STAFF REPORT

CONSIDERATION OF RESOLUTION NO. 94-1902, FOR THE PURPOSE OF AMENDING THE TRANSPORTATION POLICY ALTERNATIVES (TPAC) BYLAWS

Date: January 20, 1994 Presented by: Gail Ryder

FACTUAL BACKGROUND AND ANALYSIS

The Transportation Policy Alternatives Committee (TPAC) Bylaws have not been revised since 1990 and are in need of minor housekeeping updates as follows:

- There is no longer a Council Intergovernmental Relations Committee, so citizen members are now nominated by the Council Planning Committee.

- With passage of the 1992 Metro Charter, the title "Metropolitan Service District" became obsolete; the new title is "Metro".

- When the then Planning and Development Department and the Transportation Department were merged at the beginning of FY 1992-93, the "Transportation Director" became the "Planning Director". In the absence of the Planning Director, the chairperson is the designee appointed by the Planning Director.

- The IRC of Clark County has become the Southwest Washington Regional Transportation Council (RTC).

In addition, on September 9, 1993, the Metro Council approved Resolution 93-1830, which in part clarified the process for selection of citizen alternates. According to the resolution, "All citizen members shall, with the approval of the Chairperson of the Metro Council Planning Committee, 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." This new language was approved but not inserted into the TPAC Bylaws.

Finally, under the current bylaws, "representatives . . . of the . . . implementing agency shall be appointed by the presiding executive of their jurisdiction/agency." This language has always been interpreted to mean the Executive Officer of Metro appoints "the implementing agency (Metro's) "non-voting" representative or representatives. Her appointee is Andy Cotugno, the Director of the Planning Department who serves as

TPAC Chair. This appointment is interpreted to include any Planning Department staff assigned by the Planning Director to cover specific agenda items. There has never been staff representation from the Metro Council on TPAC. This final amendment provides for two "non-voting" Metro representatives - one appointed by the Metro Executive Officer and one appointed by the Metro Presiding Officer. The new appointment anticipated by this change is the addition of the Senior Council Analyst to the Planning Committee to the TPAC membership.

This change is being proposed so that a Metro Council perspective as well as that of the Planning Department can be part of TPAC deliberations. TPAC decisions routinely make significant changes in the recommendation from the Metro Planning Department before issues go to the Joint Policy Advisory Committee on Transportation (JPACT).

TPAC Action: The Transportation Policy Alternatives Committee (TPAC) approved the resolution and recommended the following additional clarifications regarding TPAC responsibilities:

- Under responsibilities for transportation planning, advice on the Regional Transportation Plan (RTP) and Transportation Improvement Plan (TIP) were separated. Advice on the development of the RTP was clarified to be "in accordance with ISTEA, the LCDC Transportation Planning Rule, and the Metro Charter". Advice on the development of the TIP was clarified to be "in accordance with ISTEA.

- Under responsibilities for to air quality planning, language was added to clarify responsibility to "review and recommend action on transportation and parking elements necessary meet federal and state clean air requirements."

- Under explanation of subcommittees, the Transportation Demand Management (TDM) Subcommittee was added as a permanent subcommittee.

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE TRANSPORTATION POLICY ALTERNATIVES COMMITTEE (TPAC) BYLAWS	))))	**RESOLUTION NO. 94-1902** **Introduced by Planning Committee**

WHEREAS, The Bylaws of the Transportation Policy Alternatives Committee (TPAC), dated January 25, 1990, are outdated and need minor housekeeping changes; and

WHEREAS, There is no longer an Intergovernmental Relations Committee, citizen representatives will be nominated by the Planning Committee; and

WHEREAS, The 1992 Charter officially changed the agency title of "Metropolitan Service District" to "Metro"; and

WHEREAS, Resolution 93-1830, approved by the Metro Council on September 9, 1993, the process for selection of citizen alternates was clarified but not inserted into the TPAC Bylaws; and

WHEREAS, Metro's representation on TPAC (non-voting) has only included staff appointed by the Metro Executive Officer; now, therefore

BE IT RESOLVED,

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

ADOPTED by the Metro Council this _____ day of _____, 1994.

_____

Judy Wyers, Presiding Officer

Res. 94-1902. res

EXHIBIT A

TRANSPORTATION POLICY ALTERNATIVES COMMITTEE

BYLAWS

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, and the 1992 Metro Charter.** [~~and Transportation Improvement Program.~~]

d. **Advise on the development of the Transportation Improvement Program in accordance with the ISTEA.**

e. Review projects and plans affecting regional transportation.

[~~e.~~] **f.** Advise on the compliance of the regional transportation planning process with all applicable federal requirements for maintaining certification.

[~~f.~~]**g.** Develop alternative transportation policies for consideration by JPACT and the Metro Council.

[~~g.~~]**h.** Review local comprehensive plans for their transportation impacts and consistency with the Regional Transportation Plan.

[~~h.~~]**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
[~~IRC of Clark County~~] **Southwest Washington Regional Transportation Council**	1
Port of Portland	1
Tri-Met	1
Oregon Department of Environmental Quality	1
[~~Metropolitan Service District~~] **Metro** (non-voting)	**2**
Citizens	6
	[~~19~~] **21**

In addition, the City of Vancouver, Clark County, C-TRAN, Federal Highway Administration, Federal Aviation Administration (FAA), Urban Mass Transportation Administration (UMTA), 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 [~~and implementing agency~~] 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 will be nominated by the [~~Intergovernmental Relations~~] **Planning** Committee of the Metro Council, confirmed by the Metro Council, and appointed by the Presiding Officer of the Metro Council. [~~Alternates for the citizen members will be selected by each citizen member choosing to have an alternate.~~] **All citizen members shall, with the approval of the Chairperson of the Metro Council Planning Committee, 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 [~~Transportation~~] **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 [~~Metropolitan Service District~~] **Metro** Council.

OREGON POLICY PRIORITIES FOR LEGISLATION AUTHORIZING THE NATIONAL HIGHWAY SYSTEM
March 2, 1994

DRAFT DRAFT

BACKGROUND

The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) establishes a new vision for surface transportation in America. Characterized as the most sweeping revision of federal transportation policy in 35 years, ISTEA replaces an emphasis on highway construction with the development of a "*National Intermodal Transportation System that is economically efficient, environmentally sound, provides the foundation for the Nation to compete in the global economy and will move people and goods in an energy efficient manner.*"

The backbone of the envisioned national intermodal transportation system is to be provided by an established National Highway System (NHS). Composed of all of the Interstate highways, major arterials and military roads, key corridors designated by Congress and important intermodal connections, the National Highway System "*is to provide an interconnected system of principal arterial routes which will serve major population centers, international border crossings, ports, airports, public transportation facilities, and other intermodal transportation facilities, and other major travel destinations; meet defense requirements; and serve interstate and interregional travel.*"

The identification and designation of the NHS is an important first step in the development of a national transportation system (NTS) that provides connectivity between modes, connectivity between cities, connectivity between regions, states and nations and balances the efficient movement of people and goods with the promotion of safety, conservation of energy, protection of the environment and improvement of the quality of life. Oregon fully supports the development of a NTS. Our Oregon Transportation Plan (OTP) envisions the development of a state transportation system which provides Oregonians transportation choices, is efficient, provides freight and passenger transportation services that are reliable and accessible to all potential users, is environmentally responsible, provides connectivity among rural and urban areas, provides connectivity among modes and carriers, is safe and is financially stable.

Under provisions of ISTEA, the Secretary of Transportation, after consultation with states and local officials recommended to Congress on December 9, 1993 which highways are of sufficient national importance to be included in the NHS. Congress has until September 30, 1995, to adopt an NHS in authorizing legislation. Until Congress approves legislation authorizing the system, no formal NHS is actually designated. If Congress fails to act within the time frame provided, states will face a termination of all NHS and Interstate maintenance funds.

The establishment of the NHS demonstrates Congressional recognition of the need to clearly define which highways are important enough nationally to merit ongoing federal investment as part of a larger multimodal national transportation system. The procedural requirements associated with establishing the NHS demonstrates Congressional acceptance of the need to carefully and thoughtfully determine which highways are to receive special designation as NHS routes. And they evidence a federal commitment to assuring ongoing participation by local and state officials, interested parties and the general public.

Oregon acknowledges that Congressional authorization of the NHS may be used as an opportunity to make changes and adjustments to ISTEA programs and policies. If Congress uses authorization of the NHS as a vehicle to make ISTEA changes, Oregon priorities for adjustments and changes to ISTEA will be outlined in a separate position paper.

OREGON NHS POLICY PRIORITIES

National Highway System

As envisioned by ISTEA, the NHS will provide the backbone for the development of a NTS. It will be the nation's foremost highway system. It will move people and goods in an energy efficient and environmentally sound manner. The NHS will provide connectivity between modes, assure access between rural and urban areas, and provide connectivity between states and nations.

Oregon urges prompt Congressional adoption of the NHS as proposed by the Secretary of Transportation. We oppose possible expansion of the proposed system beyond the US ODOT recommendation and strongly oppose arbitrary system downsizing or possible restriction to Interstate mileage only. We believe the mileage parameters US DOT used to determine the proposed system properly provide for a focused national system which will provide needed connectivity between geographic regions and will foster the efficient movement of people and goods envisioned by ISTEA.

NHS Redesignation

Oregon concurs that, once adopted, the NHS should not be a static system. There needs to be the possibility for modification to reflect population changes, employment shifts, and changing transportation needs.

We believe the proposed NHS should be adopted as a "baseline" system. We support the establishment of a formalized procedure for enabling states and/or MPOs to modify the adopted baseline system in conjunction with federal officials which would not require Congressional action. This formal procedure should ensure metropolitan planning organizations (MPOs), local governments and the general public are provided ample opportunities to express concerns and positions regarding system modifications.We believe consideration of substantive NHS changes should be deferred until after the NHS has been authorized and a period of time has elapsed which permits a reasonable evaluation of the adopted system.

Metropolitan Suballocation of NHS Funds

Oregon opposes proposals which would require states to dedicate NHS funds in MPO areas equal to MPO populations and to suballocate NHS funds to MPOs with population 200,000 and above. We believe ISTEA already provides ample coordination provisions with MPOs to ensure that NHS funds are invested to the best advantage of the state and rural and urban areas.

We concur that it is appropriate that MPOs have an important role in selecting MPO area projects for funding under the NHS. We believe this need was addressed by Congress by requiring states to "cooperate" with MPOs rather than to merely "consult" with them when selecting NHS projects within MPO boundaries. Recently revised state and MPO planning regulations further strengthen and reinforce "cooperation" between states and MPOs. The revised planning regulations ensure states establish a programming process that includes full, meaningful involvement by MPOs, interested parties and the general public. This is further reinforced by the requirement that state and MPO transportation improvement programs (TIPs) be "financially constrained". The revised regulations require state policies that affect project selection, and therefore the level of funding, that could be expected to be available in MPOs be fully disclosed and developed with adequate public input.

One of the welcomed changes in ISTEA was the increased emphasis on the coordination and cooperation between local governments, metropolitan planning organizations and the state in developing transportation plans, programs and policies. Oregon is proud of its long history of coordination and cooperation with local governments and MPOs. ISTEA and planning regulations are currently being followed to the satisfaction of both the State DOT and the MPOs in our state.

Priority on System Preservation and Maintenance

Oregon, as all other states, has billions of dollars invested in its roads and bridges. Preservation and maintenance of our existing transportation infrastructure which assures access between and within rural and urban areas has been a top priority since 1919 when Oregon became the first state in the nation to adopt a state gas tax to fund the construction and

maintenance of state highways, roads and bridges. Maintaining existing facilities at a level that will defer the need for reconstruction, and enhance the safety of the system has been established as the foremost priority for state transportation improvement programs. The Oregon Transportation Plan places a management priority on "preserving, maintaining and improving transportation infrastructure and services that are of statewide significance."

Oregon fully accepts that system preservation and maintenance is and should be our top priority. However, we do not believe it should be our, or any other states, only priority. Safety improvements should be permitted to take precedence when needed. Capacity expansion and facilities upgrading should be permitted when warranted and included within approved transportation plans and improvement programs. We would have to carefully examine any proposal to create a separate and narrowly defined preservation and maintenance category of NHS funding or requires states to demonstrate they have satisfied all NHS preservation and maintenance needs before undertaking any project that expands capacity.

NHS Design Standards

The road systems comprising the NHS represent a cross-section of rural and urban road types. Oregon opposes the application of Interstate design standards across all NHS routes or the application of a design standard higher than warranted by the type of traffic using the route and circumstances associated with particular projects. We support the flexible application of design standards for NHS components, based on road functional classification, type of traffic using the route and circumstances of specific projects.

We oppose Congressional establishment of national design standards for the NHS. The development of changes to national design standards should be accomplished through the normal federal rule-making process where existing delegated authority doesn't exist. Ample opportunities should be provided for participation by interested parties and the general public.

We believe special consideration should be given to safety in applying design standards for the NHS. Design exceptions should be permitted for such things as: historic preservation, tribal lands, wild and scenic rivers, scenic and other environmental considerations, and impacts on Federal and agricultural lands. Design exception responsibility should be delegated to states to the greatest extent possible.

Project Funding Flexibility

Current ISTEA provisions provide ample flexibility in the use of NHS funds. NHS funds can be used for construction and operational improvements to non-NHS highways or construction of transit projects eligible under the Federal Transit Act if: (a) such highway or transit projects are in the same corridor as a fully access-controlled NHS route; (b) the projects improve the level of service on the NHS route; and (c) the off-system highway and transit projects are more cost effective than improvements to the NHS route. A state can transfer up to 50 percent of its NHS funds to its Surface Transportation Program (STP). A state can transfer up to 100 percent of its NHS funds to its STP, if it requests such transfer and the transfer request is approved by the Secretary as being in the public interest and the Secretary has provided notice and sufficient opportunity for public comment.

Oregon believes existing ISTEA provisions provide sufficient project funding flexibility. While we support and encourage the funding of NHS alternative projects such as intermodal connections and the need for further clarification regarding usage of program funds for intermodal projects, we oppose recommendations that would establish a priority or a set-aside within the NHS program for particular system segments or projects. We believe NHS project selection and prioritization should be determined through the coordinated planning processes of the State, local governments and MPOs.

Oregon is one of many states whose annual share of federal highway authorizations is less than its contribution share to the federal Highway Trust Fund. As a donor state, we are penalized in a subsequent year dollar for dollar for highway discretionary grants awarded to us by the Secretary. Under existing ISTEA provisions, states are not eligible to receive highway discretionary grants if they transfer NHS funds. While we do not intend to pursue discretionary grants which would penalize us, the existing NHS provisions do not encourage the flexing of NHS funds by donor states who intend to apply for highway discretionary funds.

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TEL 503 797 1700 | FAX 503 797 1797

METRO

March 8, 1994

Mr. Henry H. Hewitt, Chair
Oregon Transportation Commission
c/o Stoel Rives Boley Jones & Grey
900 SW Fifth Avenue
Portland, OR 97204-1268

Dear Mr. Hewitt:

ODOT staff has recently developed a proposed Oregon position paper on issues relating to authorization of the National Highway System by Congress. We have reviewed this proposal with the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council Planning Committee. We recommend you adopt this position paper and pursue it with Oregon's Congressional delegation.

We have developed one clarification of an issue on page 6 of the position paper (see attached). We feel that this change would better articulate the concern and does not change the intent of the paper.

Thank you for organizing development of this position paper and inviting us to participate.

Sincerely,

Andrew C. Cotugno
Planning Director

ACC:lmk

Attachment
CC: JPACT
Metro Council

OREGON POLICY PRIORITIES FOR LEGISLATION AUTHORIZING THE NATIONAL HIGHWAY SYSTEM
March 2, 1994

DRAFT DRAFT

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maintenance of state highways, roads and bridges. Maintaining existing facilities at a level that will defer the need for reconstruction, and enhance the safety of the system has been established as the foremost priority for state transportation improvement programs. The Oregon Transportation Plan places a management priority on "preserving, maintaining and improving transportation infrastructure and services that are of statewide significance."

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We oppose Congressional establishment of national design standards for the NHS. The development of changes to national design standards should be accomplished through the normal federal rule-making process where existing delegated authority doesn't exist. Ample opportunities should be provided for participation by interested parties and the general public.

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Oregon believes existing ISTEA provisions provide sufficient project funding flexibility. While we support and encourage the funding of NHS alternative projects such as intermodal connections and the need for further clarification regarding usage of program funds for intermodal projects, we oppose recommendations that would establish a priority or a set-aside within the NHS program for particular system segments or projects. We believe NHS project selection and prioritization should be determined through the coordinated planning processes of the State, local governments and MPOs.

Oregon is one of many states whose annual share of federal highway authorizations is less than its contribution share to the federal Highway Trust Fund. As a donor state, we are penalized in a subsequent year dollar for dollar for highway discretionary grants awarded to us by the Secretary. Under existing ISTEA provisions, states are not eligible to receive highway discretionary grants if they transfer NHS funds. While we do not intend to pursue discretionary grants which would penalize us, the existing NHS provisions do not encourage the flexing of NHS funds by donor states who intend to apply for highway discretionary funds.

OREGON POLICY PRIORITIES FOR LEGISLATION
AUTHORIZING THE NATIONAL HIGHWAY SYSTEM
March 2, 1994

Project Funding Flexibility (last paragraph, 6th page)

Oregon is one of many states whose annual share of federal highway authorizations is less than its contribution share to the federal Highway Trust Fund. As a donor state, we are penalized in a subsequent year dollar for dollar for highway discretionary grants awarded to us by the Secretary. Under existing ISTEA provisions, states are not eligible to receive highway discretionary grants if they transfer NHS funds. While we do not intend to pursue discretionary grants which would penalize us, the existing NHS provisions ~~do not encourage~~ discourage the flexing of NHS funds by donor states who intend to apply for highway discretionary funds. This penalty is against the intent of ISTEA which emphasizes equal treatment of different modes of transportation. Decisions to flex NHS funds should be based on the merits of the projects and not carry this extra penalty.

STAFF REPORT

CONSIDERATION OF RESOLUTION NO. 94-1916 FOR THE PURPOSE OF APPROVING THE FY 1995 UNIFIED WORK PROGRAM AND RESOLUTION NO. 94-1917 CERTIFYING THAT THE PORTLAND METROPOLITAN AREA IS IN COMPLIANCE WITH FEDERAL TRANSPORTATION PLANNING REQUIREMENTS

Date: February 28, 1994 Presented by: Andrew C. Cotugno

FACTUAL BACKGROUND AND ANALYSIS

The FY 1995 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, 1994. 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, Hillsboro FEIS, the South/North Alternatives Analysis (AA) and High Capacity Transit studies. Also of major priority are the Southeast Corridor Study, the response to Rule 12, and the Intermodal Surface Transportation Efficiency Act (ISTEA) and the Travel-Forecasting Surveys and Research.

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), the replacement for FAU.

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, 1994, in accordance with established Metro priorities.

PROPOSED ACTION

This resolution would: 1) approve the Unified Work Program (UWP) continuing the transportation planning work program for FY 1995; 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 recommended approval of the FY 95 Unified Work Program with the following condition:

That further TPAC review be scheduled to discuss the implementation work program for Region 2040 and the Regional Framework Plan, maintenance of and access to RLIS, and Metro's new direction for public outreach.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends approval of Resolutions numbered 94-1916 and 94-1917, respectively.

KT:lmk/2-28-94
94-1916.RES
TPAC RECOMMENDATION

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF APPROVING THE FY 1995 UNIFIED WORK PROGRAM	)	RESOLUTION NO. 94-1916
	)	
	)	Introduced by Councilor Rod Monroe

WHEREAS, The Unified Work Program describes all federally-funded transportation planning activities for the Portland-Vancouver metropolitan area to be conducted in FY 1995; and

WHEREAS, The FY 1995 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 1995 Unified Work Program is required to receive federal transportation planning funds; and

WHEREAS, The FY 1995 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 1995 Unified Work Program is approved.

2. That it is recognized that full funding for this work program has not been secured which could result in amendment, reduction or elimination of some work elements or funding through alternate sources. These changes will be reviewed by TPAC, JPACT and the Metro Council.

3. That the FY 1995 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 _____, 1994.

_____
Judy Wyers, Presiding Officer

94-1916.RES/2-15-94
TPAC RECOMMENDATION

JOINT RESOLUTION OF THE
METRO COUNCIL
AND OREGON STATE HIGHWAY ENGINEER

FOR THE PURPOSE OF CERTIFYING THAT THE PORTLAND METROPOLITAN AREA IS IN COMPLIANCE WITH FEDERAL TRANSPORTATION PLANNING REQUIREMENTS	))))	RESOLUTION NO. 94-1917 Introduced by 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 _____, 1994.

_____
Judy Wyers, Presiding Officer

APPROVED by the Oregon Department of Transportation State Highway Engineer this ____ day of _____, 1994.

_____
State Highway 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 13 directly elected Councilors and an elected Executive Officer. In the November 1992 general election, the Metro Charter was passed, reducing the elected Councilors to seven, effective January 1995. 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.

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. An update to incorporate new elements of the ISTEA in 1991 is scheduled for 1994. A major update to reflect the State Transportation Planning Rule (TPR) will follow in 1995. 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, although a completion date has not been set.

5. Transportation Improvement Program

The FY 1994 Transportation Improvement Program (TIP), adopted in September 1993, embodies a number of changes from previous year TIP's. The changes reflect fuller integration of new programming requirements mandated by ISTEA. The FY 1994 TIP features a three-year approved program of projects. The first year of projects (FY 1994) are considered the priority year projects. Should any of these be delayed for any reason, projects of equivalent dollar value may be advanced from the second and third years of the program (FY 1995 and FY 1996 projects) without processing formal TIP amendments as was required previous to ISTEA. This flexibility should reduce the need for multiple amendments throughout the year. Partly for this reason, no significant amendment of the FY 1994 TIP is anticipated. Additionally though, adoption of the FY 1995 TIP will more closely follow the state TIP adoption schedule, with finalization of the new TIP expected in July 1994. The FY 1995 TIP will see programming of major reductions in the state modernization program and final programming of anticipated FY 1995-97 CMAQ and Transportation Enhancement Program funds.

6. 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.

7. 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. A full citizens involvement policy is under development and will be adopted prior to the end of FY 1994.

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 Willamette River Bridge Crossing (Southeast Corridor - Phase II) includes a Citizen Advisory Committee comprised of neighborhoods, community and business groups. Additional public comment is and will be provided through general public meetings and through the approval process of study recommendations (Metro Council and local jurisdictions).

The Northwest Subarea Transportation Study includes a Citizen Advisory Committee comprised of neighborhoods, community and business groups. Additional public comment is and will be provided through general public meetings and through the approval process of study recommendations (Metro Council and local jurisdictions).

8. 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.

9. 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.

10. 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.)

11. 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.

12. 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.

srb
s:\pd\uwp\sr-res.uwp
02/15/94

JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION

Metro Council	Councilor Rod Monroe Councilor Jon Kvistad Councilor Susan McLain Councilor Jim Gardner (alternate)
Multnomah County	Commissioner Tanya Collier Commissioner Dan Saltzman (alternate)
Cities in Multnomah County	Councilor Bernie Giusto (Gresham) Councilor Marge Schmunk (Troutdale) (alt.)
Washington County	Commissioner Roy Rogers (Washington Co.) Commissioner Bonnie Hays (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	Mayor Bruce Hagensen Les White, C-TRAN (alternate)
Clark County	Commissioner David Sturdevant Les White, C-TRAN (alternate)
City 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 Keith Ahola, Project Development Engineer
Tri-Met	Tom Walsh, General Manager Bob Post, Asst. General Manager (alternate)
Department of Environmental Quality	Fred Hansen, Director John Kowalczyk, Acting Administrator Air Quality Division (alternate)

JPAC0227.LST
2-25-94/lmk

TRANSPORTATION POLICY ALTERNATIVES COMMITTEE

City of Portland	Steve Dotterrer Vic Rhodes (alternate) Greg Jones (alternate)
Multnomah County	Kathy Busse Larry Nicholas (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.)
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/Roger Adams Gordon Hunter/Steve Anderson Molly O'Reilly/Ellen Vanderslice Michael Robinson/Dorothy Cofield Sterling Williams/Ray Polani Rex Burkholder/Karen Frost Mecey
Associate Members: City of Vancouver C-TRAN	 Patrick Bonin

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FY 1994-95
Unified Work Program

DRAFT 2

Transportation Planning in the Portland-Vancouver Metropolitan Area

Metro
Southwest Washington Regional Transportation Council
Oregon Department of Transportation

February 28, 1994

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Portland Metro Area

FY 1994-95

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 (LCDC) 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 13 districts, reducing to seven effective January 1, 1995. 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 key elected and appointed officials and receive technical advise 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, the Department of Environmental Quality (DEQ) and the U.S. Department of Transportation (USDOT). 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 it 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 with non-voting status) 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 (RFP). The RFP 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 is a committee 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 - This 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 (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 RTP; this is in part in response to a Rule 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:

- Development of a proposal for 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.

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

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 Regional Transportation Plan (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 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 Rule 12, the CAAA of 1990 and the Americans with Disabilities Act (ADA) of 1991.

Also, in late 1991, the ISTEA was adopted and 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 the 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 Rule 12 and the OTP.

RELATION TO PREVIOUS WORK

Work Program Prior to FY 1994-95

The FY 1993-94 focus was to initiate major planning efforts to update the RTP in response to both ISTEA and Rule 12. A detailed scope of work was developed and approved through the study's project management and public involvement structure. A substantial portion of the FY 1993-94 work program involved Region 2040 related efforts. Alternative transportation systems and evaluation criteria were developed in conjunction with the four Region 2040 growth concepts.

Coordination with local governments was also initiated. Each jurisdiction must submit a transportation system plan (TSP) consistent with the Metro RTP. Consequently, Metro must plan concurrently with local governments to ensure that consistency.

OBJECTIVES

Work Program for FY 1994-95

Next year's program will focus on two activities: 1) Completion of the ISTEA mandated update by October 1994; and 2) Completing an update consistent with Rule 12 requirements

by May 1995. These activities directly relate to Transportation Division goals to maintain and update regional transportation policy and planning. The long-range system planning requirements for ISTEA and Rule 12 are generally complimentary. As a result, the work program has been adjusted to reflect a single process with two milestones for submittal: a federal plan to Federal Highway Administration (FHWA)/Federal Transit Administration (FTA) and a state plan to the Department of Land Conservation and Development (DLCD)/ODOT.

The ISTEA Update will focus on addressing 15 planning factors contained in the act. In addition to freight movement considerations, ISTEA requires the plan to address "overall social, economic, energy and environmental effects of transportation decisions" and other common transportation planning elements related to travel forecasting, capital needs and costs.

Both ISTEA and Rule 12 require updates to RTP elements related to the evaluation of the adequacy of current and alternative scenarios to meet forecast needs; and to the identification of amendments to the RTP required in the areas of transportation policy, regional transportation system elements, improvements to the systems (10- and 20-year needs), financing shortfalls, coordination, implementation and consistency with other plans, programs and outstanding issues.

Specifically, the ISTEA Update will:

- Address the 15 MPO planning factors.
- Identify a "fiscally constrained" network.
- Conduct a conformity analysis on the constrained system consistent with the CAAA of 1990.
- Identify RTP level major investment analysis areas.

The final RTP Update consistent with Rule 12 will be carried out consistent with the recommended Region 2040/RFP growth option. The Update will coordinate, comply or be sensitive to these additional activities:

- The requirements of ISTEA and Rule 12 for the development of multi-modal policies, plans and programs.
- ISTEA requirements for the development of a "turn-key" financial analysis software package suitable for ongoing operation and maintenance by Metro staff.
- ODOT's Multi-Modal OTP.
- ODOT's plan for multi-modal corridor studies intended to identify improvements on key urban arterials.
- Changes to local jurisdictional and agency transportation plans, programs and policies.
- ISTEA required management systems and major investment analyses.

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, Multnomah, Clackamas and Washington Counties in evaluating consistency of the I-84/US 26 Connector (Mt. Hood Parkway), Sunrise Corridor and the Tualatin-Hillsboro Corridor (Western Bypass) with land use goals and transportation objectives.
- Pursue federal funding opportunities as available under ISTEA, including a congestion pricing pilot project, as appropriate.
- Continue to assist ODOT, DLCD and the region in the transportation planning, project development and implementation, and decision-making consistent with state Rule 12.
- Assist ODOT and DLCD in administration, implementation and monitoring of their transportation and growth management program as approved by the 1993 legislature.
- Participate as a representative from Metro to various planning or engineering technical advisory committees involved with refinement and implementation of regionally significant actions related to the RTP or development of local TSP's.
- Assist Tri-Met in establishing program and policies to ensure private enterprise participation in planning and provision of mass transit service.
- 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.
- Incorporation of fiscal constraint into the RFP.
- Adoption of 2015 population/employment forecasts through the Region 2040 Project.
- Definition of TDM measures to meet a 20 percent reduction in VMT per capita.

Products

The major product for next year will be the completion of the concurrent ISTEA/Rule 12 Update. This includes both a fiscal and air quality conformity analyses which complies with ISTEA and CAAA. ISTEA requirements will be complete in October 1994; Rule 12 requirements in May 1995.

EXPENDITURES		REVENUES	
Personal Services (FTE 4.275)	$264,749	FY 95 ODOT/PL	$125,000
		FY 95 Sec 8	77,824
Transfers	95,310	FY 95 ODOT Match/ Metro/STP	19,076
Contingency	2,257	FY 95 ODOT/STP	50,000
Materials & Services	22,380	FY 93 ODOT Supplemental Gas Tax	5,000
Computer	32,804	FY 93 Metro/STP	4,743
		Tri-Met	120,000
		Metro	15,857
Total	$417,500	Total	$417,500

TRANSPORTATION IMPROVEMENT PROGRAM

PROGRAM DESCRIPTION

The TIP serves as a regional policy document describing which projects will be given priority, and is prepared in response to USDOT regulations. The regulations direct that a program of highway and transit projects using federal funds is to be developed annually under the direction of the MPO and is to set forth cost estimates for an annual element year or years. The report is to be endorsed by JPACT and the Metro Council and submitted to ODOT, the FHWA and the FTA. The TIP includes cooperatively developed projects defined by cities and counties and incorporates major regional actions such as Tri-Met's Transit Development Plan (TDP). The regionally adopted TIP is then submitted to ODOT for incorporation in the state TIP. The entire state TIP is then submitted for federal review and approval.

The CAAA of 1990 and the ISTEA of 1991 included substantial revisions for TIP development and review. The TIP must conform with the CAAA by not worsening air quality when compared to a base year of 1990 or to a no-build forecast year. 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 1994-95

The focus of the current year has been on development of a biennial TIP which responds 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 of 1990 requirements.
- Staff participation in ISTEA discussion, training and information sessions, including participation in workshops and conferences; updates to TPAC and JPACT.
- Development of procedures and projects for inclusion of new ISTEA funding programs and priorities within TIP, including STP, Transportation Enhancement and CMAQ Programs.
- Identification of regional transportation priorities for consideration in the ODOT 1995-1998 TIP for those funds controlled by the state for use within the region. A four-month process was established to develop JPACT/Metro Council priorities for highway program reductions and for alternative mode program additions.

OBJECTIVES

Work Program for FY 1994-95

The major focus of next year's program is to revise TIP development procedures; initiate a TIP development process; and provide ongoing maintenance and monitoring of TIP activities including:

- ISTEA/CAAA Compliance. Finalize TIP procedures response to ISTEA guidelines for metropolitan planning, including public involvement procedures. Also, finalize conformity procedures consistent with CAAA conformity regulations (January 1995).
- In coordination with ODOT, the TIP Subcommittee and the public, revise JPACT/Metro Council multi-modal objectives and criteria for TIP project and program prioritization. The objectives and criteria should further enhance and reflect ISTEA, Rule 12 and recent planning activities.
- In coordination with ODOT, the TIP Subcommittee and the public, initiate an 18-month TIP Update process beginning January 1995. The process would identify and prioritize projects or programs of regional significance for federal and state funding over the Federal Fiscal Years 1997-1999. Funding sources, project costs and schedules would be determined and reviewed through local and regional public involvement processes. Formal public hearings, adoption, and CAAA conformity determinations would be conducted in FY 1995-96.
- 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.
- Define and adopt procedures for project selection to reflect financial constraint after adoption of TIP. Include procedures in the intergovernmental agreement with ODOT.
- Define procedures and requirements for "Major Investment Analysis" requirements of ISTEA.

EXPENDITURES		REVENUES	
Personal Services (FTE 2.495)	$148,759	FY 95 ODOT/PL	$ 30,000
		FY 95 ODOT/STP	40,000
Transfers	53,553	FY 95 Sec 8	30,000
Contingency	899	FY 95 Tri-Met	40,000
Materials & Services	3,480	Metro	71,000
Computer	4,309	Total	$211,000
Total	$211,000		

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.

RELATION TO PREVIOUS WORK

Work Program Prior to FY 1994-95

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.

The current work is 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 includes the 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 has 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 includes 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 is to 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 1994 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-1994.

OBJECTIVES

Work Program for FY 1994-95

If the benchmark decision is made to proceed with a road funding or comprehensive funding measure in November 1994, the focus of the program will be to continually survey the public and work with interested parties to refine the proposed road improvement program element and prepare for the election.

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.

Procedures for revenue collection would be developed with the State of Oregon Division of Motor Vehicles. A Metro/local agency inter-governmental agreement 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		REVENUES	
Personal Services (FTE 0.62)	$ 35,602	Arterial Fund STP*	$139,530
Transfers	12,817	ODOT Match on Arterial Fund STP	7,985
Contingency	927	Metro	28,485
Materials & Services	124,500	Total	$176,000
Computer	2,154		
Total	$176,000		

*Full funding in FY 1993 included $350,000 of FY 94 Metro STP as included in the 3/93 ODOT agreement.

CONGESTION MANAGEMENT SYSTEM

PROGRAM DESCRIPTION

The ISTEA of 1991 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 the 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 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. Activity prior to FY 1993-94 was limited to overview and discussion relating to the development of federal rules and guidelines regarding the CMS.

RELATION TO PREVIOUS WORK

Work Program Prior to FY 1994-95

The focus of the current year's activities is to develop a scope of work based on the final Federal Rule on Management Systems. The scope of work will be used to:

- Develop interim CMS for application to significant single-occupant-vehicle projects in the period prior to implementation of a full CMS.
- Work with FHWA, ODOT, jurisdictions to develop a CMS strategy consistent with the Final ISTEA regulations on management systems.
- Coordinate with Regional Transportation Council on Clark County CMS.
- Develop an intergovernmental agreement and Scope of Work with ODOT.
- Develop consultant scope of services and contract; develop RFP; review proposals; and hire consultant.
- Establish public involvement structure consistent with ISTEA planning requirements emphasizing broad based and timely participation.
- Identify the primary and secondary CMS corridors and areas.

OBJECTIVES

Work Program for FY 1994-95

- Develop congestion performance measures for identified modes; further refine corridors; identify necessary CMS related data; develop an implementation scope of work to USDOT (October 1994).
- Collect and analyze appropriate multi-modal, traffic and congestion related data; initiate findings into RTP Update process (January 1995).
- Identify appropriate congestion management strategies and an evaluation methodology for congested corridors or areas (May 1995).
- Develop draft CMS for review and adoption; submittal of final to USDOT. Include CMS implementation plan (July 1995/October 1996).

Products

• Performance Measures; corridors; scope	July 1994
• Data Collection	January 1995
• Draft Strategies	May 1993
• Draft CMS	July 1994
• Final CMS	October 1996 (next fiscal year)

A comprehensive public involvement process will precede action by JPACT/Metro Council and the Oregon Transportation Commission.

EXPENDITURES		REVENUES	
Personal Services (FTE 1.71)	$107,093	FY 95 ODOT/PL	$ 43,000
		FY 95 Metro/STP	89,864
Transfers	38,553	FY 93 ODOT	
Contingency	336	Supplemental Gas Tax*	17,500
Materials & Services	36,400	FY 93 ODOT Supplemental	
Computer	8,618	Metro/STP*	16,602
Total	$191,000	Metro	24,034
		Total	$191,000

*Full funding in FY 1993 included $50,000 Metro STP and $40,000 ODOT Gas Tax; carryover into FY 1995 includes $17,500 ODOT Gas Tax and $16,602 Metro STP (full funding in 3/93 ODOT agreement).

INTERMODAL MANAGEMENT SYSTEM

PROGRAM DESCRIPTION

The ISTEA of 1991 requires 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 intra-state, inter-state 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, the RTP and the TIP; and 3) a fully integrated implementation plan.

All work activities will be coordinated with and through ODOT and the Port of Portland as specified in an intergovernmental agreement. Tri-Met and local jurisdictions will participate in the development of the IMS as well.

Activity prior to FY 1993-94 was limited to overview and discussion relating to the development of federal rules and guidelines regarding the IMS.

RELATION TO PREVIOUS WORK

Work Program Prior to FY 1994-95

Last year's activities were to develop a scope of work based on the final Federal Rule on Management Systems. The scope of work was used to:

- Develop an intergovernmental agreement 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.
- Develop public outreach activities, including formation of intermodal and goods movement Task Force.
- Develop consultant scope of services and contract; develop RFP; review proposals; and hire consultant for phase one scoping and system definition activities.
- As part of second phase consultant activities, refine system elements, inventory intermodal facilities and develop intermodal performance measures.
- In conjunction with the Region 2040 Study, analyze long-term commodity flows relative to land use and transportation alternatives.

OBJECTIVES

Work Program for FY 1994-95

- Completing second phase consultant activities and work with 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, responsibilities and methods for incorporation information into the planning process (October 1994).
- Initiate development of strategies and actions for improving intermodal efficiencies and develop final implementation strategy (May 1995).
- Work with ODOT on development of Intermodal Plan (ongoing).

Products

• Establish efficiency measures and performance standards	October 1994
• Collect data and establish monitoring system	October 1994
• Initiate implementation	January 1995
• Incorporate IMS into RTP	May 1995

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 a intermodal sub-group to provide a freight and passenger expertise.

EXPENDITURES*		REVENUES*	
Personal Services (FTE 0.27)	$17,501	FY 95 Metro STP	$22,767
Transfers	6,301	FY 93 ODOT Supplemental Gas Tax	35,000
Contingency	798	FY 93 ODOT Supplemental Metro/STP	33,203
Materials & Services	71,400	Metro	5,030
Computer	0		
Total	$96,000	Total	$96,000

*Second year of two-year program which included $150,0000 of FY 94 Metro STP (33c) and $125,000 of ODOT Gas Tax as described in the 3/93 ODOT agreement.

PUBLIC TRANSIT MANAGEMENT PLAN

PROGRAM DESCRIPTION

The ISTEA of 1991 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 Public Transit Management System (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 begins implementation of a PTMS consistent with ISTEA management system deadlines through October 1995.

The PTMS will be coordinated with and through Tri-Met and ODOT as specified in an intergovernmental agreement. The process and products will be incorporated into the RTP, Tri-Met Strategic Plan and supporting documents, the OTP and TIP.

Activity prior to FY 1993-94 was limited to overview and discussion relating to the development of federal rules and guidelines regarding management systems and metropolitan planning.

RELATION TO PREVIOUS WORK

Work Program Prior to FY 1994-95

FY 1993-94 activities were to develop a scope of work based on the final Federal Rule on management systems. The scope of work was used to:

- Develop an intergovernmental agreement and scope of work with Tri-Met and ODOT.
- Develop consultant scope of services, as necessary; develop contract; develop RFP; review proposals and hire consultant.
- Inventory and define public transit facilities and systems.

OBJECTIVES

Work Program for FY 1994-95

- Develop criteria for evaluating the efficiency of the transit system (e.g., vehicle hours of delay or miles per employee, road calls per vehicle mile, maintenance cost per mile, etc.) as well as for evaluating performance of system as it relates to users (e.g., passengers per vehicle mile or hour, transit travel time as a percentage of auto time, crowding levels during peak periods, etc.).
- Collect data and develop a monitoring system.
- Develop strategies and identify actions to improve transit system.
- Develop implementation plan for services and adoption by all affected parties including the USDOT.

Products

· Develop and define criteria and evaluation system	July 1994
· Submit workplan and schedule to USDOT	October 1994
· Develop data collection procedures	December 1994
· Conduct initial evaluation of facilities and system	March 1995
· Develop draft findings report/begin final PTMS	July 1995

Study products will be reviewed by a study technical advisory group which will report to TPAC. Final recommendations will require JPACT/Metro Council adoption, submittal to ODOT and FHWA/FTA.

EXPENDITURES*	
Personal Services (FTE 0.0)	$ 0
Transfers	0
Contingency	0
Materials & Services	13,000
Pass-Through to Tri-Met	0
Computer	0
Total	$13,000

REVENUES*	
FY 93 ODOT Metro/STP (3/93)	$12,000
Metro	1,000
Total	$13,000

*This is the second year of a two-year $39,000 study which included $25,000 of Metro STP funds (3/93 ODOT agreement 33c funds).

WILLAMETTE 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 I-205. 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). This work program will be coordinated with the South/North AA and ODOT's I-405 Reconnaissance and Highway 43 Metropolitan Area Corridor studies.

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 1994-95

The project was initiated during the third quarter of FY 1993-94. The start was delayed until new Federal ISTEA planning regulations were released; to allow for a better understanding of land use alternatives available under Region 2040; and to better coordinate with the HCT and ODOT studies identified above. Major FY 1993-94 products included the development of a detailed scope of work and background report defining study issues, problems, objectives and assumptions for analysis; and an inventory of existing study area information (traffic counts, accident rates, etc.). Another major product in FY 1993-94 was the development of the study evaluation methodology. ISTEA requires that the methodology be multi-modal and evaluate relevant social, economic and environmental factors. A travel forecasting model and network is also being developed. Public involvement and project oversight structures were also created.

OBJECTIVES

Work Program for FY 1994-95

Next year's program will focus on system-level alternatives development and analysis. Final recommendations for this first-phase will be finalized early in FY 1995-96, with the detailed AA/DEIS phase to follow. Major steps for FY 1994-95 include:

- Identify modal capacity deficiencies for the existing bridge crossings (Ross Island and Sellwood).
- Evaluate the performance of McLoughlin Boulevard from the Ross Island Bridge to Highway 212 and Macadam/Highway 43 north and south of the Sellwood Bridge as well as I-5 between the Ross Island and Sellwood bridges.

- Identify capacity deficiencies on the arterial system west of the Sellwood Bridge including the Terwilliger Extension and the Macadam/I-5 access.
- Identify and evaluate transit alternatives (consistent with South/North AA) which maximize transit usage for cross river trips.
- Identify alternative Willamette River bridge crossings, options for upgrading or replacing existing bridges, and feasible locations of new bridge alternatives.
- Measure the ability of the RTP highway system (No Build) to accommodate projected (forecast) traffic demand.
- 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.
- Determine the neighborhood traffic impacts of the bridge and system alternatives.
- Evaluate the ability of TDM measures and transit alternatives to minimize the need for increased river crossing capacity.
- Coordinate with studies of transportation needs of the new development in the South Waterfront area.
- Identify the significant social, economic and environmental impacts and costs for each of the proposed alternatives.
- Work with jurisdictions and the public to gain consensus on a preferred set alternatives.
- Integrate study recommendations into the RTP, the OTP and local transportation plans, as necessary.

The study is a carryover project and will not impact the relative funding or staffing level of the department or section.

Products

- Study Evaluation and Candidate System-Level Alternatives Report (August 1994).
- Forecast Year Conditions (No Build) Report (October 1994).
- Preliminary System-Level Alternative Analysis Results Report (May 1995).

EXPENDITURES		REVENUES	
Personal Services (FTE 2.665)	$161,023	FY 95 ODOT/STP	$ 95,500
		FY 95 Metro/STP	100,436
Transfers	57,968	Metro	37,064
Contingency	1,712	Total	$233,000
Materials & Services	2,480		
Computer	9,817		
Total	$233,000		

TRANSPORTATION DEMAND MANAGEMENT

PROGRAM DESCRIPTION

In cooperation with 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 Rule 12 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.

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. Again, the strategies as adopted by the legislature focused only on air quality. Additional study and analysis is required to develop a comprehensive TDM program.

RELATION TO PREVIOUS WORK

Work Program Prior to FY 1994-95

The program has focused on three major activities:

- Finalizing Governor's Task Force activities. A complete technical appendix which documents procedures used for the Task Force was completed. Coordination with DEQ on legislative activities also occurred.
- Initiation of the TDM study including scope of work activities; identification of regional issues and objectives; completion of literature search to identify broad TDM measures, both innovative and traditional, and both regulatory and market-based; research and development of TDM measures and an evaluation methodology; travel forecasting model adjustments and development of base and forecast networks; the initiation of the alternatives analysis portion of the study; and evaluation through Region 2040/RTP activities.
- 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 1994-95

Next year's program will focus on completion of the TDM study. Specific activities include:

- Finalize alternatives development; evaluation methodology; model adjustments (July 1994).
- Complete AA phase of the study (August 1994).
- Prepare a Recommendations Report describing the study alternatives, the results of the analysis, and a recommended comprehensive strategy for demand management programs in the Portland region (December 1994).
- Adoption of recommendations for inclusion in RTP and TIP, as appropriate (May 1994).
- 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.

The FY 1994-95 work program represents a transition from TDM study to TDM application and implementation. The activities are consistent with department and RTP objectives to provide for non-single occupant vehicle transportation and mobility opportunities. Those objectives are also implicit within ISTEA and the state Rule 12. The FY 1994-95 work program will may be amended to a program element for congestion pricing if the region is awarded funding under the FHWA Congestion Pricing Pilot Program.

EXPENDITURES		REVENUES	
Personal Services (FTE 0.895)	$53,602	FY 95 ODOT/PL	$16,140
		FY 95 Sec 8	8,000
Transfers	19,296	DEQ Emission Reduction	42,600
Contingency	102	Metro	6,260
Materials & Services	0	Total	$73,000
Computer	0		
Total	$73,000		

AIR QUALITY PROGRAM

PROGRAM DESCRIPTION

The air quality program directly responds to the CAAA of 1990. The Act identifies a schedule of requirements which varies by attainment or degree of non-attainment status. The Portland area is designated as marginal non-attainment for ozone and moderate non-attainment for carbon monoxide (CO). The goal of this program is to identify strategies to achieve and maintain the National Ambient Air Quality Standards (NAAQS) for health, environmental and economic reasons. With completion of long-term CO and ozone maintenance plans, the goal will be achieved.

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 emissions) was to be met by November 1993 and for CO by November 1995. With no ozone violations in 1993, the region has met the standard and can now begin development of a maintenance plan. With completion of the maintenance plan, the region can apply for attainment.

Recent activities include:

- Updates to current hydrocarbon and CO emission inventories as submitted to USDOT and EPA in November 1992.
- With DEQ, development of a CO contingency plan for the region.
- In conjunction with Metro's demand management study, and as the lead agency in the region responsible for addressing transportation emission sources, Metro provided air quality planning support to the Governor's Portland Area Task Force on Motor Vehicle Emissions in 1992 and worked with DEQ on resulting air quality issues at the 1993 Legislature.
- Participation in Portland's Central City Transportation Management Plan process, which in part develops the CO standard for downtown parking.

RELATION TO PREVIOUS WORK

Work Program Prior to FY 1994-95

Prior focus was on coordinating with DEQ in developing a scope of work for the ozone SIP Update for the purpose of developing a maintenance plan for submittal to EPA/USDOT; initiating the SIP Update; developing methods to incorporate CAAA final conformity regulations into RTP/TIP planning procedures; and initiating the application of those procedures. This work program is proceeding as scheduled. The major changes reflect the sequential and various requirements contained within the CAAA.

OBJECTIVES

Work Program for FY 1994-95

Next year's program will focus on completing activities initiated in FY 1992-93. Included are the following activities:

- Completion of the ozone SIP Update "contingency plan" (November 1994). Metro is the lead agency for the update of the transportation element of the ozone SIP. Metro's first responsibility will be to develop an "attainment contingency plan." This plan will identify short-term air quality Transportation Control Measures (TCMs) which can be implemented in the event the region violates the NAAQS following the attainment deadline and prior to having an approved maintenance plan. The attainment contingency will require analysis, regional adoption and submittal to EPA/USDOT.
- Development of Ozone Maintenance Plan (May 1995). Metro, with DEQ, will prepare an ozone maintenance plan also for submittal to EPA/USDOT. The Maintenance Plan will show how the region will stay in attainment for a period of at least 10 years. The plan must include both base and contingency strategies and must be based on the latest travel and emission forecasts. The plan must also establish an emissions budget for CAAA conformity purposes. The Portland Area Maintenance Plan will be based on the recommendations of the 1993 Legislative actions on air quality and on follow-up measures prepared as part of Metro's TDM Study and the RTP Update.

Next year's activities are specific program objectives to meet CAAA and ISTEA requirements and improve Portland area air quality.

EXPENDITURES		REVENUES	
Personal Services (FTE 0.55)	$32,081	DEQ Emission Reduction	$48,000
		Metro	2,000
Transfers	11,549	Total	$50,000
Contingency	2,061		
Materials & Services	0		
Computer	4,309		
Total	$50,000		

MANAGEMENT PLAN COORDINATION

PROGRAM DESCRIPTION

The ISTEA of 1991 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 CMS; is working with the Port and ODOT to develop the IMS; and is working with Tri-Met and ODOT to develop the PTMS. Metro's role for bridge, safety and pavement is to coordinate between ODOT and local jurisdictions.

Three deadlines apply: 1) by October 1994, a scope of work defining implementation methods, and roles and responsibilities for maintaining and implementing each management system must be submitted; 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 CMS 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.

RELATION TO PREVIOUS WORK

Work Program Prior to FY 1994-95

The program focused on coordination with USDOT, ODOT, Tri-Met and local jurisdictions to define scopes of work, roles and responsibilities for development of each management system. USDOT regulations for management systems were evaluated and information distributed to interested parties. A public involvement process related to the management systems was developed.

OBJECTIVES

Work Program for FY 1994-95

The major activities for next year include:

- Continue work toward meeting the October 1994 and October 1995 deadlines for each management system.
- Coordinate regional discussions on management system consistency.
- Coordinate discussions regarding actions for incorporation into the RTP.
- Continue discussions with USDOT and ODOT regarding future actions, submittals and interpretation of regulations.
- 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.

EXPENDITURES		REVENUES	
Personal Services (FTE 0.24)	$14,937	FY 95 ODOT/PL	$ 3,600
		Metro	17,400
Transfers	5,377	Total	$21,000
Contingency	686		
Materials & Services	0		
Computer	0		
Total	$21,000		

TRANSIT STATION AREA PLANNING

PROGRAM DESCRIPTION

This program, which repeats a similar 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 allows development density and design that is supportive of the region's investment in light rail transit. The 1980 Transit Station Area Planning (TSAP) was a joint project between Metro, Tri-Met, Portland, Gresham and Multnomah County.

RELATION TO PREVIOUS WORK

Work Program Prior to FY 1994-95

The program began in FY 1993-94. Activities included project organization and budgeting, development of a work plan, development and implementation of interim station area planning ordinances, sponsoring the Regional Design Images for Beaverton and Orenco, developing a public involvement program, and beginning the technical work involved in addressing local planning changes.

OBJECTIVES

Work Program for FY 1994-95

The proposed second year work program is a continuation of the work began in the first year. Policies that will result in mixed, transit supportive uses that maximize the ridership potential of the Westside MAX Project. The second year will be the adoption phase of the policies and plan changes developed in the first phase. The plan changes proposed will be coordinated with the Region 2040 decision adopted in July 1994. Policies will be developed for adoption by the Council as part of the RFP that are coordinated with the local government plans for the area. First year funding in the amount of $200,000 is expected to be carried over in to FY 1994-95. New funding of one-third each is proposed from ODOT, Tri-Met and Metro STP; the same as first year funding.

EXPENDITURES		REVENUES	
Personal Services (FTE 1.47)	$ 96,137	FY 95 Metro/STP	$ 333,334
Transfers	34,609	FY 95 ODOT/STP	333,333
Contingency	166,856	FY 95 Tri-Met Contract	333,333
Materials & Services	900,000	Tri-Met TSAP Contract	200,000
Computer	2,398	Total	$1,200,000
Total	$1,200,000		

REGIONAL HIGH CAPACITY TRANSIT SYSTEM STUDY

PROGRAM DESCRIPTION

The purpose of the Regional High Capacity Transit (RHCT) Study is to prepare a description of the region's plan for a long-term HCT system that could be utilized in developing and implementing a local, state and federal financing plan for the South/North Transit Corridor and further HCT corridors.

The RHCT System Study began in FY 1992-93 with the initiation of the I-205/Milwaukie and I-5/I-205 Portland/Vancouver Preliminary AA.

The RHCT System Study was developed in order to refine the adopted HCT system as described within the RTP and to develop an implementation strategy for that system. This strategy was intended to develop estimates of costs, travel demand and benefits associated with the components of a regional HCT system. Second, the program was developed to assist in the development of a local, state and federal financing plan for the South/North Transit Corridor and further HCT corridors. Third, the RHCT System Study was to narrow the range of alternatives within the Portland Central Business District (CBD) that will be advanced into the South/North Transit Corridor AA.

The goal is to prepare an implementation plan for the HCT system within the adopted RTP. Objectives: 1) prepare corridor and system-wide cost estimates; 2) prepare corridor and system-wide travel demand estimates; 3) prepare estimates of benefits associated with a regional HCT system; and 4) narrow the range of Portland CBD alignment alternatives that will advance into the South/North AA/DEIS.

Preliminary costs and travel demand forecasts for the corridors and system-wide have been prepared. The study will also respond to information or products needed by the region as a financing plan for the South/North Transit Corridor Study. Included within these products could be coordination with the development of a system plan that may be presented to Clark County voters in compliance with the State of Washington HCT Development legislation.

Progress continues on review and refinement of prepared cost, travel demand and benefit estimates. The Portland CBD alternatives have been narrowed and incorporated into the scope of the South/North Transit Corridor Study.

RELATION TO PREVIOUS WORK

Work Program Prior to FY 1994-95

The focus of the RHCT Program has been to develop and screen alignment alternatives within the Portland CBD to advance into the South North AA and DEIS. Initial study and analysis of the alternative alignments has emphasized engineering and design constraints, land use and development policies, costs and travel patterns within the Portland CBD. The screening of alternatives is an ongoing process. Major actions are taken in conjunction with the South/North scoping process, the Tier I action leading to evaluation of surface and tunnel

options and the refinement of design options the actions are necessary to complete the detailed Definition of Alternatives Report in late 1994.

A second focus of RHCT Program was development, refinement and analysis of alternative RHCT systems. This analysis is coordinated with the South/North AA/DEIS for two purposes: 1) to ensure that design, cost and alternative selection actions take into account future system expansion; and 2) that the developing funding analysis and plan for South/North AA/DEIS consider long-term system development objectives.

OBJECTIVES

Work Program for FY 1994-95

The focus of the RHCT System Study within FY 1994-95 will be to conclude the RHCT work plan. This will include three primary work elements:

- To conclude travel demand, cost and benefits forecasts for the regional system, both based upon the Adopted RTP and the emerging land use and transportation plan within 2040.
- To develop long-range HCT System Plan projections to be used within the South/North Transit Corridor Study to help design alternatives for future expansion and integration with future HCT facilities, and to provide additional long-term evaluation criteria to be used in the selection of a locally preferred alternative.
- To provide a long-term system implementation plan, including a short-term financial and implementation plan for the South/North Transit Corridor Study. This will include the development of support material and information that may be required to present a system plan and financial plan to Clark County, in compliance with the State of Washington's HCT Development legislation.

Products

- RHCT System Plan

EXPENDITURES		REVENUES	
Personal Services (FTE 0.935)	$ 61,818	Tri-Met RHCT Contract	$ 25,217
Transfers	22,254	C-TRAN HCT Match	36,096
Contingency	6,714	Portland HCT Match	24,961
Materials & Services	23,800	Metro	41,726
Computer	13,414	Total	$128,000
Total	$128,000		

SOUTH/NORTH CORRIDOR STUDY

PROGRAM DESCRIPTION

The South/North Transit Corridor Study is to select an LPA for the corridor from a handful of promising mode, alignment and terminus alternatives. If the LPA is a build alternative, then it will advance into PE and the preparation of a FEIS, Final Design and Construction. The Study is a federal AA and structured in two tiers. Tier I will select a preferred HCT mode, identify the study termini and narrow the range of alignment alternatives and design options. The preferred mode (along with the No-Build and Transportation System Management Alternatives), study termini and narrowed alignments will advance into Tier II and the DEIS. Tier II will prepare the environmental analysis to be used in preparing the DEIS and in making the LPA and State of Oregon land use decisions. Both the Tier I screening and the Tier II LPA decision will be made by Metro Council and the C-TRAN Board of Directors, with recommendations from the project Steering Group, Citizens Advisory Committee and participating jurisdictions. Metro Council will make the State of Oregon land use decision, and the C-TRAN Board of Directors will make any decision relating to the State of Washington Environmental Protection Act (SEPA).

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

The South/North Transit Corridor AA/DEIS program was developed as the next step (second) in the FTA's Five-Step planning process for major transit facilities. The AA and the DEIS must be completed consistent with federal regulations for the project to advance into PE, Final Design and Construction, and for the project to qualify for federal funding.

The goal of the Study is to select an LPA by September 1995, and if the LPA is a build alternative, to advance the corridor into PE. Program objectives are to implement an on-going public involvement program, prepare detailed transportation impacts analysis on the alternatives, prepare detailed environmental analysis on the alternative, prepare a definition of the alternatives, including conceptual engineering, prepare and publish a DEIS, and implement a corridor-wide decision-making process leading to selection of an LPA.

Revenue sources for the study were secured through grant requests and intergovernmental agreements. The FTA approved the initiation of AA and published notification of their intent to publish a DEIS for the South/North Corridor. The definition of the alternatives for Tier I analysis was completed and analysis on those alternatives was initiated.

RELATION TO PREVIOUS WORK

Work Program Prior to FY 1994-95

Focus of the South/North Corridor AA in FY 1993-94 was to secure funding for the project, receive FTA authorization to initiate the program, define the alternatives to be evaluated within Tier I, prepare the analysis on the alternatives, and initiate the Tier I screening process with the selection of a preferred HCT mode, study termini and one or two alignment alternatives and design options within each segment which will advance into the DEIS.

OBJECTIVES

Work Program for FY 1994-95

The focus of the South/North AA in FY 1994-95 will be conclusion of the Tier I screening process and initiation of the environmental and transportation analysis of the alternatives selected. The analysis will be documented results reports and summarized a DEIS. Following publication of the DEIS, the locally preferred alternative selection process will be initiated with selection of the LPA in early FY 1995-96.

The activities that will be the focus of FY 1994-95 are consistent and required steps in the process that leads to the selection of the locally preferred alternative.

Products

- on-going public involvement program
- definition of Alternatives Reports and Conceptual Engineering
- transportation analysis documented in Results Reports
- environmental analysis documented in Results Reports
- costing and financial analysis documented in Results Reports
- DEIS

93/94 Expenditures	
Personal Services	$557,113
Transfers	$176,734
Contingency	$110,977
M&S	
Supplies/PS Contracts	$208,514
Pass-through	$1,419,874
Computer	$26,922
Total	$2,500,134

93/94 Revenues	
Oregon Local/Xfer from GF	$50,100
I-205/Milwaukie Pre-AA	$400,000
I-205Milwaukie Local Match	$46,000
E-4 McLoughlin	$801,614
E-4 I-205	$661,331
State of Washington/C-TRAN	$26,052
ODOT	$515,037
Total	$2,500,134

94/95 Expenditures	
Personal Services	$1,019,621
Transfers	$367,063
Contingency	$24,762
M&S	
Supplies/PS Contracts	$1,188,250
Pass-through	$1,540,000
Computer	$10,304
Total	$4,150,000

94/95 Revenues	
Oregon Local	$11,512
I-205/Milwaukie Pre-AA	$0
I-205Milwaukie Local Match	$0
E-4 McLoughlin	$134,489
E-4 I-205	$677,490
State of Washington/C-TRAN	$2,254,728
ODOT	$1,071,781
Total	$4,150,000

95/96 Expenditures	
Personal Services	$379,325
Transfers	$130,825
Contingency	$32,656
M&S	$0
Supplies/PS Contracts	$336,029
Pass-through	$712,076
Computer	$8,956
Total	$1,599,866

95/96 Revenues	
Oregon Local	$4,438
I-205/Milwaukie Pre-AA	$0
I-205Milwaukie Local Match	$0
E-4 McLoughlin	$51,847
E-4 I-205	$261,179
State of Washington/C-TRAN	$869,220
ODOT	$413,182
Total	$1,599,866

Total Expenditures	
Personal Services	$1,956,059
Transfers	$674,622
Contingency	$168,395
M&S	$0
Supplies/PS Contracts	$1,732,793
Pass-through	$3,671,950
Computer	$46,182
Total	$8,250,000

Total 95/96	
Oregon Local	$66,050
I-205/Milwaukie Pre-AA	$400,000
I-205Milwaukie Local Match	$46,000
E-4 McLoughlin	$987,950
E-4 I-205	$1,600,000
State of Washington/C-TRAN	$3,150,000
ODOT	$2,000,000
Total	$8,250,000

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 1994-95

- **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 will continue to be collected on a monthly basis, using the services of an independent contractor. Over the years, this has proven to be the least costly and most efficient means of obtaining this information.

- **Population and Housing Detail:** The procedures described above provide data only on the overall level of population, housing and employment. In addition, Metro's transportation model requires information on detailed characteristics of these data as well, such as household income and age distributions, vehicle ownership, etc. In its current state of design, the Regional Waste Flow Model will require 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 Metropolitan Planning Organizations (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 1993-94 the Regional Forecast was revised and included a 50-year horizon. This forecast is playing 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 being developed this fiscal year 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 will require

consideration of normative effects. Different scenarios will be evaluated. The completion of RLIS provides more detail and precision on land supply and constraints.

At the start of FY 1992-93 DRC staff began preparation for the long-range forecasting effort itself, to begin during fall 1992. These preparations include database development and calibration of econometric tools for forecasting and allocation of population, housing and employment. The immediate uses for these tools are to provide contextual information and quantitative tools for the participants in the long-run forecasting program. If maintained, these efforts will have significant spin-off effects, including the ability to provide better data for the current ridership elements of the transportation model, detailed data for the Regional Waste Flow Model, the ability to make short-run forecasts outside (but consistent with) the long-run forecast program, and allow the DRC to satisfy the numerous requests received from member jurisdictions and the public regarding short-run trends.

- **RLIS Database Maintenance:** The challenge this fiscal year has been 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 will be put into sharing database maintenance responsibilities with local governments. Several jurisdictions have procured GIS this fiscal year, offering further opportunities for mutual agreements.

- **TIGER Map Maintenance:** Metro's E-TIGER map has been adopted for use by the new Portland/Multnomah County 911 system. We expect this to be a trend as other emergency managers upgrade their system and move from tabular data bases to geo-based systems.

- **GRID Model:** This has been the most useful addition to RLIS this year. It has made possible the interactive urban growth scenario building by converting complex polygon coverages into overlying ¼-acre grid cells. A menu interface was developed for direct hands-on use by the 2040 planning staff. In addition, the socioeconomic data such as population and employment has been "grided," enabling easy transfer of data to any geography. For example traffic zones or Metro Council districts.

- **Topography:** Elevation data from the U. S. Geological Survey has been added to RLIS. This supports a variety of planning functions, including 3-D modeling and visualization.

- **Management & Coordination:** The focus of administration and management of the DRC has been in adapting the newly developed GIS tools to Metro project needs and in coordination with member jurisdictions for service provision and to foster sharing of database maintenance responsibilities.

OBJECTIVES

Work Program for FY 1994-95

Annual monitoring of population growth and land development is essential information for regional planning and for operation of the transportation and solid waste models.

- **Population and Housing Detail:** The annual household survey is used as the basis for updating demographic and housing detail for items such as age, income and rent.

- **Forecasts:** The regional forecast (four counties) will be revised according to the urban form selected through the Region 2040 process. This revised forecast will 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		REVENUES	
Personal Services (FTE 8.66)	$493,636	FY 95 ODOT/PL	$ 65,537
		FY 95 ODOT/STP	17,500
Transfers	177,709	FY 95 Sec 8	28,088
Contingency	15,055	Tri-Met	17,500
Materials & Services	127,180	Metro	587,375
Computer	95,920	Sales	199,000
Capital	5,500	Total	$915,000
Total	$915,000		

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.

RELATION TO PREVIOUS WORK

Work Program Prior to FY 1994-95

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 1994-95

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 Phase II (this more-technical phase adds 0.5 FTE over Phase I), the earthquake preparedness grant from Federal Emergency Management Agency (FEMA), a suite of transportation surveys and HCT station area planning for the Westside.

One FTE is eliminated from technical support services in the base budget. Most of the reduced assistance will effect local jurisdictions, including Tri-Met, the Port of Portland, and ODOT. In addition, local jurisdictions will be billed for 50 percent of the costs of providing those services that remaining DRC staff will provide them.

Next year's need for RLIS services from Metro departments is expected to increase substantially due to several large projects. Some of these projects are the continuation of Region 2040, the Future Vision Project, the earthquake preparedness grant from FEMA, a suite of transportation surveys, South/North LRT, LRT station area planning for the Westside, and integration of RLIS with the transportation model using the Grid module.

Major Projects by User Group
FY 1994-95

User Group	Project	FTE Estimate
Planning Department		
UGM Section	2040 Phase II, Future Vision Projects, RFP	1.0
	Earthquake Preparedness	.5
	Water Resources	.2
Transportation Section	Travel Surveys	.4
	Pedestrian Factors	.2
	EMME/2 Interface	.2
	North/South AA	.3
	LRT Station Areas	.5
	Miscellaneous Project Support	.4
Parks & Greenspaces Department	Natural Areas	.3
Solid Waste Department	Miscellaneous Project Support	.5
Public Affairs Department	Recycling Information Center Response System	.125
Council Office	Miscellaneous Project Support	.1
Tri-Met	Westside	.1
	Trip Planning Project	.2
ODOT	Miscellaneous Project Support	.125
Cities and Counties	Miscellaneous Project Support	.75
Public Access and Sales	Products and Service	2.5
	Total	8.4

EXPENDITURES		REVENUES	
Personal Services (FTE 1.2)	$ 66,200	FY 95 ODOT/PL	$ 40,337
		FY 95 Sec 8	17,288
Transfers	23,832	Metro	121,375
Contingency	2,028	Total	$179,000
Materials & Services	15,000		
Computer	71,940		
Total	$179,000		

TRAVEL FORECASTING MODEL REFINEMENT

PROGRAM DESCRIPTION

The purpose of the Model Refinement Program is twofold: 1) to enhance the travel demand forecasting models, as necessary, in order to maintain their accuracy; and 2) to maintain up-to-date short- and long-range travel forecasts which reflect changes in land use assumptions, projected highway and transit investments, and socio-economic 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).

RELATION TO PREVIOUS WORK

Work Program Prior to FY 1994-95

This program is on-going. Each year, various elements are scheduled to achieve the objectives of the program. The most notable activity last year was implementation of the link-based air quality emission programs.

OBJECTIVES

Work Program for FY 1994-95

- Continue the on-going effort to investigate the travel characteristics at special trip generator locations. The current travel demand model identifies several land use types that receive special treatment. Shopping centers, the Zoo, colleges and universities are all given special trip attraction rates. In addition, special peak hour factors are applied to the PIA and Swan Island areas.
- Update the computer simulation networks and trip tables to include a 1994 base- and long-range forecast.
- 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. Initial linkages need to be established and efficient programming mechanisms defined.
- Update software such as ALOGIT and ArcInfo for the Sun computer.

EXPENDITURES		REVENUES	
Personal Services (FTE 0.405)	$21,524	FY 95 ODOT/PL	$59,250
		FY 95 Sec 8	15,800
Transfers	7,749	Metro	9,950
Contingency	865	Total	$85,000
Materials & Services	1,000		
Computer	53,862		
Total	$85,000		

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 the ISTEA, the CAAA and the TPR, this program becomes essential in monitoring the transportation system performance.

RELATION TO PREVIOUS WORK

Work Program Prior to FY 1994-95

Each year data is gathered so that the state of the transportation system can be defined and evaluated. Information regarding travel costs, traffic counts, transit patronage and other data has been collected and summarized. Last year several documents were produced which summarize information: *Transportation System Monitoring Activities - 1994, System Performance Characteristics*, and *Regional Travel Patterns*. A quarterly mailing of charts illustrating trends in regional travel indicators has been initiated.

OBJECTIVES

Work Program for FY 1994-95

Monitor and summarize trends in transit fares, auto operating costs, parking costs, auto usage, truck counts and transit ridership. These are important data items to track in trend analysis. A report documenting the findings will be prepared (***Transportation System Monitoring Activities - 1995***).

An important element of the program is the implementation of an enhanced regional count program. This effort requires $130,000 of outside money to obtain data not available from ODOT and the local jurisdictions. The program ensures that 1) detailed truck data will be collected, 2) sufficient locations will be identified to provide a more reliable basis for VMT estimation, and 3) more stringent and consistent quality control measures will be applied to the counting procedures.

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, emission data and other measures will be prepared (***System Performance Characteristics - 1995***).

The travel patterns of the region will be summarized using results from computer simulation. A report documenting the trip distribution movements (i.e., origin and estimation patterns) and mode split relationships (i.e., number of pedestrian and bicycle trips, transit trips and auto trips) will be prepared (***Regional Travel Patterns - 1995***).

The regular distribution of charts illustrating the trends of the regional travel indicators to interested parties will continue.

EXPENDITURES		REVENUES	
Personal Services (FTE 1.154)	$ 64,068	FY 95 ODOT/PL	$ 29,242
Transfers	23,064	FY 95 Metro/STP	21,145
Contingency	1,068	Other Federal Grants	130,000
Materials & Services	132,800	Metro	40,613
Computer	0	Total	$221,000
Total	$221,000		

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 1994-95

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

OBJECTIVES

Work Program for FY 1994-95

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		REVENUES	
Personal Services (FTE 0.165)	$12,156	FY ODOT FHWA LAN002	$22,000
Transfers	4,376	Total	$22,000
Contingency	468		
Materials & Services	5,000		
Computer	0		
Total	$22,000		

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 1994-95

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

OBJECTIVES

Work Program for FY 1994-95

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		REVENUES	
Personal Services (FTE 0.295)	$17,035	FHWA Demo Grant LAN 001	$75,500
Transfers	6,132	Total	$75,500
Contingency	2,333		
Materials & Services	50,000		
Computer	0		
Total	$75,500		

TRAVEL FORECASTING SURVEYS & RESEARCH

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. 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 years. 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 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.

RELATION TO PREVIOUS WORK

Work Program Prior to FY 1994-95

This program started with the design and fielding of household travel behavior, transit on-board and other surveys in the spring of 1994. These surveys (currently under development) are being specifically designed to provide the data needed for this model building program.

OBJECTIVES

Work Program for FY 1994-95

Household activity data will be obtained in the spring 1994 surveys. The analysis of the data begins in FY 1994-95. Areas of investigation are listed below.

ODOT supplemental funds in the amount of $120,000 are being carried over from FY 1993-94. These funds will be used for post survey processing (trip end digitizing), stated preference surveys and the consultant oversight panel. An additional $300,000 in federal funds (not yet secured) is being earmarked for: 1) a second wave panel survey (approximately 2,000 households), 2) development of a new disaggregate household location model, and 3) the development of a commodity flow model (trucks and commercial).

- Complete the geocoding of the survey activity locations.
- Attach the alternative travel mode impedances to the trip-legs.

- Assemble the travel pattern into trip chains.
- Develop a household life-cycle and income classification based on a specific search for behavioral differences.
- Carry out an in-depth analysis of time-budget v. cost v. money budget analysis aimed at elucidating regularities/irregularities in activity and travel time budgets.
- Develop a modeling paradigm to exploit whatever trade-off information is available to address the travel and activity space trade-offs.
- Specify and estimate a disagregate household location model.
- Specify and develop a socio-demographic household type forecasting model.
- Develop an activity-mobility model that predicts the probability of complex chaining and the probability of activities in the chain.
- Specify the individual models needed with this modeling paradigm.
- Define additional surveys needed (panel and stated preference) to answer questions that the original cross-sectional cannot.

It is important to note that other long-term work elements have been identified and are urgently needed. However, the tasks cannot begin until the completion of the household activity analysis. The ISTEA requirements (by USDOT), the CAAA (from EPA), and the TPR (from DLCD) lead to analysis in the following areas:

- VMT measurement (monitoring)
- transit use monitoring
- parking supply and price monitoring
- analysis of demand reduction policies with consideration of cost and equity effects (e.g., behavioral response to congestion pricing, fuel pricing, road pricing, parking supply restrictions and parking pricing)
- the evaluation of the effects of transportation supply on land use and the location of housing and jobs
- the quantification of the effects of improved pedestrian environment and mixed use on travel demand
- the quantification of the effects of bicycle paths/space on travel behavior
- inclusion of traveler response to congestion, lifestyle changes and time budgets that include trip chaining and reduction in the propensity to use transit
- the development of a model of commodity flows, freight movements and intermodal activity

The above tasks will take at least three and one-half to five years to complete depending on the staffing level. The longer the delay in addressing the issues, the higher the likelihood of loss of model credibility. The model will not be able to address the pressing policy issues.

Work will be initiated, in coordination with the IMS, on defining goods movement data needs. Staff will determine the types of decisions requiring this data, alternative approaches for obtaining the data, cost and funding sources for obtaining the data and a recommended implementation plan. This will include consultation with the freight carriers for access to proprietary data.

EXPENDITURES		REVENUES	
Personal Services (FTE 3.425)	$217,086	FY 95 PL/ODOT	$207,375
		FY 95 Metro/STP	30,095
Transfers	78,151	FY 94 STP ODOT	
Contingency	1,600	Supplemental Gas Tax	120,000
Materials & Services	420,000	Tri-Met	29,200
Computer	30,163	Other	300,000
Total	$747,000	Metro	60,330
		Total	$747,000

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 using Metro travel forecasts in local transportation studies and project design.

RELATION TO PREVIOUS WORK

Work Program Prior to FY 1994-95

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

OBJECTIVES

Work Program for FY 1994-95

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 jurisdiction is based on a budget allocation. The Base program level to local governments is predicated on no use of PL or Section 8 funds and the local match for STP funds will be provided by the users. The following table summarizes the Technical Assistance budget:

Jurisdiction	STP & ODOT Match	Fee for Service	Metro	Total
Portland	$13,215		$ 4,785	$ 18,000
Multnomah County	6,608		10,392	17,000
Washington County	13,215		6,785	20,000
Clackamas County	13,215		4,785	18,000
Gresham	6,608		5,892	12,500
Port of Portland			5,800	5,800
Tri-Met		$18,300		18,300
ODOT		22,000		22,000
Clark County		4,500		4,500
RTC		6,000		6,000
Solid Waste		3,700		3,700
Sales				5,000
Total	$52,861	$54,500	$38,439	$145,800

EXPENDITURES		REVENUES	
Personal Services (FTE 1.27)	$ 62,771	FY 95 Metro/STP/ ODOT Match	$ 52,861
Transfers	22,599	FY 95 ODOT/STP	22,000
Contingency	14,286	FY 95 Tri-Met Contract	18,300
Materials & Services	900	Fee for Service	52,639
Computer	45,244	Total	$145,800
Total	$145,800		

MANAGEMENT AND COORDINATION

PROGRAM DESCRIPTION

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

RELATION TO PREVIOUS WORK

Work Program Prior to FY 1994-95

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 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 95 UWP
- Management of department budget, staff time and products
- Required documentation to FHWA and FTA, such as quarterly narrative and financial reports
- Monthly progress reports to the TPAC
- Minutes, agendas and documentation
- Execution and monitoring of various pass-through agreements
- Interdepartmental coordination
- Periodic review with FHWA and FTA on UWP progress
- Revised cooperative agreements with ODOT, Tri-Met, RTC and DEQ

OBJECTIVES

Work Program for FY 1994-95

Continue ongoing elements of department management and coordination.

Products

- Budget Adoption (June); UWP Adoption (April)
- Grant Approvals (June and December)
- Contract Approvals (as needed)
- Federal Certification (tri-annual)

- Progress Reports for Council and Federal Agencies (quarterly)
- Cooperative Agreements

EXPENDITURES		REVENUES	
Personal Services (FTE 3.35)	$192,716	FY 95 ODOT/PL	$ 68,000
		FY 95 Sec 8	40,000
Transfers	69,378	Metro	234,000
Contingency	7,361	Total	$342,000
Materials & Services	67,545		
Capital	5,000		
Computer	0		
Total	$342,000		

PORTLAND REGIONAL RAIL PROGRAM

PROGRAM DESCRIPTION

The Regional Rail Program was created by the City of Portland, Office of Transportation, to enable the City and its citizens to look at issues which will affect the ultimate configuration of the metropolitan area's light rail system. The Regional Rail Program conducts studies of specific alignment alternatives in the proposed corridors and the development potential in the station areas. The program also provides public information about light rail so that an informed and active constituency can be formed in the Portland region.

In the Portland metropolitan region, Tri-Met is responsible for operating the bus and light rail system. metro is responsible for coordinating the development of the transportation system. The Regional Rail Program is assisting these agencies with planning for light rail system for two reasons: 1) Tri-Met and Metro are currently focusing on the development of the Westside Light Rail project and the North/South Transit Corridor Study; and 2) all proposed future alignments travel through and will have substantial influence on the future development of the City.

The Regional Rail Program provides support for citizen light rail corridor committees. These committees look into four basic issues: alignment, land use impacts, funding and system advocacy. They identify issues in their corridors which they wish to address in the coming months and years. The committees also identify interested citizens and businesses who have a stake in future light rail planning. In general they discuss how light rail can assist in meeting their neighborhood and district objectives.

As part of public information efforts, the Regional Rail Program gives presentations in people's homes, at brown bag lunches and to organizations and associations. This is an attempt to inform as many area residents as possible about the Regional Rail Program and its benefits to the region.

Building a light rail system is one way residents of the region can address tomorrow's growth, congestion and air quality problems. In order to see this system become a reality in the next 20 years, a long-range vision must be articulated. The regional Rail Program is one attempt to instigate a public discussion which will lead to a coherent, realizable vision.

RELATION TO PREVIOUS WORK

Work Program Prior to FY 1994-95

During 1993, the Program's technical staff supported the Regional High Capacity Program at Metro as the region focused developing methodologies and guidelines for evaluating and screening HCT alternatives. This process will lead to the selection of promising alternatives which can the be considered in the AA.

In addition to assisting with regional corridor studies, staff resources were expended to collaborate on the definition of the future regional HCT system plan.

Substantial work was undertaken to further define potential alignments in the downtown. This work was coordinated with the Central City Transportation Management Plan currently under preparation by the City's Transportation Planning staff.

The Program's outreach staff continued a wide-ranging citizen involvement program that emphasized the 10 reasons why we need light rail. It is important to the future of the City that our citizens understand the benefits of HCT as expressed in the following list:

- reduce congestion
- create cost savings
- strengthen neighborhood livability
- protect air quality
- conserve energy
- assist growth management strategies
- attract economic development
- preserve and protect nearby rural areas
- connect regional attractors
- maintain a strong central city

The outreach program concentrated on three different forums to delivery this message. Assisted in the outreach program conducted by Metro as part of the Pre AA work. Assisted the City's Bureau of Planning with the Livable City Project and the Visual Preference Survey. Hosted third annual Regional Rail Summit to focus citizen attention on the benefits of high capacity transit.

The goal of the Program is to promote a widely held vision of a regional rail system that will be a reality in 20 to 25 years. This system will serve the major subcenters in the Metro area with high quality mass transit.

OBJECTIVES

Work Program for FY 1994-95

The City is currently in the midst of the budget setting process for the coming year. Plans are to continue the current level of support for Metro's HCT planning process in the technical studies portion of the program. The outreach staff will continue to operate at current levels for at least another year with the focus on the fourth Regional Rail Summit a year from now.

EXPENDITURES		REVENUES	
Personal Services (FTE 5.25)	$370,372	General Transportation Revenue	$725,000
Transfers	0	Total	$725,000
Contingency	0		
Materials & Services	354,628		
Computer	0		
Total	$725,000		

ODOT PLANNING ASSISTANCE

PROGRAM DESCRIPTION

Major accomplishments for FY 1995 by the Metro region include supporting Metro and other agencies in the RTP Update. Major assistance will also be given to the local plan updates and completing corridor studies. Work activities will include:

FY 1995 SPR Program

1. Perform corridor studies on state facilities.
2. Develop interim access management classifications for state highways in the metropolitan regional in coordination with local jurisdictions.
3. Implement next phases of regional freeway management strategy, including upgrade of operating center.
4. Support RTP Update, including subarea analysis (Willamette River Bridge Crossing and Northwest Subarea Study).
5. Support development of regional demand management program, including transportation system monitoring and travel behavior programs.
6. Support Metro transportation/land use integration efforts, i.e., 2040, Transportation Planning Administrative Rule.
7. Ensure the OTP, Oregon Benchmarks, Transportation Planning Administrative Rule and corridor planning are integrated into the RTP and local planning efforts, etc.
8. Support RHCT studies.
9. Participate in development of state and regional ISTEA management systems.
10. Participate in regional air quality planning.
11. Perform local land use development and traffic impact reviews.
12. Coordinate with Tri-Met to identify transit-supportive capital improvements on the state highway system.
13. Coordinate Metro and state TIP development and ISTEA implementation.
14. Continue jurisdictional highway rationalization, highway functional classification study and identification of NHS.
15. Participate in Congestion Pricing pilot project and complete ODOT Congestion Pricing analysis.

16. Participate in analysis of regional and state truck movements.

17. Administer the Transportation/Growth Management Program and coordinate program with regional and statewide activities.

18. Participate in Westside Station Area Planning.

19. Undertake policy and technical coordination with Metro, TPAC, JPACT, Multnomah, Clackamas and Washington Counties, Intergovernmental Resource Center (State of Washington) and city governments in the development of land use and transportation plans, and subarea studies.

EXPENDITURES		REVENUES	
Personal Services	$330,000	SPR/ODOT	$330,000
Materials & Services	0	Total	$330,000
Total	$330,000		

TRI-MET PUBLIC TRANSIT FACILITIES AND EQUIPMENT MANAGEMENT SYSTEM

PROGRAM DESCRIPTION

Tri-Met has a capital planning and budgeting process in place that we believe already fulfills the new PTMS requirement under ISTEA. Tri-Met adopted this approach to capital planning and budgeting in 1990. The Tri-Met capital planning and budgeting process fulfills the "PTMS General Requirements," the "PTMS Components" and the "PTMS Compliance Schedule." During FY 1994-95 Tri-Met will work with the state to help them fulfill the requirements of the PTMS compliance schedule. These communications have already begun.

RELATION TO PREVIOUS WORK

Work Program Prior to FY 1994-95

Activity until December 1993 was limited to overview and discussion relating to the development of Federal rules and guidelines regarding the PTMS. The FY 1993-94 work program was subject to publication of the final regulations. When the regulations came out in December 1993, it became apparent that Tri-Met's present capital planning and budgeting process already fulfills the new PTMS requirements. In terms of relation to previous work, Tri-Met's PTMS or capital planning and budgeting process is related to the following regional and/or internal documents: the TIP, TDP, Annual Service Plan, Tri-Met Service Standards, the Capital Improvement Program, the Capital Planning Assessment, the Capital Plan Staff Manual, the Tri-Met budget and the OTP.

OBJECTIVES

Work Program for FY 1994-95

- Attend FTA/FHWA outreach meetings on recently released transportation regulations.
- Help ODOT fulfill the requirements of the PTMS compliance schedule.
- Forward materials to ODOT on Tri-Met PTMS.

Responsibilities

Lead responsibility is with Tri-Met Finance, with assistance from Tri-Met Service Planning, and all other departments at Tri-Met.

Duration

The Tri-Met budget is adopted in April each year. The Capital Improvement Plan is updated annually.

Budget

Tri-Met general funds. Tri-Met does not have a PTMS program budget.

FIVE-YEAR TRANSIT DEVELOPMENT PLAN

PROGRAM DESCRIPTION

The TDP will define actions necessary to implement Tri-Met policies and the Strategic Mission and Goals (see previous description of the Strategic Plan). The TDP will develop three five-year scenarios for transit development. They are:

- Committed Plan
- Recommended Core Plan
- Recommended Strategic Plan

These scenarios are based on Tri-Met's established service standards, financial and capital policies and the Strategic Plan. The primary difference between them will be the level of service and the number of different services Tri-Met will be able to offer with available new revenues.

RELATION TO PREVIOUS WORK

Work Program Prior to FY 1994-95

The Strategic Mission and Goals adopted by the Board in March 1993 provides the framework for the TDP. The following documents have been completed preparatory to the development of the TDP:

- Interim TDP for FY 1994-99
- Strategic Mission and Goals Statement
- Multi-modal Annual Service Plan
- Financial Issues Report #1
- Strategic Plan
- Capital Improvement Plan

What remains to be done is a final TDP which fully incorporates Strategic Plan objectives.

OBJECTIVES

Work Program for FY 1994-95

The TDP will:

- Provide a Guideline for Transit Services. The heart of the TDP is a description of the recommended five-year service plan. Also described is an implementation program that is keyed to financial resources, need for service and regional priorities.
- Identify Capital Improvement Requirements. Based on the recommended service plan and Tri-Met's capital replacement requirements, a list of capital improvements will be presented, with a description, year of purchase or construction, and costs. This information will be input to the regional TIP.

- Identify Fiscal Restraints and Financial Requirements. Five-year financial forecasts and a five-year financial plan will be presented.
- Meet Federal Requirements.
- Communicate with the Public. The TDP will provide a forum for communication with the public on "Transit for the 90's" in this region. The meetings and hearings associated with the TDP should stimulate public interest and input pm transit needs and potential services in the context of a comprehensive transit improvement program for the next five years.
- Develop a Human Resources Plan and a Service Quality Plan.

Products

- Interim TDP - Completed.
- TDP adopted by Board - Spring 1995.

Responsibilities

Lead responsibility is with Manager, Service Planning; Manager, Financial Planning; Director, Strategic Planning; Director, Public Affairs; and Project Coordinator.

Duration

Annual or Biannual

Budget

Tri-Met general funds. Tri-Met does not have a TDP program budget.

OTHER STUDIES OF REGIONAL SIGNIFICANCE

Congestion Mitigation/Air Quality Program (CMAQ)

The CMAQ Program for the Portland area includes a number of planning study/implementation efforts. The planning activities include the following studies:

Project Description and Lead Agency	Federal Share	Total Project Cost
Willamette Bridge Access Study - Study to recommend improvements to the Willamette River bridges to enhance access by bicyclists, pedestrians and disabled persons. Specific projects (to be funded in Round 2) could include reconstruction of bridgeheads to provide sidewalks and bike lanes and construction of wheelchair/bicycle ramps from the bridges to the street system. (Multnomah County)	$80,000	$100,000
Pedestrian to Transit: Phases I & II - Study and design of capital improvements to the public right-of-way to enhance pedestrian access to transit facilities. Construction would be funded in Round 2. (City of Portland, Department of Transportation)	$160,000	$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 transportation needs of residents. (City of Portland, Department of Transportation)	$71,780	$80,000
Regional/City TMA - Joint private/public regional transportation management organization to reduce single-occupant vehicle work trips. (City of Portland, Department of Transportation)	$897,250	$1,000,000
Pedestrian to Transit Access Study and Demonstration Project - Phase I would focus on the identification, evaluation and prioritization of viable major transit corridors and those locations within these corridors that would benefit most from enhanced pedestrian-transit connections (i.e., sidewalks, raised medians). Phase II would involve project implementation at three priority sites identified in Phase I. (Washington County)	$200,000	$250,000
Regional Rideshare Program - Funding to allow Tri-Met to continue administration of the Regional Rideshare	$536,556	$598,000

Program which is aimed at increasing shared ride modes, improving air quality and reducing VMT. (Tri-Met)		
Pedestrian/Bike Access Study for MAX - Study to evaluate the existing and planned physical and social environment of the suburban MAX light rail station areas including pedestrian/bicycle access and circulation near MAX stations. Construction phase to be funded in Round 2. (City of Gresham)	$64,000	$80,000
Public Education - Creation of a permanent public education campaign to increase public awareness and knowledge of air quality problems and mitigation/ control measures. (Oregon Department of Environmental Quality)	$448,625	$500,000
Totals	$2,458,211	$2,808,000

Transportation/Growth Management

The 1993 Oregon Legislature approved funding for a joint ODOT/DLCD Transportation and Growth Management (TGM) Program. The TGM is supported in part with STP funds. The program is to support local and regional planning efforts for:

- implementation of the state TPR;
- evaluating land use alternatives in the transportation planning process; and
- developing urban growth management programs.

The grant program totals $2.052 million for ODOT's Region I, which includes the Metro MPO area. Elements of the TGM Program within the Metro area will be subject to approval by JPACT/Metro Council.

I-5/Eastbank Freeway

The Portland City Council has recommended that the I-5/Water Avenue project (southbound on-ramp) not proceed. In its place, the Council has requested that southbound I-5 local circulation and access alternatives be explored through a comprehensive study and analysis. The scope and funding of that effort are still to be developed. As a result, the UWP may be amended to reflect any federal funding of the study and the RTP may be amended to reflect results of the study. The study could cost up to $1 million.

Central City Streetcar

The Portland City Council approved the Central City Streetcar alignment from Willamette Park to Northwest Portland through downtown on southwest 10th and 11th Avenues in January 1994. The funding for the alignment selection process has been all local money. The next step in the project is to proceed with design engineering with the primary focus on that part of the alignment from Portland State University north. That work is funded by a Special Purpose

grant from the U.S. Department of Housing and Urban Development and by local matching funds from Portland, with a total budget of $1.8 million.

Ozone SIP

DEQ is pursuing adoption of two Administrative Rules to implement transportation control measures for the Ozone State Implementation Plan: establishment of region-wide maximum parking ratios for new development and establishment of an employee committee options program (ECO) to reduce single-occupant travel to work. These programs were directed by the 1993 Oregon Legislature in response to recommendations of the Governor's Task Force on Motor Vehicle Emissions.

FY 95 UNIFIED WORK PROG M FUNDING SUMMARY

95uwp
2/14//94
Base Funding

	95/PL ODOT	95 33C Metro STP	95 Sec 8	95 33D ODOT STP	95 Lcl TriMet	DEQ	CARRYOVER HCT Cryovr Contracts	Arterial Fund33C MetroSTP	S/N AA/DEIS CTRAN/ODO	94 S/N AA/DEIS 299021	94 S/N AA/DEIS 299022	94 ODOT SuppGTX 7/93	93Metro STP33C 3/93	93ODO SuppGT 3/93	ODOT Cryvt/Mtch Metro STP	TriMet Cryovr Contracts	FHWA 1000Fnds land0001	FHWA LAN0002 FY93	95 SPR	Local Match	TOTAL
METRO																					
RTP Update/Refinement	125,000		77,824	50,000	120,000								4,487	5,000	19,332					40,357	442,000
Trans Improvement Prog	30,000		30,000	40,000	40,000															20,500	160,500
Urban Arterial Fund								139,082							7,959					7,959	155,000
Congestion Mgmt Prog	43,000	85,000											15,703	17,500	5,763					18,034	185,000
Intermodal Mgmt System		21,535											31,406	35,000	3,030					3,029	94,000
Public Mgmt System													12,000							1,000	13,000
Willamette Crossing		95,000		95,500											5,436					25,064	221,000
Trans Demand Mgmt	16,140		8,000			42,600														4,260	71,000
Air Quality						48,000															48,000
Management Plan Coord	3,600																			400	4,000
Station Area Plng		333,334		333,333	333,333											200,000					1,200,000
Regional HCT System							61,057									25,217				41,726	128,000
South/North AA/DEIS									2,656,000	498,000	996,000									0	4,150,000
Data, Growth Monitoring	105,874		45,376	17,500	17,500															585,450	771,700
Travel Model Refinement(2)	88,492	20,000	15,800												1,145					138,563	264,000
FHWA Mdl Sensitivity																		22,000			22,000
1000 Friends																	75,500				75,500
Survey & Research	207,375	28,465			29,200							120,000			1,630					354,830	741,500
Technical Assistance		50,000		22,000	18,300										2,861					27,874	121,035
Coordination & Mgmt	68,000		40,000																	206,128	314,128
Metro Subtotal	687,481 (1)	633,334	217,000	558,333	558,333	90,600	61,057	139,082	2,656,000 (3)	498,000	996,000	120,000	63,596	57,500	47,156 (4)	225,217	75,500	22,000	0	1,475,174	9,181,363
ODOT PLANNING ASSISTANCE																			330,000		330,000
GRAND TOTAL	687,481	633,334	217,000	558,333	558,333	90,600	61,057	139,082	2,656,000	498,000	996,000	120,000	63,596	57,500	47,156	225,217	75,500	22,000	330,000	1,475,174	9,511,363

1: PL/ODOT is $687,481 comprised of $616,876.70 (89.73%) fed share, $70,604.30 (10.27%) ODOT.

2:Includes System Monitoring & Model Refinement

3:Comprised of $1,079,000 Oregon State Lottery funds and $1,577,000 Washington State DOT funds

4. Consists of $36,244 of fy95 match, $2952 of fy93 match & $7959 of arterial fund match

SOUTHWEST WASHINGTON REGIONAL TRANSPORTATION COUNCIL
FY95 UNIFIED PLANNING WORK PROGRAM

TABLE OF CONTENTS

SOUTHWEST WASHINGTON REGIONAL TRANSPORTATION COUNCIL
FY95 UNIFIED PLANNING WORK PROGRAM

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INTRODUCTION: FISCAL YEAR 1995 UNIFIED PLANNING WORK PROGRAM

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, 1994 through June 30, 1995.

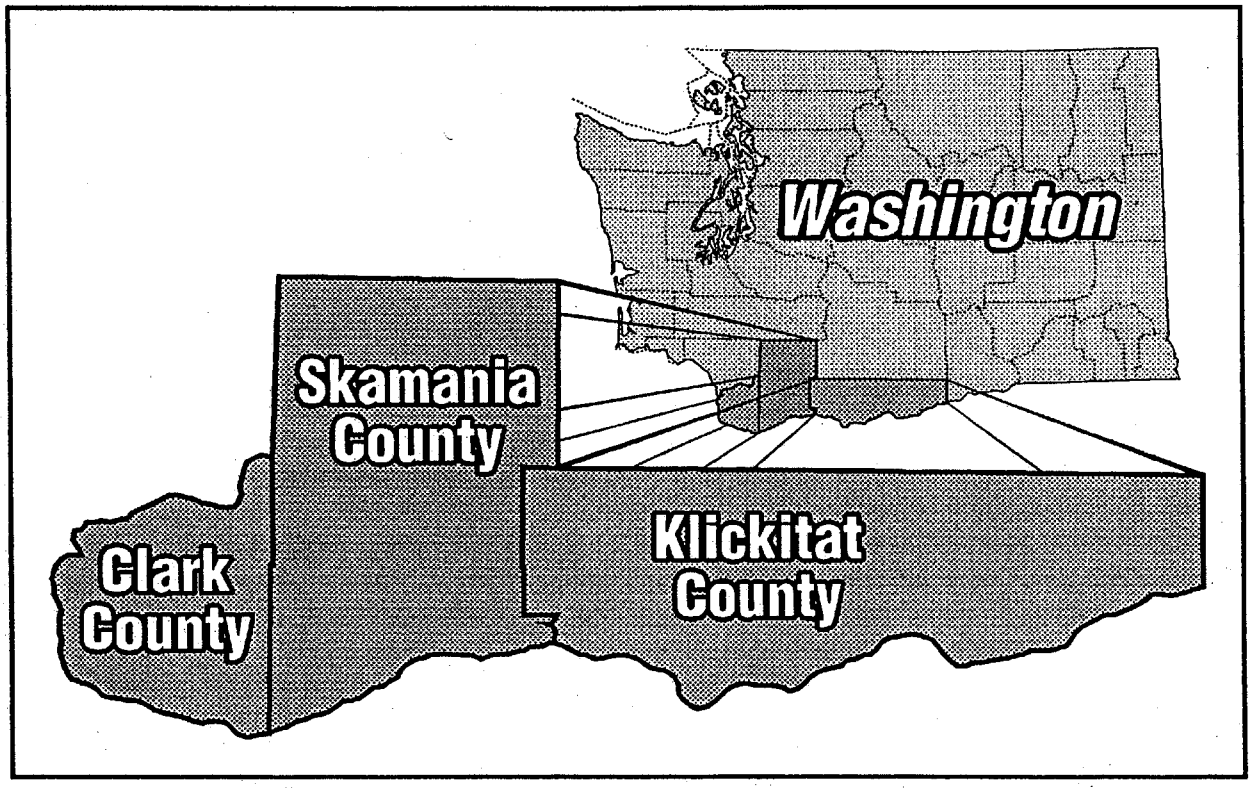
The planning activities described are related to several modes of transportation, including activities which are considered significant to the Regional Transportation Plan and Metropolitan Transportation Plan. The UPWP focuses on the transportation work tasks which are priorities to Federal or state transportation agencies, and those tasks considered necessary by local elected officials. The FY95 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 FY95 transportation planning program to be undertaken by WSDOT District Four. The UPWP provides a summary of local, state, and Federal funding sources to support transportation planning efforts.

OBJECTIVES

The UPWP describes the transportation planning activities and funding sources required to meet the major transportation policy issues of the upcoming year. It reflects the 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 improving regional coordination.

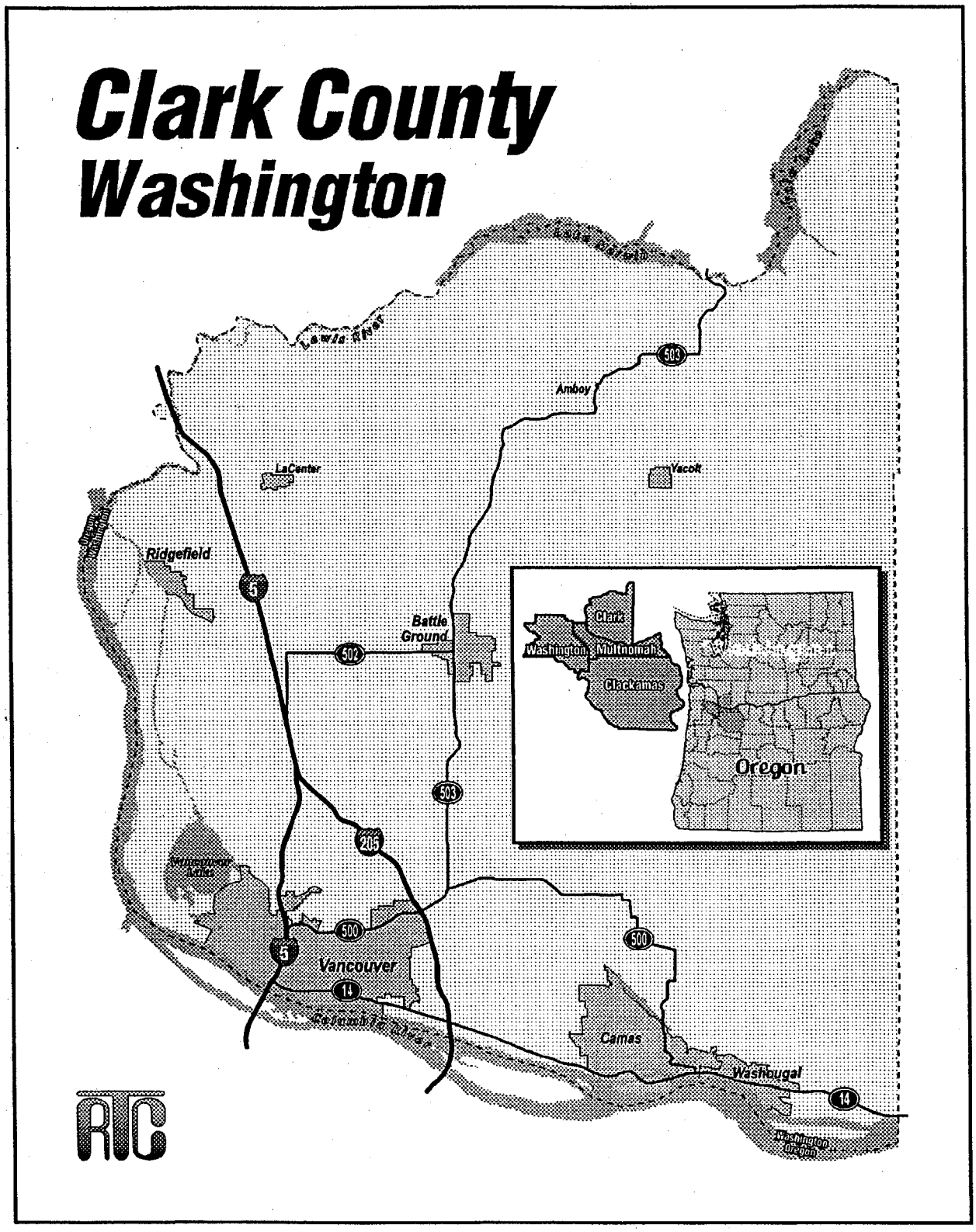
SOUTHWEST WASHINGTON REGIONAL TRANSPORTATION COUNCIL (RTC)

Map Showing Extent of Regional Transportation Planning Organization (RTPO) Region



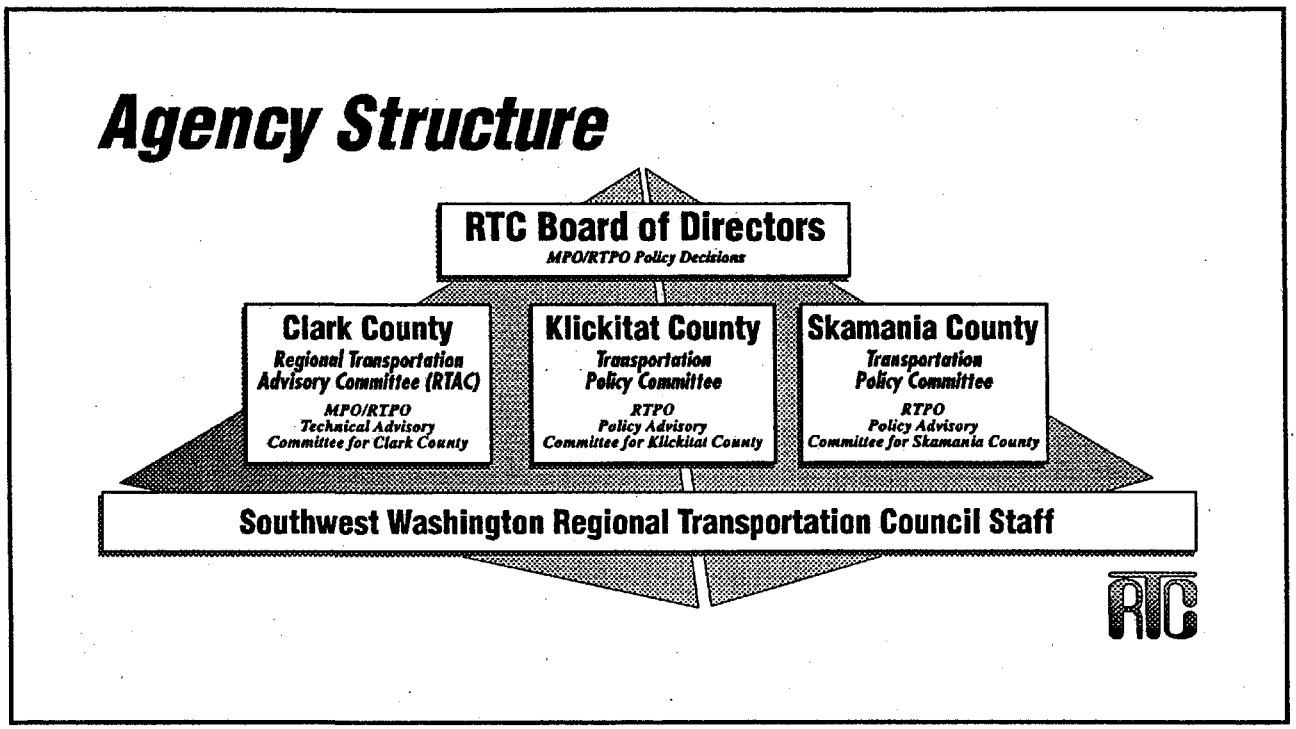
SOUTHWEST WASHINGTON REGIONAL TRANSPORTATION COUNCIL (RTC)

Map Showing Extent of Metropolitan Planning Organization (MPO) Region



SOUTHWEST WASHINGTON REGIONAL TRANSPORTATION COUNCIL (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
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, and Battle Ground, the towns of Yacolt and La Center, 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 development of 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 service over a five year period. C-TRAN is in the process of updating the *Transit Development Program 1992-1997*. The *Transit Development Program 1994-*1999 should be completed early in 1994 and will guide transit development from 1994 through to 1999. WSDOT is also responsible for preparing a state-wide, multi-modal transportation plan and several modal system plans.

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 planning 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.

The agreements will be formally reviewed and published as **Memoranda of Understanding** between RTC and the State, operators of publicly owned transit services, air quality agencies and with Metro, the MPO for the Oregon portion of the Portland-Vancouver metropolitan area.. The Memoranda will be drawn up and signed prior to July 1, 1994.

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 properly. Currently, several locations on the I-5 and I-205 north corridors are at or near capacity with long traffic delays occurring frequently. The need to resolve increasing traffic congestion levels and to identify long term solutions continues to be a priority issue. Throughout FY95 the study of High Capacity Transit in the I-5 corridor continues to be the major issue of interstate significance.

RTC Board of Directors

Clark County	Commissioner John Magnano
Clark County	Commissioner Busse Nutley
Clark County	Commissioner David Sturdevant (Vice-President)
City of Vancouver	Councilman Royce Pollard (President)
City of Vancouver	John Fischbach (City Manager)
Cities East	Mayor Dean Dossett (Camas)
Cities North	Mayor Tevis Laspa (Ridgefield)
Ports	Commissioner Bob Moser (Vancouver)
C-TRAN	Leslie White (Executive Director)
WSDOT	Gerald Smith (District 4 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 District 4	Allan McDonald
Clark County Public Works	John Bartels
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 Wallace
C-TRAN	Pat Bonin
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, District 4	Gerry Smith, District Administrator
Port of Skamania	Bill Rompa, 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, District 4	Gerry Smith, District 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) South/North Transit Corridor Alternatives Analysis/Draft EIS, (E) Skamania County RTPO, (F) Klickitat County RTPO, (G) Clark County/RTC Rural Arterial Study, (H) Vancouver Amtrak Station Study, and (I) I-205/NE 18th Street Interchange Feasibility Study. This region's 1994/5 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.

All the RTPO planning activities will be incorporated into a Regional Transportation Plan to 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.

Federal transportation funding for individual projects within the MPO is dependent upon their consistency with the Metropolitan Transportation Plan (MTP); the regional Transportation Plan for the Clark County metropolitan region. During FY95 the full MTP will be completed and adopted to meet GMA and ISTEA requirements. The Plan for Clark County will cover a county-wide-area, the area encompassed by the Metropolitan Area Boundary, and work will proceed on 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 analyzed for conformity with the federal Clean Air Act.

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 operation management strategies. National Highway System, Bridge and Interstate Maintenance Program projects are to be selected by the State, in cooperation with the MPO. In FY95 RTC will focus on development and possible implementation of the Traffic Congestion Management System required by ISTEA, as well as collaborate with WSDOT on development of the Public Transportation Facilities and Intermodal Transportation Systems. RTC will also cooperate with WSDOT on development of the Highway Pavement, Bridges, and Highway Safety management systems.

MPO planning program activities during FY95 will include significant regional transportation planning projects. Work on the South/North Transit Corridor Alternatives Analysis/Draft EIS will continue during FY95. The Clark County/RTC Rural Arterial Study will be completed during the

summer of 1994. The Vancouver Amtrak Station Study, currently underway, may result in a project to design and construct site and facility improvements. RTC would be involved in the project's design phase. A study of major significance in Clark County will be the I-205/NE 18th Street Interchange Feasibility Study which will include assessment of the need for an interchange in the vicinity or alternative transportation strategies. The study will focus on issues concerning transportation system needs within the sub-area, freeway access, transit accessibility and land use impacts.

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

During FY94 an *Interim Regional Transportation* Plan was adopted to serve as a placeholder until a full Metropolitan Transportation Plan (MTP) was developed. The Metropolitan Transportation Plan serves as the regional Transportation Plan (RTP) for the Clark County metropolitan region. The Metropolitan Transportation Plan (MTP) work element will include (i) adoption of a fully updated 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 Adoption

1. Adoption of a full Metropolitan Transportation Plan (MTP) which will comply with GMA and ISTEA and be consistent with state, local and regional plans. The Plan will be adopted by December 18, 1994 to meet ISTEA requirements and will be updated regularly to reflect changing trends, conditions, or regulations and future study results. The Plan for Clark County will cover a county-wide-area, the area encompassed by the Metropolitan Area Boundary and will cover a 20-year planning horizon.

   To comply with state standards the MTP will include the following components:

   a. Regional transportation goals and policies. Level of service standards will be established and used 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. Development of 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, will be 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.

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

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

4. 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.

(iv) **System Monitoring**

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

<u>Relationship To Other Work Elements</u>

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 will relate 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.

FY95 Products

1. 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. Identified level of service standards established to meet the State's Growth Management Act requirements for use in transportation system monitoring and particularly in relation to concurrency requirements.

3. Financial plan showing that fiscal constraint was exercised in development of the MTP.

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

5. Performance monitoring.

FY95 Expenses:

	$
RTC	73,000
Total	73,000

FY95 Revenues:

	$
FY95 PL	30,000
FTA Sec. 8	10,000
RTPO	19,000
Local	14,000
	73,000

I. REGIONAL TRANSPORTATION PLANNING PROGRAM

B. Transportation Improvement Program

Work Element Objectives

1. Development of 1995-1997 Transportation Improvement Program (TIP) consistent with ISTEA requirements.

2. Further refinement of process to prioritize projects and criteria with which to evaluate projects proposed for federal highway and transit funding for the following three years as required by ISTEA. It is envisaged that the refined project selection criteria will better 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 with consideration given to emissions reduction benefits of such projects.

4. Development of a realistic financial plan.

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

6. Opportunity for public input.

7. Define the project selection process and carry out project selection.

8. Amendment of TIP, where necessary.

9. 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 FY95 UPWP.

FY95 Products

1. FY95-97 TIP, as required by ISTEA.

2. Programming of ISTEA funds.

3. Definition of project selection process and identification of selected projects.

4. Clean Air Act conformity analysis and documentation.

5. TIP amendments, as necessary.

6. Opportunity for public involvement in TIP development.

FY95 Expenses:	$	FY95 Revenues:	$
RTC	38,000	FY95 PL	17,000
		FTA Sec. 8	5,000
		RTPO	11,000
		Local	5,000
Total	38,000		38,000

I. REGIONAL TRANSPORTATION PLANNING PROGRAM

C. Congestion Management System

ISTEA requires the development of six management systems: (i) Traffic Congestion Management (CMS), (ii) Public Transportation Facilities (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 by the MPO, with project consultant assistance, in FY93/4. A CMS work plan is to be developed and in place by October 1, 1994 and the System should be fully operational by October 1995 in air quality non-attainment Transportation Management Areas (TMAs) such as Clark County. 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 but will require locals to

Work Element Objectives

1. Completion of a Traffic Congestion Management system which will include the consideration of multi-modal, intermodal linkages, transit, TDM, and TSM strategies as alternatives to SOV capacity projects. Cooperation with WSDOT and the transit agency in developing Public Transportation Facilities and Intermodal Transportation system management plans.

2. Integration of the CMS 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.

FY95 Products

1. Completion of the Traffic Congestion Management Systems plan which will emphasize development of methodology and tools for performance evaluation and support transportation policy decisions as well as identify transportation strategies to relieve and/or manage congestion. Input to the Public Transportation Facilities and Intermodal Transportation management systems plans.

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

3. Integration of findings from the CMS into the region's MTP in terms of policies, goals and objectives, transportation strategies, system and capital needs.

FY95 Expenses:

	$
RTC	121,414
Consultant	109,800
Total	231,214

FY95 Revenues:

	$
CM/AQ	200,000
Local	31,214
	231,214

I. REGIONAL TRANSPORTATION PLANNING PROGRAM

D. South/North Transit Corridor Alternatives Analysis/Draft Environmental Impact Statement

The I-205 Bridge LRT Retrofit Study and the Internal Clark County High Capacity Transit Study were completed in FY92. The recommendations from these two "systems planning" studies resulted in the decision to continue the HCT planning process with a pre-AA study, the North/South Transit Corridor Study. The purpose of the pre-AA study was to select a high capacity transit (HCT) priority corridor either on I-5 or on I-205.

Phase I of the study was completed in April of 1993 with the recommendation of a single south/north priority corridor from Clackamas County, Oregon through Portland CBD to Clark County, Washington. The I-5 segment to the north and the Milwaukie segment to the south was selected as the single south/north priority corridor.

Phase II of the North/South Transit Corridor Study continued through June of 1993 and has concentrated on identifying the wide range of mode and alignment alternatives to advance into consideration into Alternatives Analysis (AA). The AA began on July 1 of 1993 and is divided into two tiers as described in the work element objectives. In December 1993 a mode was selected to advance in the AA process. It is anticipated that the AA/DEIS will be completed by March 1996.

The purpose of the South/North AA/DEIS is to select a Locally Preferred Alternative (LPA) from a variety of mode and alignment alternatives to be studied within the South/North Transit Corridor Study. If the LPA is a build alternative, then it could advance into PE/FEIS, Final Design and construction. The AA/DEIS will identify the transportation impacts, the significant environmental impacts, the costs and effectiveness, and the financial feasibility of the alternatives providing the public and decision-makers with the information necessary to make the LPA choice. The decision-making process and the work plan for the South/North AA/DEIS work program is divided into two tiers described below in more detail.

Work Element Objectives

The objectives for the South/North AA/DEIS are divided by Tier I and Tier II:

Tier One

Purpose: To select a mode and study terminus to advance into Tier II AA. Alignment options will be narrowed and used to make the mode choice, and station location criteria, land use analysis, and station siting options will be initiated.

1. Participate in the development and review of evaluation measures and list of mode and terminus options for Tier I as they relate to transportation issues within Clark County and addressing regional transportation needs

2. Review and refine draft financial plan for a local funding vote

3. Refine and review LRT alternatives and alignments within Clark County, and review for regional consistency in the definition of alternatives

4. Complete the conceptual definition of LRT, Transportation Systems Management (TSM) and No-Build alternatives to be considered in Tier II.

5. Review and refine regional travel forecasting process for modeling Clark County travel characteristics and Bi-State consistency

6. Complete detailed transportation analysis to identify transportation impacts and issues to support the selection of mode, alignment, and study terminus within Clark County. This should be done by July 1, 1994.

7. Assist in development and initiation of a public participation process for Clark County Tier One AA activities

8. Participate in the other regional study objectives to support Metro Tier One AA/DEIS activities

Tier I activities are scheduled for completion by September 1, 1994.

Tier Two

Purpose: To support the preparation of a DEIS and to select an alignment and station locations as the Locally Preferred Alternative and assist in the development of data to prepare a DEIS for the Clark County portion of the corridor as required by the Washington SEPA.

1. Participate in the preparation of the Detailed Definition of the Alternatives, including the 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 Tier Two AA

3. Development of 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

It is anticipated that the South/North AA/DEIS will conclude with the selection of an LPA by September 1995.

Local Community Involvement AA

Purpose:

To provide MPO support to C-TRAN in conduction 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 South/North AA/DEIS relates directly to Metro's FY95 UWP work element "South/North Corridor Study". Metro is the overall project lead for the AA/DEIS and is the agency primarily responsible for completion of the project. RTC's work element is intended to support the AA/DEIS activities for the region and also recognize that, as the regional MPO for the Clark County portion of the study corridor, it is the lead regional transportation planning agency in supporting the needs of Clark County jurisdictions in the AA/DEIS. On the Clark County side, C-TRAN, WSDOT, RTC, the City of Vancouver and Clark County will be participating in this project and will be receiving revenues.

FY95 Products

1. Completion of the Tier One South/North AA.

2. The selection of a mode, alignment, and terminus for advancement into Tier Two AA.

3. Initiation of Tier Two AA/DEIS.

4. Completion of the community involvement program.

RTC Expenses:		RTC Revenues:	
	$		$
RTC		Metro AA/HCTA	
Materials & Services		C-TRAN HCTA/AA	
Total			

Total Project Expenses:		Total Project Revenues:	
The table below is from Metro's FY95 UPWP:			
	$		$
Personal Services	1,029,320	South/North AA/DEIS	4,150,000
Transfers	352,929		
Contingency	25,988		
Materials & Services	2,732,050		
Computer	9,713		
	4,150,000		4,150,000

RTC funding will be set in future. C-TRAN has a separate budget for this study.

I. REGIONAL TRANSPORTATION PLANNING PROGRAM

E. 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 FY95 will focus on review of a Regional Transportation Plan to be adopted during FY94 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 FY95 some of the recommendations from the RTP should be implemented.

   The transportation database for Skamania County developed since the inception of the RTPO will be used as input to the Transportation Plan.

3. Implementation of transportation system performance monitoring program.

4. Assistance to Skamania County in implementing ISTEA, including assistance in development of enhancement projects, updating of federal arterial functional classification system, and TIP development.

5. Competitive Surface Transportation Program (STP) project selection process.

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

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. The Skamania Transportation Plan will be integrated into an RTP for the RTPO region.

FY95 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.

4. Process for STP project selection.

FY95 Expenses:

	$
RTC	34,900
Total	34,900

FY95 Revenues:

	$
RTPO	16,900
STP	18,000
	34,900

I. REGIONAL TRANSPORTATION PLANNING PROGRAM

F. 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 FY95 will focus on review of a Regional Transportation Plan to be adopted during FY94 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 FY95 some of the recommendations from the RTP should be implemented.

   The transportation database for Klickitat County developed since the inception of the RTPO will be used as input to the Transportation Plan.

3. Implementation of transportation system performance monitoring program.

4. Assistance to Klickitat County in implementing ISTEA, including assistance in development of enhancement projects, updating of federal arterial functional classification system, and TIP development.

5. Competitive Surface Transportation Program (STP) project selection process.

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

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. The Klickitat Transportation Plan will be integrated into an RTP for the RTPO region.

FY95 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.

4. Process for STP project selection.

FY95 Expenses:

	$
RTC	36,700
Total	36,700

FY95 Revenues:

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

I. REGIONAL TRANSPORTATION PLANNING PROGRAM

G. Clark County Rural Arterial Study

RTC, Clark County, WSDOT, and rural cities and towns in Clark County have recognized the importance of the rural arterial system for the mobility of people and goods within Clark County, Washington. The purpose of this study will be to inventory the existing Clark County rural arterial needs and develop a list of recommended improvements. The inventory of rural arterials will be used to evaluate how these rural arterials connect to the urban arterial system, state routes, interstate system, and the transportation systems of cities and towns in Clark County. The study is due for completion in summer 1994.

Work Element Objectives

1. RTC will co-manage the Rural Arterial Study with Clark County.
2. Inventory of arterials and analysis of arterial needs.
3. Analysis of future rural arterial needs.
4. Completion of the Rural Arterial Study.
5. Integration of study results, along with recommended improvements, into the MTP.

Relationship To Other Work

The study relates to the overall regional transportation planning program. The analysis of the rural arterial system will allow for identification and prioritizing rural regional transportation needs. Study results should be incorporated into the MTP, and recommended projects into the TIP as funding becomes available.

FY95 Products

1. Report identifying rural arterial needs.
2. Prioritization of rural arterial needs.
3. Preliminary cost estimates of conceptual solutions.

FY95 Expenses:

Revenues represent the FY94 UPWP amounts:

	$
RTC	8,000
Clark County/ Consultant	47,000
Total	55,000

FY95 Revenues:

	$
Rural STP	47,575
Local Match	7,425
	55,000

I. REGIONAL TRANSPORTATION PLANNING PROGRAM

H. Vancouver Amtrak Station Study

The Washington State Transportation Fund contains an appropriation for rail passenger service improvements. In the Vancouver region, a study was conducted during FY94 to assess the current Vancouver Amtrak depot and to provide recommendations as to the required improvements to the site and structure to accommodate quality passenger service. It is anticipated that some of the improvements may be carried out during FY95.

Work Element Objectives

1. Implement the short-term recommendations presented in the Vancouver Amtrak Station Study carried out during FY94.

Relationship To Other Work

The provision of rail service within the region, and planning for future improved rail service, is a component of the regional transportation planning process. Future plans for rail are a required component of the Metropolitan Transportation Plan.

FY95 Products

1. Designs for implementation of the recommendations contained in the report documenting study findings and recommendations regarding ownership of the Vancouver Amtrak station, building and site conditions, and intermodal connections.

FY95 Expenses:		FY95 Revenues:	
	$		$
RTC		State Transportation Fund, Rail Branch	
Consultant			
Total			

Funding is anticipated but no funding level has yet been established.

I. REGIONAL TRANSPORTATION PLANNING PROGRAM

I. I-205/NE 18th Street Interchange Study

The proposed I-205 and 18th Street Interchange Feasibility Study is a planning/conceptual design study that will investigate the need for an interchange on I-205, in the vicinity of NE 18th Street, in rapidly-growing southeast Clark County. Possible alternatives for an interchange in the vicinity will be investigated.

Work Element Objectives

1. Investigate potential transportation solutions to meet transportation needs in the rapidly growing South East Clark County area focusing on the potential costs and/or benefits of an interchange at I-205/NE 18th Street. Alternative strategies will also be investigated.

2. The study will focus on improvements to the existing system to increase the mobility of people and goods by coordinating plans for transit, auto and freight transportation modes and land use.

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

4. Analysis of measures to relieve congestion at the I-205 interchanges to the north and south of NE 18th Street.

5. Assess improved access to C-TRAN's Evergreen Transit Center and potential future development of I-205 as a regional high capacity transit corridor.

6. Assess possible air quality benefits which would help Clark County reach attainment for ozone and carbon monoxide.

7. Address impacts on the local economy.

8. Address concurrency requirements established by the Growth Management Act..

Relationship To Other Work

Study results will be used in the Metropolitan Transportation Plan.

FY95 Products

1. Study report.

FY95 Expenses:		FY95 Revenues:	
	$		$
RTC		WA STP	
Total			

Funding is anticipated but no funding level has yet been established.

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) Growth Management Act, (C) Metro Travel Behavior Survey, (D) Commute Trip Reduction and (E) Air Quality Planning.

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 has been used in GMA planning and has great potential for future transportation applications. Work should emphasize the need to develop more accurate measures of built-up and developable land. The Travel Forecasting Process sub-element will emphasize the continued provision of model access and applications to MPO/RTPO member agencies. In addition, this element will include model update/refinement activities, and methodological improvements for congestion management and air quality analysis.

The Growth Management Act element has been included to emphasize the significance of RTC's role in providing data and model results to local jurisdictions to assist in their planning studies under GMA. Of particular significance during FY95 will be the analysis of model data for use as a tool in assessing transportation system needs to meet GMA concurrency requirements.

The Metro Travel Behavior Survey element will involve a contribution of STP funding from the Washington portion of the Portland/Vancouver region to a region-wide effort to analyze data on travel behavior collected during the Spring 1994 survey. The project is led by Metro.

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.

State and Federal air quality conformity requirements are major considerations in the development of transportation plans and programs therefore an Air Quality Planning element has been included in the FY95 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.

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. The database will be developed in FY94 with cooperation and work with Metro on a travel Origin/Destination (O/D) survey, update of the transit operations and ridership data, traffic count data and highway/transit network data. Work will proceed on use of the Census Transportation Planning Package data when it becomes available. 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.

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 allocate the region-wide growth total to Clark County's transportation analysis zones.

6. Maintain and update the TIGER highway network as necessary.

7. Continue to incorporate transportation planning data elements into the Arc/Info GIS system. Use ArcView and ArcCAD 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 including the CTPP data when it becomes available.

10. Review designated regional transportation system and functional classification system of highways for currency.

11. Assistance to local jurisdictions relating to data and information from the regional transportation data base.

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.

FY95 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 CTPP into the regional transportation database.

8. Integration of freight traffic data into the regional transportation database.

9. Update of traffic count database.

10. Further development of traffic count program to automate links with GIS and EMME/2.

11. Assistance to local jurisdictions.

12. Analysis of results from the travel behavior surveys carried out in collaboration with Metro.

13. Purchase of updated computer equipment with RTPO revenues.

FY95 Sub-Element Expenses:

	$
RTC	47,000
Computer Equipment (use of RTPO revenues)	6,000
Total	53,000

FY95 Sub-Element Revenues:

	$
FY95 PL	31,000
FTA Sec. 8	6,000
RTPO	5,000
Local	11,000
	53,000

(ii) Regional Travel Forecasting Process

The regional travel model serves as the forecasting tool to estimate and analyze future transportation needs. EMME/2 software is used to carry out travel demand and traffic assignment steps. In FY91, the forecasting models used by RTC and METRO were integrated, allowing the Clark County region to carry out mode split analysis of person-trip assignments. Work was undertaken in FY92 to refine and develop the integrated model for local use. Work in FY94 will focus on the provision of increased model access and applications to MPO/RTPO member agencies. In addition, this element will include model update/refinement activities, and methodological improvements for GMA concurrency, congestion management and air quality analysis.

Work Sub-element Objectives

1. Work with local agencies to increase their accessibility 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. Develop and maintain the regional travel model to include: periodic update and re-calibration, network changes, speed-flow relationships, land use changes, and interchange/intersection refinements. Develop model to cover the twenty-year planning horizon required for the MTP.

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

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

6. Develop data on vehicle miles traveled (VMT) and vehicle occupancy measures for use in air quality and Transportation Demand Management (TDM) planning.

7. Incorporate travel behavior survey results into the regional travel forecasting model.

8. Assist local agencies by supplying regional travel model output for use in local GMA plans.

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 clean air planning.

FY95 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.

FY95 Sub-element Expenses:

	$
RTC	53,000
Total	53,000

FY95 Sub-element Revenues:

	$
FY95 PL	31,000
FTA Sec. 8	6,000
RTPO	5,000
Local	11,000
	53,000

A. Regional Transportation Data and Regional Travel Forecasting Process

FY95 Element Expenses:

	$
RTC	100,000
Computer Equipment (use of RTPO revenues)	6,000
Total	106,000

FY95 Element Revenues:

	$
FY94 PL	62,000
FTA Sec. 8	12,000
RTPO	10,000
Local	22,000
	106,000

II. DATA MANAGEMENT AND TRAVEL FORECASTING PROCESS

B. Growth Management Act

The Washington State Growth Management Act (GMA) was passed in 1990 and since then local jurisdictions, regional and state agencies have been working to adopt plans required by the GMA and implement plan recommendations. The GMA requires that transportation infrastructure is provided concurrent with the development of land. This element defines the role of RTC in assisting local jurisdictions in their efforts to implement a transportation concurrency program.

Work Element Objectives

1. Provide assistance to local jurisdictions in implementing their GMA plans.

2. Assist jurisdictions in providing data for the concurrency test and analyzing transportation concurrency needs.

Relationship To Other Work Elements

The GMA is fundamental to many of RTC's work activities. The Metropolitan Transportation Plan (MTP), Regional Transportation Data Base, Regional Travel Forecasting Process and Regional Transportation Program Coordination and Management elements all contain reference to RTC's activities in carrying out the requirements of the GMA. RTC will develop the MTP according to GMA guidelines, will enhance the forecasting model for use in long-range planning and for use as a tool in measuring concurrency needs and RTC will review the transportation elements of GMA local plans to certify that they meet the GMA requirements and that the elements are consistent with the MTP.

FY95 Products

1. Assistance to local jurisdictions in measuring and testing for concurrency.

FY95 Element Expenses:

	$
RTC	11,000
Total	11,000

FY95 Element Revenues:

	$
FY95 PL	2,000
RTPO	8,000
Local	1,000
	11,000

II. DATA MANAGEMENT AND TRAVEL FORECASTING PROCESS

C. Metro Travel Behavior Surveys

This element will be led by Metro and is closely related to the regional travel forecasting model refinement process.

Work Element Objectives

1. Analyze metropolitan region travel survey results to better understand travel behavior, trip origin and destinations and travel flow.

2. Use of survey results as input to the regional travel forecasting model.

Relationship To Other Work Elements

This work element relates to Metro's FY95 UPWP element **"Travel Forecasting Surveys and Research"**. The element will enhance the regional travel database and the regional travel forecasting model.

FY95 Products

1. Analysis of travel behavior survey.

2. Incorporation of survey results in the regional travel forecasting model by Metro.

FY95 RTC Expenses:

	$
Metro	134,509
RTC	10,000
Total	144,509

FY95 RTC Revenues:

	$
WA STP	125,000
Local	19,509
	144,509

Refer to Metro's FY95 UPWP (Travel Forecasting Surveys and Research element) for full revenues and expenses.

II. DATA MANAGEMENT AND TRAVEL FORECASTING PROCESS

D. 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 will include 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.

2. Training of Employer Transportation Coordinators (ETCs).

3. Integration of CTR into the regional transportation planning process including MTP, TIP, Transportation Management Systems and Regional Transportation Data Base and Forecasting Model.

4. CTR program administration, including 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 should be a strategy for reducing trips on the transportation system and will be addressed in the Congestion Management System work required by ISTEA.

FY95 Products

1. Review of annual TDM survey results.

2. Use of travel model, Transportation Control Measure (TCM) Tools planning software in conjunction with 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. Maps and graphics showing employer distribution, travel patterns, and survey results.

4. Participation in the annual training of ETCs from affected employers.

5. Integration of CTR into the regional transportation planning process.

6. Participate in Clark County Regional TDM Planning Team.

7. Quarterly reporting to Clark County, the lead agency for this work activity, on RTC's CTR activities.

8. Set up system for monitoring effectiveness of CTR in comparison with Oregon's TPR.

FY95 Expenses:		FY95 Revenues:	
	$		$
RTC	20,000	WA State Energy Office	20,000
Total	20,000		20,000

II. DATA MANAGEMENT AND TRAVEL FORECASTING PROCESS

E. 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. As a result, state and federal air quality conformity requirements are major considerations in the development of transportation plans and programs. Vehicle emissions are a source of air pollution and any measure taken to reduce or prevent an increase in such emissions will contribute to an improvement in air quality.; The MPO will monitor federal activity on the Clean Air Act and seek to implement any necessary transportation measures to maintain or reach attainment of national ambient air quality standards.

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 program are to be a part of air quality improvement strategies. To meet these requirements, data and analysis methodologies are required to develop demographic forecasts for attainment years, develop a VMT grid, monitor changes in VMT and analyze air quality implications through the EPA Mobile Emissions model and measure 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 potential Transportation Control Measures (TCMs) to attain and maintain air quality and relate to the State Implementation Plan (SIP).
4. Programming of identified TCMs in the Transportation Improvement Program (TIP).
4. Cooperate and coordinate with State Department of Ecology in their research and work on air quality in Washington State.
5. Use data and analysis methodologies to meet Federal Clean Air Act requirements.
6. Use data and analysis methodologies to meet State Clean Air Act requirements.
7. Participate in review and development of the State Implementation Plan (SIP) in integrating appropriate Transportation Control Measures (TCMs) for the region.
8. 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.
9. 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.

FY95 Products

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

2. Data and conformity documentation for MTP, TIP and project level analysis as required by the Clean Air Act Amendments of 1990.

3. 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.

FY95 Sub-element Expenses:

	$
RTC	22,000
Total	22,000

FY95 Sub-element Revenues:

	$
FY95 PL	16,000
FTA Sec. 8	1,000
RTPO	2,000
Local	3,000
	22,000

(ii) TCM Evaluation Model

As a non-attainment area for ozone and carbon monoxide, it is important to have a reliable tool for the evaluation of transportation control measures. This work element will consist of developing analysis software to quantify the travel and emissions reductions of various transportation control measures and their cost-effectiveness for the Puget Sound, Spokane, and Vancouver urban areas. Most of the work in the element was carried out during FY94.

Work Element Objectives

1. To develop sketch planning level emissions analysis software customized to the travel and air shed characteristics of the three urban areas.

2. Integration of the TCM analysis capability into SIP Maintenance Plan process.

3. Utilization of emissions element of the analysis software to assist in complying with the quantification requirements for CM/AQ project funding.

Relationship to Other Work

This project draws from the regional transportation database and travel forecasting model to quantify travel and emissions impacts specific to the Vancouver area. The completion of the project will provide the capability to support and enhance a wide range of planning activities. It will provide technical staff and policy officials with technical information to assist in making decisions on criteria for project selection under ISTEA and will quantify the air quality benefits of transportation projects and programs for CM/AQ. This project also supports the federally-required air quality maintenance development which will likely require locally-developed TCMs.

FY95 Products

1. Development and incorporation of travel characteristics for a base and single horizon year specific to the Vancouver region for use in the TCM tool software analysis package.

2. Incorporation of Mobile 5A emission factors into emissions module of the TCM analysis software.

3. Evaluation of a wide range of TCMs for the Vancouver region including a summary of impacts on speed, VMT, emissions reduction and cost-effectiveness.

4. Training sessions on the operation, use, and interpretation of results from the TCM software.

FY95 Regional Expenses:

	$
RTC	75,000
Total	75,000

FY95 State-wide Revenues:

	$
CM/AQ	242,200
Local (State)	37,800
	280,000

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

III. TRANSPORTATION PROGRAM COORDINATION AND MANAGEMENT

Introduction

The third section of the FY95 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, MPO certification and 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 and growth allocation 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 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) 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, Clark County GMA Committees, WSDOT Committees such as the RTPO/MPO Advisory Committee, Multi-Modal 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.

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

12. 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.

FY95 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. Preparation of documentation for MPO certification and certification review as required by ISTEA. RTC's certification is due before September 30, 1994.

6. An adopted FY96 UPWP.

7. FY95 UPWP amendments, as necessary and quarterly progress reports on FY95 UPWP work activities.

8. Certification 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.

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

FY95 Sub-element Expenses:

	$
RTC	64,164
Total	64,164

FY95 Sub-element Revenues:

	$
FY95 PL	25,412
FTA Sec. 8	9,344
RTPO	16,374
Local	13,034
	64,164

III. TRANSPORTATION PROGRAM COORDINATION AND MANAGEMENT

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

Relationship To Other Work Elements

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

FY95 Products

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

FY95 Sub-element Expenses:

	$
RTC	9,530
Total	9,530

FY95 Sub-element Revenues:

	$
FY95 PL	5,000
FTA Sec. 8	3,000
Local	1,530
	9,530

III. TRANSPORTATION PROGRAM MANAGEMENT

(iii) Public Involvement

Work Element Objectives

1. Implement the Public Involvement Program which is to be adopted before July 1, 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 review process for the MTP.

3. Conduct public review process for the TIP.

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

5. Communications will be mailed to interested citizens, agencies, and businesses.

6. 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.

FY95 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 on the MTP and TIP.

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.

FY95 Sub-element Expenses:

	$
RTC	25,016
Total	25,016

FY95 Sub-element Revenues:

	$
FY95 PL	8,000
FTA Sec. 8	3,000
RTPO	6,000
Local	8,016
	25,016

III. TRANSPORTATION PROGRAM MANAGEMENT

(iv) Federal Compliance

The federal compliance sub-element will address certain 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. Understanding of Clean Air Act Amendments conformity regulations as they relate to development of the State Implementation Plan (SIP). Participation in SIP development process led by the Washington State Department of Ecology (DOE). Development of a strategy for attaining and maintaining clean air standards by such means as analysis of Transportation Control Measures (TCMs) in terms of emissions reductions, identification of long-term TCMs in a maintenance plan and development of an emissions budget.

2. 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.

3. 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.

4. 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.

5. 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.

6. Consult with private providers and continue to notify them of plans for new transit service.

7. Coordination with local agencies in transportation emergency service planning and provision of data from the regional transportation database to assist in planning for routing of hazardous materials, identification of vulnerable transportation links and alternative routes. 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.

FY95 Products

1. Development of strategy for clean air attainment and maintenance in collaboration with the state's Department of Ecology and local agencies.

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

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

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

5. 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.

6. TIP competitive services documentation.

7. Incorporate emergency preparedness provisions into the Metropolitan Transportation Plan.

FY95 Sub-element Expenses:		FY95 Sub-element Revenues:	
	$		$
RTC	5,205	FY95 PL	2,000
		FTA Sec. 8	2,000
		Local	1,205
Total	5,205		5,205

A. Transportation Program Coordination and Management

FY95 Expenses:		**FY95 Revenues:**	
	$		$
RTC	103,915	FY95 PL	40,412
		FTA Sec. 8	17,344
		RTPO	22,374
		Local	23,785
Total	103,915		103,915

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, District 4

Washington State Department of Transportation, District 4, publishes a FY95 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, District 4, FY95 Unified Planning Work Program* provides details of each of their planning elements and describes funding levels for each element.

Work Elements

- **WSDOT Planning, Coordination and Management**: WSDOT includes several elements relating to planning, coordination and management of their local planning program.

  The following elements are of particular significance to RTC's MPO/RTPO work program:

- **I-205/NE 18TH STREET INTERCHANGE FEASIBILITY 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. Funding will be sought from STP state-wide competitive funds.

- **SR-14 Management Plan**: will be included in WSDOT's UPWP. Funding is already secured for the Plan.

  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 FY95 planning elements have been identified by C-TRAN:

- **Management Information Study** to determine data collection process (Estimated Budget $10,000)

- **Latent Demand Study** to determine unmet potential ridership (Estimated Budget $40,000)

- **Marketing Research/Development**: for HCT research, focus groups/surveys, executive interviews (Estimated Budget $82,000).

- **Park and Ride Planning**: (Fisher's Landing and Central County Park and Ride budgets, to include planning, property acquisition and engineering/design, are $1,991,000 and $935,000 respectively).

- **Signal Preemption Study** (Phase II) to analyze feasibility of implementing traffic signal preemption system to reduce bus travel times. (Estimated Budget $50,000).

- **Commute Trip Reduction Program** to provide support in program development for impacted employers to reduce SOV trips. (Estimated Budget $117,000).

- **HCT Study, Tier I and Tier II,** is described in Section I of RTC's FY95 UPWP (South/North Transit Corridor Alternatives Analysis/Draft EIS element).

IV. TRANSPORTATION PLANNING ACTIVITIES OF STATE AND LOCAL AGENCIES

C. Clark County

The following planning study has been identified by Clark County:

- **Felida/West Hazel Dell Sub-Area Planning Study**: to analyze local transportation needs in the Felida/West Hazel Dell area of Clark County.

GLOSSARY

ADA	Americans with Disabilities Act
AQMA	Air Quality Maintenance Area
CAA	Clean Air Act
CAAA	Clean Air Act Amendments
CO	Carbon Monoxide
CM/AQ	Congestion Mitigation/Air Quality
CTAC	Consolidated Transportation Advisory Committee
CTPP	Census Transportation Planning Package
CTR	Commute Trip Reduction
DOE	Department of Ecology (State)
DOT	Department of Transportation (U.S.)
EPA	Environmental Protection Agency
FHWA	Federal Highways Administration
FTA	Federal Transit Administration (formerly UMTA)
FY	Financial Year
GMA	Growth Management Act (State)
HCT	High Capacity Transit
I/M	Inspection/Maintenance
IRC	Intergovernmental Resource Center
ISTEA	Intermodal Surface Transportation Efficiency Act (1991)
JPACT	Joint Policy Advisory Committee, Metro, Portland, Oregon
LMC	Lane Mile Congestion
LOS	Level of Service
LRT	Light Rail Transit
Metro	Metropolitan Service District, Portland, Oregon
MPO	Metropolitan Planning Organization
MTP	Metropolitan Transportation Plan
NAAQS	National Ambient Air Quality Standards
NHS	National Highway System
ODOT	Oregon Department of Transportation
PTBA	Public Transportation Benefit Authority
RTC	Southwest Washington Regional Transportation Council
RTP	Regional Transportation Plan
RTPO	Regional Transportation Planning Organization
SIP	State Implementation Plan
SSAC	Special Services Advisory Committee
TAZ	Transportation Analysis Zone
TCMs	Transportation Control Measures
TDM	Transportation Demand Management
TDP	Transit Development Program
TIP	Transportation Improvement Program
TMA	Transportation Management Area
TPAC	Transportation Policy Alternatives Committee, Metro, Portland, Oregon
TPC	Transportation Policy Committee
TPR	Transportation Planning Rule
TSM	Transportation System Management
UMTA	Urban Mass Transportation Administration (now FTA)
UPWP	Unified Planning Work Program
VMT	Vehicle Miles Traveled
WSDOT	Washington State Department of Transportation

SOUTHWEST WASHINGTON REGIONAL TRANSPORTATION COUNCIL
FY95 UNIFIED PLANNING WORK PROGRAM - SUMMARY OF REVENUES/EXPENDITURES BY FUNDING SOURCE ($000's)

		WORK ELEMENT		PL	FTA	RTPO	CM/AQ	STP	OTHER	MPO Funds	RTC TOTAL
I		REGIONAL TRANSPORTATION PLANNING PROGRAM									
	A	Metropolitan Transportation Plan		30,000	10,000	19,000	0	0	0	14,000	73,000
	B	Transportation Improvement Program		17,000	5,000	11,000	0	0	0	5,000	38,000
	C	Congestion Management System		0	0	0	200,000	0	0	31,214	231,214
	D	South/North Alternatives Analysis/Draft EIS	1	0	0	0	0	0	0	0	0
	E	Skamania County RTPO	2	0	0	16,900	0	18,000	0	0	34,900
	F	Klickitat County RTPO	2	0	0	18,700	0	18,000	0	0	36,700
	G	Clark County/RTC Rural Arterial Study	3	0	0	0	0	47,575	7,425	0	55,000
	H	Vancouver Amtrak Station Project	4	0	0	0	0	0	0	0	0
	I	I-205/NE 18th St. Interchange Study	4	0	0	0	0	0	0	0	0
		Sub-Total		47,000	15,000	65,600	200,000	83,575	7,425	50,214	468,814
II		DATA MANAGEMENT AND TRAVEL FORECASTING PROCESS									
	A	Reg. Transp. Data Base and Forecasting		62,000	12,000	10,000	0	0	0	22,000	106,000
	i	Regional Transportation Data Base		31,000	6,000	5,000	0	0	0	11,000	53,000
	ii	Regional Travel Forecasting Process		31,000	6,000	5,000	0	0	0	11,000	53,000
	B	Growth Management Act		2,000	0	8,000	0	0	0	1,000	11,000
	C	Metro Travel Behavior Survey	1	0	0	0	0	0	0	0	0
	D	Commute Trip Reduction	5	0	0	0	0	0	20,000	0	20,000
	E	Air Quality Planning		16,000	1,000	2,000	0	0	75,000	3,000	97,000
	i	Air Quality Planning		16,000	1,000	2,000	0	0	0	2,750	21,750
	ii	TCM Evaluation Model	6	0	0	0	0	0	75,000	0	75,000
		Sub-Total		80,000	13,000	20,000	0	0	95,000	26,001	234,001
III		TRANSPORTATION PROGRAM COORDINATION AND MANAGEMENT									
	A	Reg. Transp. Program Coord. & Management		40,412	17,344	22,374	0	0	0	23,785	103,915
	i	Reg. Transp. Program Coord. & Management		25,412	9,344	16,374	0	0	0	13,034	64,164
	ii	Bi-State Coordination		5,000	3,000	0	0	0	0	1,530	9,530
	iii	Public Involvement		8,000	3,000	6,000	0	0	0	8,016	25,016
	iv	Federal Compliance		2,000	2,000	0	0	0	0	1,205	5,205
		Sub-Total		40,412	17,344	22,374	0	0	0	23,785	103,915
Totals				167,412	45,344	107,974	200,000	83,575	102,425	100,000	806,730

Feb. 9, 1994

NOTES: PL and FTA Allocations (WSDOT Memo, 12/1/93); RTPO Allocation per 2/9/94 telephone call from B. Wiebe, WSDOT HQ)

Numbers may not add due to rounding in the spreadsheet program

1 Funding will be set in next UPWP draft

2 Local match for STP will be provided from RTPO funds

3 Clark County is providing match (see Other column)

4 Funding anticipated, but amount unknown

5 Washington State Energy Office funding through Clark County

6 Puget Sound Regional Council UPWP Element

FY 94-95 Unified Work Program
Grant Adjustments

Grants	Current	Change	Proposed
PL	$687,481	-35,535	$651,946
Sec. 8	217,000	- 8,637	208,363
STP	633,333	+25,000	658,333
E-4	0	+34,052	34,052
		+14,880	

Tasks	Current	Change	Proposed
Technical Assistance	$145,800	+25,000	$170,800
Willamette Crossing Study	221,000	-10,120	210,880
		+14,880	

ACC:lmk
3-9-94
FY94UWP.OL

1995 Oregon Transportation Finance Committee
Mailing List

Policy Committee

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Oregon Transportation Finance Committee Organizational Chart:

Leadership and Policy Committee

Membership: ODOT, AOC, LOC, OTA, OPPA

Add to Membership May-June 1994: Top CEOs, Labor Leaders and Environmental Leaders

Decision about package content: August - September 1994

Overall Policy and Political Direction, OTP Funding Recommendation

Steering Committee

Membership: AOC, LOC, ODOT, OTA, OPPA

Coordination of Technical Analyses, Implementation of Political Base Building, Issue Identification and Synthesis

Technical Analyses:

Public Transportation Plan

Road Needs Update

Other Mode Needs Update

Task Force on Mileage Based Fees

Weight-Mile Study

Cost Responsiblity Update

Willamette Valley Transportation Strategy

Public Education & Outreach:

ODOT

LOC

AOC

OTA

OPPA

REGIONS

02/28/94

ADVANCE

Refer to: HPP-13

Mr. Richard Engstrom
Deputy Executive Officer
Metro
2000 SW. First Avenue
Portland, Oregon 97201-5398

Dear Mr. Engstrom:

Thank you for submitting your proposal to participate in the Congestion Pricing Pilot Program authorized by Section 1012(b) of the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). We received a total of four proposals from three States. The proposals were evaluated by an Interagency Review Group comprised of representatives from the Federal Highway Administration (FHWA), Federal Transit Administration, Office of the Secretary of Transportation, Environmental Protection Agency, and Department of Energy, and a recommendation was developed through the application of criteria contained in our Federal Register Notices of November 24, 1992, and June 16, 1993. Based on that recommendation, we have decided that your submission does not qualify in its present form to fill one of the four remaining Pilot Program slots. We are enclosing for your information a copy of the Review Group's summary of your proposal.

As a result of the review and evaluation process, FHWA, following the recommendations of the Interagency Review Group, has determined that none of the current applicants adequately meet the criteria for selection as pilot projects at this time. We will, therefore, extend the solicitation period until further notice to encourage further development of promising congestion pricing experiments. To promote development of projects, FHWA will use a small amount of Pilot Program funds on activities that will facilitate the development of potential pricing projects in selected areas deemed to have the best chance of eventually advancing congestion pricing projects to the implementation stage. This strategy will involve the funding of pre-project studies and related activities in a limited number of areas. Studies and activities should be focused on examining specific pricing options and include a public relations effort designed to foster local-level commitment to implementation of congestion pricing. If an area reaches the stage where a congestion pricing project can be advanced to the implementation stage, it can then be considered for participation in the program as a pilot project. We will be issuing a Federal Register Notice announcing this change shortly.

As part of this new program strategy, we are quite interested in discussing the questions raised in the Review Group's summary with you and the Oregon Department of Transportation (ODot) to determine your interest in developing a first-phase congestion pricing funding agreement. The Review Group was favorably impressed by your proposal and we believe it has the potential to be developed into a pilot project in the future. If you would like to pursue such discussions, please submit a letter expressing your interest through ODOT to the Federal Highway Administration's Division office in Salem. If you have any questions, please contact James Link or John Berg at 202-366-0570.

Sincerely yours,

Gloria J. Jeff
Associate Administrator for Policy

Enclosure

SUMMARY: Interagency Review Group's Evaluation of Proposals Received in Response to the Federal Highway Administration's (FHWA's) June 16 Solicitation for Participation in the Congestion Pricing Pilot Program

PORTLAND METRO

Introduction

This is a resubmittal by Portland Metro. The earlier Portland proposal was not accepted by the Review Group because it was viewed as only a study of options, with no commitment to implementing a congestion pricing project. The FHWA response to the earlier proposal urged Portland Metro to continue working toward a commitment to implement a specific congestion pricing pilot project. The new proposal improves on the earlier proposal in several ways: It commits to a demonstration of congestion pricing in a corridor to be selected during Phase I; Implementation of pricing would begin by January, 1997 (if approved by the State legislature); The project cost proposal provides a separate cost estimate for an implementation phase; The proposal commits to use electronic applications in the pricing demonstration; A much more detailed public involvement plan is included; and the monitoring and evaluation plan has been expanded.

Proposal

The Portland proposal is to: Develop a "model public outreach and involvement program for congestion pricing;" Develop a regional travel forecasting models which incorporates price elasticities; Use these tools to examine pricing alternatives; Demonstrate congestion pricing in a corridor to be selected, using electronic pricing technology; and Provide an extensive monitoring and evaluation program.

Revenue Use

The intended use of revenues is not entirely clear. One stated objective in the proposal is to develop a pilot project which is "revenue neutral," but no definition is given of the term (p. 2-1). There is an implication that revenues will be used to fund transportation improvements within the area (p. 7-7). There is also a statement that the monitoring and evaluation phase will look at "possible uses of revenue, both ideally and within Oregon's constitutionally restricted environment which limits the use of gas taxes and other automobile related fees to highway improvements only." More detail on the financial plan may be needed to ensure that the applicant recognizes that Pilot Program funds would

only be available for up to 3 years, and to show a source of local or State matching funds.

Funding Request

The proposal requests a total of $15,414,250. Of that amount $100,000 is for general administration, $1,250,000 is for a public involvement and education program, $350,000 is for the alternatives analysis and public involvement phase, $250,000 is for the selection of alternatives phase, $250,000 is for final project design, and $13,064,250 is for the implementation phase. Implementation costs are preliminary and are based on hypothetical costs for ETTM equipment, ramp and toll plaza modifications and other equipment, transit capital costs ($2,400,000 and transit operating costs ($806,250). The cost of the monitoring and evaluation phase is listed at $150,000.

Strengths

- Strong public involvement effort
- Regionwide approach, though demonstration will be confined to a corridor
- Considerable amount of State and local support shown
- Air quality focus
- Use of ETTM equipment

Weaknesses

- State legislation needed before pricing can be implemented
- No discussion of specific pricing plan
- No mention of local/State matching funds
- No year-by-year financial plan
- Costs are high

Questions to be Asked

- What is source of State/local matching funds?
- Would they be willing to enter into a phased funding agreement, with the second phase not funded until after approval of pricing plan by State legislature?
- How would revenues be used? Would the project be financially self-sufficient after Federal funding is no longer available?

Recommended Actions

Although this proposal does not contain a commitment to a specific congestion pricing application, the Review Group believes that the strong public involvement plan, the regionwide approach, and the promise to demonstrate

congestion pricing in a corridor provides sufficient justification for commiting a relatively small amount of Pilot Program funds to the study and public outreach phases. If the project reaches the implementation phase, a Pilot Program slot would likely be justified for Portland in the future. The Review Group recommends getting answers to the questions about planned uses of revenues and availability of matching funds, then entering into negotiations with Portland and OreDot to scale back costs and develop a detailed proposal for a phase 1 agreement.

~~January 30 94~~
February 16 '94
METRO, Joint Policy Committee on Transportation

Dear Transportation Leaders,

Re: 1 14 94 Oregonian news "Metro cuts $136 Mil., road projects."

One of the things that destroy roads is STUD TIRE USE WHEN STUDS ARE NOT NEEDED. This time period in Portland is about 99% of the legal stud tire time. What is that? November to April?

Both the road is eroded and metal studs are worn to nubs = not functional IF THE WEATHER DID ICE OR SNOW. Western Oregon

METRO AND THE STATE OF OREGON would significantly cut road erosion by offering a $15 Coupon* for stud tire removal and switch back to rubber. The coupon will be offered ONLY to people who put studs on separate rims. Thus drivers have two rims w/ rubber & two w/ studs.

Today at least one in ten vehicles have studs. They will drive studs till mid Feb. Some will carve pavement till June.

In September 93 I heard a few studs still. I proposed to Officer Moose that tickets should be issued. He responded "The patrol can't be bothered w/ it." PS today 1/30/94 Portland City vehicle PW599 carved Burnside w/ remnants of studs. Cab drivers all have studs. A resolution that fleet vehicles have studs removed by maintenance dept would save $$. You say "Yes, but what if it snows?" Response: watch the weather report. A five day forcast is always free."

Sincerely,

Zephyr Moore

Zephyr Moore
2732 NE 15
Port Or 97212-3302
287 1124 Phone

It is a lot easier to take studs off than pay taxes. See Oregonian 1 14 94.

*The Coupon has a time limit: Valid if used within ~~two~~ one weeks following a snow or ice condition at the tire service center where the tires were purchased. Coupon also is educational: Describes TRACTION is greatest with soft rubber on dry pavement, lesser with rubber on wet pavement and less traction still with studded tires on dry pavement. Coupon details that metal stud pierces snow or ice thus giving excelleint traction. If studs are driven only on snow, the spikes will last for miles and miles. But studs used on dry or wet pavement wear down rapidly: after 1,000miles on pavement, studs are ½ as effective in snow-ice. After 2,000 miles (estimate) studs are ONLY 1/5 as effective in snow. Moral of story: remove studs within one weeks (or sooner) following snow then watch the long weather range forcast. If snow threat is great put studs on. But take studs OFF WHEN SNOW THREAT IS OVER TO SAVE TRACTION VALUE OF STUDS AND CUT STUD TIRE IMPACT ON EVERYONE'S ROAD.

Furthermore, mandate that studs must be mounted on separate metal rims. Studs on separate rims CAN BE REMOVED. See Coupon.

If drivers who are using studs in April are asked: Why are you driving studs? They'll say, "Oh I never got around to changing them over (Back to rubber)." Or say "They are leegal till April 30, get off my back!"

The problem is: Drivers have only one set of rims and one set of tires and right now the tires are studs. Switch to rubber = remount rubber on rims and RE ballance = big bucks. one set of

The mandate for separate rims will do many things. 1 Potentially get number of drivers using studs dramatically lowered-and all associated benefits increased. 2 Increase employment at Auto Wreck Yards because more "old" rims will channel back into use on street. 3 Tire service center will have more work. 4 Less $ consumed repairing roads.

cc: OPOT, Transportation

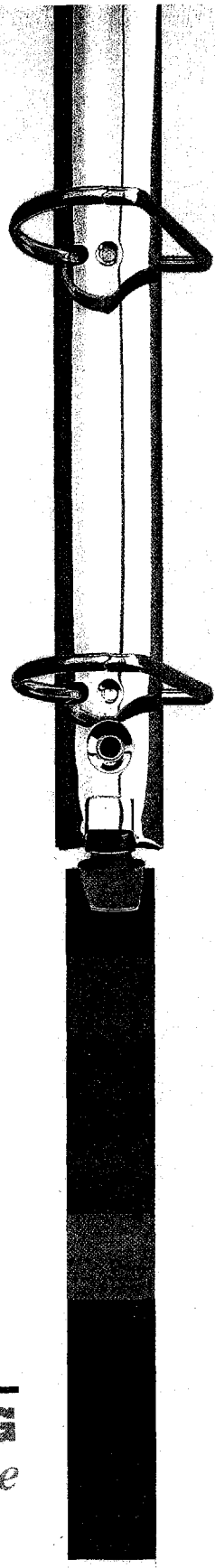
Coupon value is $5 less than cost of tire switch studs to r

Each time studs on separate rimes are remounted, a new one week Coupon is given $15 on car

Coupon

THE OREGONIAN, FRIDAY, JANUARY 14, 1994 METRO/NORTHWEST

Metro cuts $136 mil...



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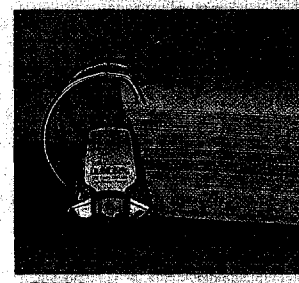
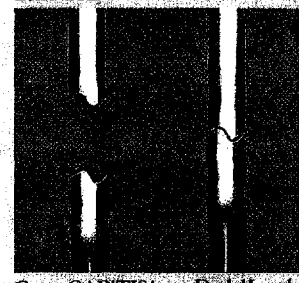
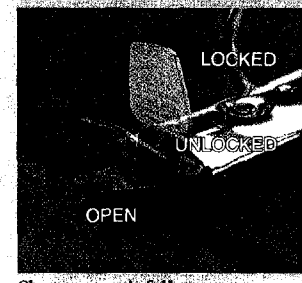


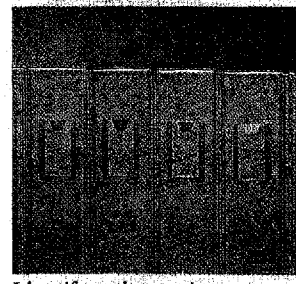
25% More



Cure GAPiTIS! DublLock



Sheets won't fall out



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COMMITTEE MEETING TITLE JPACT

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Andy Cotugno	Metro
Rod Monroe	Metro Council
Bruce Hagensen	City of Vancouver
JOHN KOWALCZYK	DEQ
Jon Kvistad	Metro Council
David Lohman	Port of Portland
Susan McLain	Metro
Bonnie L Hays	Washington County
Gerry Smith	WSDOT
TANYA COLLIER	MULTNOMAH COUNTY
Jim Ebert	Cities of Clackamas Co.
ROB DRAKE	CITIES OF WASHINGTON CO.
TOM WALSH	TRI-MET
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Molly O'Reilly	Citizen member TPAC
Kathy Busse	Mult County
GB ARRINGTON	TRI-MET
Dick Jaksa	PORT
BERNIE Bottomly	TRI-MET
R E Pollard	VANCOUVER

COMMITTEE MEETING TITLE JPACT

DATE 3-10-94

NAME	AFFILIATION
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Jim Beard	OEC
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Keith Ahola	WSDOT
Mary Legry	WSDOT
Bob Akers	Clackamas County
Bob Akers	40 Mile Loop
Bob Bothman	MCCI / 40 Mile Loop
Michael Burton	Metro
John Rist	ODOT