally increase, thus bringing down the cost per household over time.

The intention is to issue bonds that mature in 20 years, although the maturity period may be changed to 30 years to allow flexibility in responding to the financial market. If the term is changed to 30 years, the rate associated with bonds is estimated to decrease to 20 cents per thousand the first year and approximately 11 cents per thousand over the life of the bond.

*Bond debt year**	*Annual cost per $1,000 assessed value*	*Annual cost for $100,000 home*
1	22.5¢	$22.50
5	19.0	19.00
10	15.6	15.60
15	12.8	12.80
20	5.3	5.30
average cost of 20-year bond	***15.0¢***	***$15.00***

*chart assumes 6.5 percent interest rate on bonds.

How many acres are proposed for purchase in the regional acquisition target areas?

Regional parks target areas	*Proposed acres to purchase*
1. Willamette River Greenway	1,103
2. East Buttes and Boring Lava Domes	545
3. Newell Creek Canyon	370
4. Sandy River Gorge	808
5. Cooper Mountain	428
6. Forest Park Expansion	320
7. Jackson Bottom (Dairy/McKay creeks)	333
8. Tonquin Geologic Area	277
9. Tualatin River Greenway Access	266
10. Clear Creek Canyon	346
11. Gales Creek	775
12. Columbia Shoreline	95
13. Rock Creek	300
14. Tryon Creek Linkages	20
Total greenspaces acreage	***5,982***

What are the regional trail and greenway corridor areas?

Regional trail and greenway projects	*County*
1. Peninsula Crossing	Multnomah
2. Fanno Creek Greenway	Washington and Multnomah
3. Sauvie Island to Beaverton/Hillsboro	Multnomah and Washington
4. Clackamas River Greenway	Clackamas
5. Beaver Creek Canyon	Multnomah

What are the specific local open space, parks and trails projects?

The projects and descriptions listed here include the total bond measure package by county and city. Each project area has a number that corresponds to its location on the map on pages 4 and 5.

Washington County

1. **Beaverton**, Forest Glen Park/Hiteon Creek. *Habitat restoration including native vegetation plantings, bike path adjustment*
2. **Beaverton**, Hart Road Natural Area. *Acquire 18 acres to establish greenspace park near Southwest Hart Road*
3. **Beaverton**, Johnson Creek Corridor. *Acquire about 45 acres along greenway*
4. **Beaverton**, Koll Center Wetland. *Acquire right-of-way access, trail construction, viewing platform*
5. **Beaverton**, Stonegate Woods. *Acquire about 9 acres of wetland forest along Willow Creek*
6. **Beaverton vicinity**, Cedar Mill Creek Corridor. *Acquire about 22 acres near the Sunset Highway and Cornell Road*
7. **Beaverton vicinity**, Cooper Mountain. *Acquire 428 acres of forested natural area*
8. **Beaverton vicinity**, Fanno Creek Greenway. *Acquire up to 12 miles of trail corridor along the greenway*
9. **Beaverton vicinity**, Fanno Creek Greenway. *Trail construction to connect Fanno Creek Park to neighborhoods*
10. **Bethany.** *Acquire land to establish small natural area park*
11. **Cedar Mill.** *Acquire land to establish small natural area park*
12. **Cornelius Greenspace Project**. *Natural area project to be determined*
13. **Durham City Park**. *Trail and bridge construction*
14. **Forest Grove**, David Hill Forest Park. *Acquire up to 10 acres to establish greenspace park in Northwest area of city*
15. **Forest Grove**, Fernhill Wetlands. *Trail access, trail construction, interpretive center near the Tualatin River*
16. **Forest Grove**, Gales Creek Linear Park. *Acquire land along greenway in Southwest area of city*
17. **Forest Grove vicinity**, Henry Hagg Lake/Scoggins Valley Park. *Six individual picnic sites, one group picnic shelter, restrooms*
18. **Forest Grove vicinity**, Gales Creek Regional Greenspace. *Acquire 775 acres of wetland, upland, and riparian natural area*
19. **Hillsboro**, Noble Woods Park. *Trails, picnic shelters, viewing areas for park on Rock Creek*
20. **Hillsboro**, Rock Creek Corridor. *Acquire 300 acres along the greenway*
21. **Hillsboro**, Rood Bridge Park. *Habitat restoration, canoe launch, trails at confluence of Rock Creek and Tualatin River*
22. **Hillsboro vicinity**, Jackson Bottom Dairy/McKay Creeks Addition. *Acquire 333 acres in area of creeks confluence*
23. **Portland vicinity**, Golf Creek Corridor. *Acquire about 10 acres west of Sylvan and north of Sunset Highway*
24. **Reedville**. *Acquire land to establish small natural area park*
25. **Sherwood**, Cedar Creek Greenway. *Acquisition and trail construction in the riparian zone*
26. **Tigard**, Fanno Creek/Summer Creek Greenway. *Trail construction*
27. **Tigard**, Natural Area Park. *Acquire about 7.5 acres of forest land for a city nature park*
28. **Tigard vicinity**, Bull Mountain Park. *Acquire land to establish small natural area park*
29. **Tualatin**, Tualatin River Corridor. *Acquisition along the south bank of the greenway*
30. **Tualatin vicinity**, Tonquin Geologic Area. *Acquire 277 acres of unique geological features, wetland and upland habitats*
31. **Tualatin River Greenway**. *Acquire 266 acres to establish four regional access points along river*

Ballot Measure 26-26 contains the following language:

Caption: Bonds to preserve open space, parks; protect streams, fish, wildlife.

Question: Shall Metro preserve open space for parks, trails, wildlife; protect streams for fish; issue $135.6 million in general obligation bonds? If bonds are approved, they will be payable from taxes on property ownership that are not subject to the limits of section 11b, Article XI of the Oregon Constitution.

Summary: Buys specified open space in the region. Approved bonds will:

- Preserve local lands for parks and trails.
- Maintain water quality in rivers and streams.
- Protect salmon, trout, steelhead.
- Provide areas for walking, picnicking and other outdoor recreation.

Buying open spaces for public use will balance private development in the region. Bonds mature in not more than 30 years. Bond cost estimate is about 22 cents per $1000 of assessed value per year. Typical home pays $1.91 per month.

For more information about Ballot Measure 26-26: Call Metro Regional Parks and Greenspaces at (503) 797-1850 or write us at 600 NE Grand Ave., Portland, OR 97232.

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METRO

Open Space, Parks and Streams

1995 Ballot Measure 26-26

Fact Sheet 1: Overview and Background

What is Ballot Measure 26-26?

Ballot Measure 26-26 is a general obligation bond measure for $135.6 million to buy lands for regional parks, open spaces and trails. It also provides money for local open space purchases and public access improvements.

The bond measure will appear on a special election mail-in ballot May 16, 1995.

The measure's primary goal is to purchase natural areas, trails and greenways to be held in public trust for future use as parks, trails, and fish and wildlife habitat.

What types of areas would be purchased?

The bond measure consists of three major elements: (1) regional park target areas, (2) regional trails and greenways and (3) local government open space and parks projects.

Regional park target areas in the bond measure consist of about 6,000 acres located in 14 specific areas throughout the tri-county region. About $76 million, or 56 percent, of the bond measure would be spent on this component. (See page 2 for a complete list of regional target areas.)

Regional trails and greenways consist of five specific projects throughout the region that will link new or existing publicly owned parks and natural areas. About $16 million, or 12 percent, of the bond measure would be spent on this component. (See page 3 for a complete list of regional trails and greenway areas.)

The local government open space and parks projects consist of 90 specific projects that have been identified by local governments. About $25 million, or 18 percent, of the bond measure would be used to purchase and make capital improvements on lands for local parks, open spaces and trails within Clackamas, Multnomah and Washington counties. The purchases and improvements would be made by cities, counties and special district park providers. (See pages 3, 6 and 7 for a complete list of specific greenspace projects selected by local governments.)

The remaining $18.1 million, or 14 percent, is allocated for land purchase expenses, bond issuance costs, administrative expenses and contingency.

Metro Regional Parks and Greenspaces
Metro Regional Center
600 NE Grand Ave.
Portland, OR 97232-2736
(503) 797-1850

COMMITTEE MEETING TITLE VPACT

DATE 3-9-95

NAME	AFFILIATION
Earl Blumenauer	Portland
TANYA COLLIER	MULTNOMAH COUNTY
Andy Cotugno	metro
Rod Monroe	Metro Council
Mike Burton	metro Exec.
Claudiette LaVert	Cities of Mult County.
[illegible]	Clackamas Co.
TOM WALSH	TRI-MET
Mary Legry	WSDOT
Les White	C-TRAN
DAVE Sturdevant	CLARK County
Jean Lostingbill	ODOT
GREG GREEN	DEQ
[illegible]	Metro
DOUGLAS BOLLAM	CITIZEN - CLACKAMAS CO.
JIM HOWELL	AORTA
CASEY SHORT	METRO
Kate Deane	Portland
[illegible]	Clackamas County
GB Arrington	TRI-MET
Matthew J. Garrett	SENATOR MARK O. HATFIELD
LAURIE CARRETT	TRI-MET
Ron Bergman	clark County
DARIN ATTEBERRY	CITY OF VANCOUVER

COMMITTEE MEETING TITLE JPACT

DATE 3-9-95

NAME	AFFILIATION
Bob Post	Tri-Met
LEON SKILES	METRO
[illegible]	[illegible]
[illegible]	[illegible]
Kathy Lehtola	Washington County
DAVE WILLIAMS	ODOT
Mike Hoglund	METRO
STEVE DOTTERRER	CITY OF PORTLAND
Kathy Busse	Mult. Co.
[illegible]	CLACKAMAS COUNTY
RICHARD ROSS	CITIES OF MULT CO.
Gordon Oliver	Oregonian
Susie Lahsene	Port of Portland
Molly O'Reilly	Citizen
Merry Blazzard	City of Portland
Paula Calimi	Tri-Met (PBQD)
Renee CANNON	Assist. to Don Morissette
Tom Coffee	City of Lake Oswego