STAFF REPORT

CONSIDERATION OF RESOLUTION NO. 93-1769 FOR THE PURPOSE OF APPROVING THE FY 1994 UNIFIED WORK PROGRAM (UWP) AND RESOLUTION NO. 93-1770 CERTIFYING THAT THE PORTLAND METROPOLITAN AREA IS IN COMPLIANCE WITH FEDERAL TRANSPORTATION PLANNING REQUIREMENTS

Date: February 18, 1993 Presented by: Andrew Cotugno

PROPOSED ACTION

This resolution would: 1) approve the Unified Work Program (UWP) containing the transportation planning work program for FY 1994; 2) authorize the submittal of grant applications to the appropriate funding agencies; and 3) certify that the Portland metropolitan area is in compliance with federal transportation planning requirements.

TPAC has reviewed the FY 94 Unified Work Program and recommends approval of Resolutions 93-1769 and 93-1770.

FACTUAL BACKGROUND AND ANALYSIS

The FY 1994 UWP describes the transportation planning activities to be carried out in the Portland-Vancouver metropolitan region during the fiscal year beginning July 1, 1993. Included in the document are federally-funded studies to be conducted by Metro, Regional Transportation Council (RTC), Tri-Met, the Oregon Department of Transportation (ODOT), the City of Portland, and local jurisdictions. Major commitments continue to the Clean Air Act, Demand Management, Urban Growth Management, the Westside Corridor project and Hillsboro FEIS, the I-205/Milwaukie Pre-Alternatives Analysis, the I-5/Vancouver Pre-Alternatives Analysis, 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 towards work elements in the UWP. This practice is continued with an allocation from the region's Surface Transportation Program, the replacement for FAU.

Federal transportation agencies (FTA/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 to be submitted to the Tax Supervisory and Conservation Commission.

Approval will mean that grants can be submitted and contracts executed so work can commence on July 1, 1993 in accordance with established Metro priorities.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends approval of Resolutions 93-1769 and 93-1770.

ACC:KT:lmk
3-1-93
93-1769/70.RES

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF APPROVING THE FY 1994 UNIFIED WORK PROGRAM (UWP)	RESOLUTION NO. 93-1769 Introduced by Councilor Van Bergen

WHEREAS, The Unified Work Program describes all federally-funded transportation planning activities for the Portland-Vancouver metropolitan area to be conducted in FY 1994; and

WHEREAS, The FY 1994 Unified Work Program indicates federal funding sources for transportation planning activities carried out by the Metropolitan Service District, Regional Transportation Council, Oregon Department of Transportation, Tri-Met and the local jurisdictions; and

WHEREAS, Approval of the FY 1994 Unified Work Program is required to receive federal transportation planning funds; and

WHEREAS, The FY 1994 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 1994 Unified Work Program is approved.

2. That Regional FAU funds toward Technical Assistance to jurisdictions outside the City of Portland are authorized in the amount of $50,000.

3. 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.

4. That the FY 1993 Unified Work Program is consistent with the continuing, cooperative and comprehensive planning process and is given positive Intergovernmental Project Review action.

5. 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 _____, 1993.

_____
Judy Wyers, Presiding Officer

KT:lmk
2-18-93
93-1769.RES

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. 93-1770 Introduced by Councilor Van Bergen

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 comply 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 _____, 1993.

_____
Judy Wyers, Presiding Officer

APPROVED by the Oregon Department of Transportation State Highway Engineer this ____ day of _____, 1993.

_____
State Highway Engineer

93-1769.RES/2-18-93/lmk

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, Oregon.

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 Metropolitan Policy Advisory Committee, for nontransportation-related matters with the exception of adoption and amendment to the Regional Transportation Plan. JPACT remained unchanged under the Charter with the exception of a requirement to consult JPACT regarding Metro take-over of Tri-Met.

2. Agreements

Though cooperative working agreements between jurisdictions are no longer required, several are still in effect:

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.

b. An agreement between Tri-Met, Public Transit Division of the Oregon Department of Transportation (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 Federal Highway Administration (FHWA) planning funds and Metro and Tri-Met for use of Federal Transit Administration (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 Regional Transportation Plan (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 Intermodal Surface Transportation Efficiency Act is 1991 is scheduled for 1993. A rigorous review process is followed during updates which allows for extensive citizen and technical comment. The short-range Transit Development Plan (TDP), the detailed transit operations plan for the region, was completely revised and adopted by the Tri-Met Board in January 1988 and is being updated in 1992.

5. Transportation Improvement Program

The FY 1993 Transportation Improvement Program (TIP), adopted in September 1992, is amended continuously throughout the year. Future amendments will include authorization of FY 1993 Interstate Transfer funds, updates of the Federal-Aid Urban Program, the Section 3 Letter-of-Intent Program, the Section 9 Capital Program, incorporation of the state Six-Year Transportation Improvement Program, and programs established by the Intermodal Surface Transportation Act (ISTEA) of 1991. These include the Regional Surface Transportation Program and the Transportation Enhancement and Congestion/Mitigation/Air Quality (CMAQ) Programs.

6. Issues of Interstate Significance

The Bi-State Study was completed in FY 93. The study

generated recommendations which will be further analyzed as part of the update to the Regional Transportation Plan. Unresolved issues may require additional separate analysis or study. Metro continues to participate on Bi-State transportation and air quality issues. The I-5/I-205 North Pre-AA analysis is being conducted with the close cooperation of Clark County jurisdictions.

7. Public Involvement

Metro maintains a continuous public involvement process through citizen members on technical advisory committees, newsletters and press releases. Major transportation projects have citizen involvement focused specifically on the special needs of the project.

The North/South Pre-AA Corridor Study involves not only its own citizens committee but neighborhood associations, business groups and community groups.

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). This study will be complete in July.

8. Air Quality

The Federal Clean Air Act of 1990 (CAAA 1990) and the new Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) require major efforts from all metropolitan area jurisdictions to improve air quality and reduce reliance on the single-occupant vehicle for travel demand. For the purposes of complying with the Clean Air Act Amendments, the Portland metropolitan region is classified as a non-attainment area: marginal for ozone and moderate for Carbon Monoxide (CO).

Metro's TDM/Air Quality Program responds to the Clean Air Act and ISTEA by amending the Unified Work Plan to include TDM strategies to reduce vehicle emissions. In addition, Metro staff continues to provide staff support with DEQ to

the Portland Area Governor's Task Force on Vehicle Emissions Reduction created by the '91 Legislature.

At its September 22, 1992 meeting, the Governor's Task Force completed its final recommendations and selected eight vehicle emission reduction strategies as its "Base Plan." These strategies are the foundation for the Air Quality Maintenance Plan required by the Clean Air Act of 1990.

A verbal report of the Task Force findings and recommendations was provided to the Senate Committee on Agriculture and Natural Resources on September 29, 1992 in Salem. Metro staff is working with DEQ to further examine issues; develop necessary legislative package for implementing Task Force recommendations; and coordinating JPACT action on legislative and strategy implementation on proposals.

9. Civil Rights

Metro's Title VI tri-annual report was submitted in September 1992 and is still in review. The ODOT/FHWA on-site review is scheduled for March 1993. DBE, EEO and citizen participation all have programs in place which have been FTA-certified.

10. Elderly and Handicapped

The ADA Joint Complementary Transit Plan was adopted by the Tri-Met Board in December 1991 and was certified as compatible with the Regional Transportation Plan by Metro Council in January 1992. The 1993 Plan Update was reviewed and continues to be in conformance with the RTP.

11. Disadvantaged Business Enterprise Program (DBE)

A revised DBE program was adopted by the Metro Council in September 1989. Overall agency goals were set for DBEs and WBEs as well as contract goals by type. The annual goal for all Department of Transportation-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 service with private entities such as ATC, Dave Systems, Inc., School Bus Services, taxis, Buck Medical Services and Special Mobility Services, Inc. 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 Systems, Inc. is providing alternative service to Molalla at approximately two-thirds the cost of Tri-Met service. In addition, Dave Systems, Inc. supplies fixed-route service between Clackamas Town Center and the Milwaukie Transit Center.

C-TRAN contracts with Dave Systems, Inc. for elderly and handicapped service.

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JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION

Metro Council	Councilor George Van Bergen Councilor Roger Buchanan Councilor Jon Kvistad Councilor Rod Monroe (alternate)
Multnomah County	Commissioner Gary Hansen 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)
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	Don Forbes, Director Don Adams, Region I Engineer (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 Steve Greenwood, Administrator Air Quality Division (alternate)

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TRANSPORTATION POLICY ALTERNATIVES COMMITTEE

City of Portland	Steve Dotterrer Vic Rhodes (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	Rick Root Roy Gibson (alternate)
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Tri-Met	G.B. Arrington Joe Walsh (alternate)
Clark County	Dean Lookingbill Bob Hart (alternate) Lynda David (alternate)
Oregon Department of Transportation	Michal Wert Dave Williams (alternate)
Washington State Department of Transportation	Steve Jacobson Keith Ahola (alternate)
Federal Highway Administration	Fred Patron Caleb Frobig (alternate)
Port of Portland	Susie Lahsene Brian Campbell
Department of Environmental Quality	Howard Harris
Citizenry:	Ronald Correnti Gordon Hunter/Steve Anderson Molly O'Reilly/Ellen Vanderslice Michael Robinson Sterling Williams/Ray Polani
Associate Members: City of Vancouver C-TRAN	 Kim Chin Jack Lattemann (alternate)

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FY' 94 Unified Work Program

Transportation Planning in the Portland-Vancouver Metropolitan area

Metro
Regional Transportation Council
Oregon Department of Transportation
Tri-Met

Approved March 1993

TABLE OF CONTENTS

FY 94 Unified Work Program

OREGON PORTION

METRO

WASHINGTON PORTION (see following page)

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: a) current demographics, travel demand, and economic conditions and trends; and b) federal, state, and regional policy, regulations, and legislation, ongoing maintenance of the RTP database and timely updates to the plan are necessary.

RELATION TO PREVIOUS WORK

The RTP was first adopted in 1982 and updated in 1983 and 1989. The RTP fulfills Federal planning requirements intended to ensure coordinated and logical urban transportation systems prior to the disbursement of Federal funds. The RTP also fulfills State planning requirements for a regional functional transportation 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 Transportation Rule 12, the Clean Air Act Amendments (CAAA) of 1990, and the Americans with Disabilities Act (ADA) of 1991.

Also, in late 1991 the Intermodal Surface Transportation Efficiency Act (ISTEA) was adopted. The ISTEA mandates specific factors be addressed in the RTP. This includes addressing freight movement in a detail not currently included in the RTP. ISTEA also calls for a balanced, multi-modal transportation system. 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.

Work Program Prior to FY 93-94

The update was begun as required by the ISTEA. An updated RTP is due to the USDOT by October, 1993. In FY 92 additional staff was added and a detailed scope of work and transportation networks (base and forecast year, high growth, and high transit) were developed. Analysis was begun to evaluate the adequacy of the current RTP in meeting the needs of the region based on updated 10- and 20-year regional forecasts and travel demand projections. Analyses of the high growth and high transit networks was also initiated and demand management techniques were evaluated in conjunction with the Governor's Portland Area Task Force on Automobile Emissions. The mandated fifteen ISTEA factors were identified and incorporated into the work plan. Substantial effort

was also spent addressing coordination between RTP and the Region 2040 Study.

Progress this year included initiation of the ISTEA update and the formation of technical and public outreach advisory groups and activities. Incorporation of new ISTEA related program elements represents the most significant change from previous years.

OBJECTIVES

Work Program for FY 93-94

The program will focus on two activities: 1) Completion of the ISTEA mandated update by October, 1993; and 2) Defining scope of work activities and initiating the major update required by the State Transportation Rule 12. Although required, the activities directly relate to the Transportation Division's goals to maintain and update regional transportation policy and planning.

The ISTEA update will focus on addressing fifteen "factors to be considered" and long-range planning requirements 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.

In addition to the ISTEA factors, the update will complete an evaluation of the adequacy of current and alternative scenarios to meet forecast needs; and identify amendments to the RTP required in the areas of transportation policy, regional transportation system elements, improvements to the systems (10- and 20-year needs) ensuring cost-effective use of all modes, financing shortfalls, coordination, implementation, and consistency with other plans, programs, and outstanding issues.

The RTP Update will be carried out consistent with adopted local comprehensive plans and Metro's RUGGOs. The update will coordinate, comply, or be sensitive to these additional activities:

1. The recommendations of the Oregon Roads Finance Study and Transportation '93 for the distribution of revenues;

2. ODOT's Multi-Modal Oregon Transportation Plan.;

3. ODOT's plan for arterial corridor studies intended to identify improvements on key urban arterials;

4. Changes to local jurisdictional and agency transportation plans, programs, and policies.

Other RTP related activities include:

- **RTP Maintenance/Consistency** -- 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.

- Update the Regional Bike Plan and determine appropriate pedestrian elements to the RTP; coordinate with CMAQ and TE funded bike and pedestrian projects; monitor local efforts.

- 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, LCDC, and the region in the transportation planning, project development and implementation, and decision-making consistent with State Transportation Rule 12.

- Participate as a representative from Metro to various planning or engineering technical advisory committees involved with refinement and implementation of various projects identified in the RTP.

- 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.

- Prepare a systemwide financial analysis plan for the Preliminary AA and Regional HCT studies, to be used to advance the region's priority corridor(s) into alternatives analysis, and to advance a proposal for funding the local share for those corridors and possibly further extensions of the RTP's HCT system.

The major product for next year will be the completion of the ISTEA update, subject to publication of the final federal regulations. Other major products will relate to coordination activities with the Region 2040 Study. These will include the development of revised regional policy language; the development of alternative transportation networks to address regional land use options; and

the identification of evaluation measures to address those alternatives. A preferred alternative will then be developed in FY 94-95 for submittal to the State in response to Rule 12. The coordinated land use/transportation planning effort continues to change regional planning methods in the Portland area.

EXPENDITURE		REVENUES	
Personal Services: (FTE 4.654)	$265,047	FY 94 Sec. 8:	$ 50,000
		FY 93 Sec. 8:	$ 20,000
Materials & Svcs.:	$ 3,880	FY 94 PL/ODOT:	$ 67,456
Computer (M&S):	$ 37,921	FY 93 STP:	$ 20,000
Capital Outlay:	$ 0	FY 94 HPR:	$117,382
Transfers:	$ 82,533	FY 94 ODOT Supp.:	$ 34,000
Contingency:	$ 9,919	Metro:	$ 90,462
TOTAL	**$399,300**	**TOTAL:**	**$399,300**

RTP FINANCIAL ANALYSIS PLAN

PROGRAM DESCRIPTION

This program will use consultant resources to develop a flexible computerized system for analysis of RTP Financial demands and resources. The system must be able to satisfy new "Long Range Plan" accountability requirements of the federal ISTEA which mandates a 20-year planning horizon and requires that identified projects be fiscally feasible. The new system will allow for easy insertion/deletion of programs and projects and easy amendment of key variables such as revenue sources and growth rates and interest and inflation rate assumptions. It will also embody an annual "real time" recovery mechanism which corrects projections for appropriation and/or costs that are higher or lower than base case assumptions and which highlights resulting deficits and windfalls.

The need for the development of the program is new and was identified during FY 92-93 as a result of ISTEA. Presently, the RTP accounts for 20-year plan costs and revenues. The ISTEA mandates significant enhancement of this feature of the RTP, particularly with respect to plan elements critical to demonstration of attainment or maintenance of federal air quality standards. Additionally, the increased flexibility of program expenditures permitted by ISTEA adds to the need for more sophisticated and flexible financial analysis techniques than those currently used in the RTP. The system would also benefit analysis of the annual TIP.

RELATION TO PREVIOUS WORK

The program is new. No activity occurred prior to FY 92-93.

Work Program Prior to FY 93-94

The year's activities focused on development of a scope of work based on Federal guidelines. The scope of work will be used to:

- Develop consultant scope of services and contract; develop RFP; review proposals; and hire consultant.
- Oversee program development and implementation.

OBJECTIVES

Work Program for FY 93-94

- Implement financial analysis of the 1993 ISTEA update to the RTP, with particular attention to the air quality component as it is developed through the Air Quality Maintenance Plan in response to the Clean Air Act, and to the fiscal feasibility of the entire plan.

- Refine in-house financial analysis capabilities and expand use to additional applications, including the TIP, as necessary.

Major Products:

- Development of a "turn-key" software package suitable for ongoing operation and maintenance by Metro staff - July 1993.

- Fiscal analysis of the ISTEA RTP Update which complies with ISTEA and Clean Air Act - October 1993.

EXPENDITURE		REVENUES	
Personal Services: (FTE .177)	$11,471	FY 94 PL/ODOT:	$10,000
Materials & Svcs.:	$ 9,250	FY 93 STP:	$ 7,500
Computer (M&S):	$ 0	FY 93 ODOT Supp.:	$ 7,500
Capital Outlay:	$ 0	Metro:	$ 1,000
Transfers:	$ 3,572	**TOTAL:**	**$26,000**
Contingency:	$ 1,707		
TOTAL	**$26,000**		

TRANSPORTATION DEMAND MANAGEMENT

PROGRAM DESCRIPTION

In cooperation with the Department of Environmental Quality, the Oregon Department of Transportation, and Tri-Met, Metro is acting as the lead agency in the analysis of alternative transportation demand management (TDM) techniques applicable in the Portland region. The objectives of TDM are to reduce vehicle miles traveled (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 a comprehensive TDM strategy was recognized in 1991 in response to State Transportation Rule 12 requirements related to VMT reductions and auto occupancy rates. 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 will be included in the RTP and will incorporated in Region 2040.

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 related to the analysis of particular TDM strategies in conjunction with the Governor's Task Force on Motor Vehicle Emissions in the Portland Area. The Task Force was appointed in response to HB 2175 of the 1991 Oregon Legislature. The Task Force recommended a number of strategies to reduce emissions, including TDM. However, their recommended strategy focused on air quality benefits only. Additional study and analysis is required to develop a comprehensive TDM program.

RELATION TO PREVIOUS WORK

Work Program Prior to FY 93-94

The program focused on three major activities:

1. Finalizing Governor's Task Force activities, including preparation of a final report developed in conjunction with DEQ; JPACT adoption of Task Force recommendations; and preparation, presentation, and monitoring of legislative package, also in conjunction with DEQ.

2. 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; and the initiation of the alternatives analysis portion of the study.

3. Congestion Pricing related activities, including co-hosting a symposium on the subject and preparing a pilot demonstration project in response to an ISTEA opportunity.

The work represents a shift from the Governor's Task Force activities of last year to the broader TDM study of this year.

OBJECTIVES

Work Program for FY 93-94

The FY 94 program will focus on completion of the TDM study by the end of the year. Specific activities include:

- Finalize alternatives development; evaluation methodology; model adjustments (August 1993).
- Complete alternatives analysis phase of the study (January 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. (May 1994).
- Adoption of recommendations for inclusion in RTP and TIP, as appropriate (July 1994).
- Determine implementation responsibilities of local jurisdictions, transportation agencies, and major employers to monitor the success of demand management programs and strategies. Coordinate TDM strategies with Region 2040 and subsequent RTP update. Review and monitor "state of the art" TDM strategies for further consideration for use in the Portland region (post FY 93-94).

The FY 93-94 work program represents a transition from TDM study to TDM application and implementation by responsible jurisdictions. The activities are consistent with division and RTP objectives to provide for non-single occupant vehicle transportation and mobility opportunities. Those objectives are also implicit within ISTEA and State Transportation Rule 12.

EXPENDITURE		REVENUES	
Personal Services: (FTE 1.53)	$ 85,467	FY Sec. 8:	$ 50,000
Materials & Svcs.:	$ 25,980	FY 94 STP:	$ 30,621
Computer (M&S):	$ 7,828	FY 93 STP:	$ 10,000
Capital Outlay:	$ 0	FY 94 Tri-Met:	$ 36,000
Transfers:	$ 26,614	Metro:	$ 21,879
Contingency:	$ 2,612	**TOTAL:**	**$148,500**
TOTAL	**$148,500**		

WILLAMETTE RIVER BRIDGE CROSSING STUDY (SE CORRIDOR STUDY PHASE II)

PROGRAM DESCRIPTION

In conjunction with the structural need to replace the Sellwood Bridge, this study examines the need for additional Willamette River crossing capacity, from the Ross Island Bridge to Oregon City/West Linn. Ultimately, after an extensive public involvement process, the study will result in the conclusion of whether a new bridge, a reconstructed Sellwood Bridge, or adding capacity to the Ross Island Bridge should be added to the RTP. This work program will be coordinated with I-205/Milwaukie HCT Studies and ODOT's I-405 Reconnaissance and Highway 43 Metropolitan Area Corridor studies.

RELATION TO PREVIOUS WORK

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 Blvd. and I-205.

Work Program Prior to FY 93-94

The project was initiated during the third quarter of FY 92-93. Major 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.). A study specific travel forecasting model was also developed. Work on Base Year and Forecast Year Conditions reports, project coordination, and citizen involvement efforts were initiated. Project start-up was delayed in FY 92-93 to better coordinate with the HCT and ODOT studies, and as staff was assigned to work on new programs related to the new ISTEA.

OBJECTIVES

Work Program for FY 93-94

The program will focus on problem identification, alternatives development, evaluation methodology, and alternatives analysis. Final recommendations will be developed in FY 94-95. Activities will be conducted in the context of the following work plan:

1. Identify capacity deficiencies for the existing bridge crossings (Ross Island and Sellwood).

2. Evaluate the performance of McLoughlin Boulevard from the Ross Island Bridge to Highway 22 and Macadam/Highway 43

north and south of the Sellwood Bridge, as well as I-5 between the Ross Island and Sellwood bridges.

3. Identify capacity deficiencies on the arterial system west of the Sellwood Bridge including the Terwilliger Extension and the Macadam/I-5 access.

4. Identify and evaluate transit alternatives (consistent with HCT studies) which maximize transit usage for cross river trips.

5. Identify alternative Willamette River bridge crossings, options for upgrading or replacing existing bridges, and feasible locations of new bridge alternatives.

6. Measure the ability of the RTP highway system (No Build) to accommodate projected (forecast) traffic demand.

7. 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 RTP arterial system.
   - The need for improvements to the RTP arterial system or additional arterial capacity.

8. Determine the neighborhood traffic impacts of the increased bridge capacity alternatives.

9. Evaluate the ability of TDM measures and transit alternatives to minimize the need for increased river crossing capacity.

10. Coordinate with studies of transportation needs of the new development in the South Waterfront area.

11. Identify the significant environmental impacts and costs for each of the proposed alternatives.

12. Work with jurisdictions and the Citizens Advisory Committee to gain consensus on the preferred alternative.

13. Integrate study recommendations into the RTP, the Oregon Transportation Plan, and local transportation plans, as necessary.

Substantial Metro coordination with other agencies and the public will be required in FY 93-94 as a result of this study. The study will evaluate alternative solutions which may have substantial impacts on study area highways and arterials and on the natural and built environment. The study also coincides in both timing and location with other transportation related studies (I-405 Reconnaissance, I-205/Milwaukie HCT, Highway 43 MAC) and will require distinct clarification as to its purpose relative to those studies and coordination of information and tasks where possible.

The study is a carryover project and will not impact the relative funding or staffing level of the department or section. FY 93-94 targets include:

- Base Year (Existing) Conditions Report (September 1993).
- Forecast Year Conditions (No Build) Report (November 1993).
- Alternatives Development/Evaluation Methodology Report (April 1994).

EXPENDITURE		REVENUES	
Personal Services: (FTE 2.63)	$148,864	FY 94 Sec. 8:	$ 15,000
		FY 94 PL/ODOT:	$ 50,000
Materials & Svcs.:	$ 42,480	FY 94 STP:	$ 40,000
Computer (M&S):	$ 11,519	FY 94 ODOT Supp.:	$ 25,000
Capital Outlay:	$ 0	FY 93 Sec. 8 Cryovr.:	$ 10,000
Transfers:	$ 46,354	FY 93 STP Cryovr.:	$ 20,000
Contingency:	$ 5,783	Metro:	$ 95,000
TOTAL	**$255,000**	**TOTAL:**	**$255,000**

REGION 2040 PHASE II

PROGRAM DESCRIPTION

The Region 2040 project was begun mid-year, FY 1991-92. Its historical antecedent was the development and adoption of the Regional Urban Growth Goals and Objectives (RUGGO). As a result of the RUGGO development and adoption process, it was concluded that Region 2040 should be initiated. The project purpose was to provide a more detailed understanding of how the RUGGO would be applied. For example, the RUGGO calls for the development of a balanced transportation system and better coordination between land use and transportation planning. Region 2040 was intended to develop and explore alternative ways to accomplish the RUGGO. In addition, it was to include a substantial effort in evaluation the costs and consequences of growth alternatives, as well as a well-organized public involvement effort. In order to accommodate contract administration, budgeting and work program management, the project was conceived in phases. The focus of Region 2040, Phase I was twofold: 1) gather and analyze public concerns with how growth could be accommodated in the region; and 2) shape public and technical interests and concerns into a reasonable range of growth concepts. For Phase I, the work tasks were divided into two "rounds." Round 1, concluded in the second half of FY 1991-92, was a public involvement effort that included: five public workshops, a 400-person random telephone survey, interviews with 52 stakeholders, an Annual Conference with over 700 participants and workshops with local governments. All of these efforts were documented in a summary report.

RELATION TO PREVIOUS WORK

Work Program prior to FY 93-94

FY 1992-93 began Round 2 of Region 2040, Phase I. During this process, a report outlining the historical and regional landscape form was completed, as well as a literature review of mixed use urban centers. This information, as well as the public responses documented from Round 1, were used to shape several draft growth concepts. This document was distributed to over 15,000 people. Also, over 70 public meetings were held with the cities and counties of the region, neighborhood and community organizations, business and environmental organizations. In addition, meetings with Metro advisory committees (RTAC, TPAC, RPAC and JPACT) were held, discussing what a reasonable range of growth concepts could be. On December 22, 1993, the Metro Council adopted three regional growth concepts as a reasonable range. A final report will be completed in January 1993 documenting all of the Phase I efforts.

Phase II will begin in January 1993 and will include an extensive public involvement program, as well as a modeling effort to

describe the base case (which describes what could be expected to result with no policy change) and modeling the reasonable range of growth alternatives as established by the Metro Council. In addition, with the adoption of the Metro Charter, the Region 2040 work efforts will be coordinated with the work of the Future Vision Commission, and lead to the development of the Regional Framework Plan.

OBJECTIVES

Work Program for FY 93-94

The focus of the first half of FY 1993-94 will be to evaluate and select a preferred growth alternative. This will provide the region with clear direction concerning the urban form of the region, which in turn will inform other Metro work efforts, such as the Regional Transportation Plan (RTP). The Region 2040 process is in part driven by state mandates which require Metro to conclude Urban Reserve work by April 1994 and revisions to the RTP by 1995. The Urban Reserve work cannot be completed without an overall effort to define growth alternatives for the region, as well as the transportation implications. With efforts commencing the first of the fiscal year, fine-grain modeling will be completed and public engagement in the evaluation/selection process will start. The process will include a very extensive public involvement effort to ensure that the public and all interested parties and organizations have ample time to understand and respond to the growth alternatives. It is likely that this process will result in a hybrid or growth alternative which includes features from more than one concept and that this work effort in shaping the final, selected concept will be substantial. The work effort will also need to be responsive to and consistent with the efforts of the Future Vision Commission and the issues and concerns that they may explore.

EXPENDITURE ALLOCATION		REVENUES	
Personal Services: (FTE 5.36)	$331,191	FY 94 Tri-Met:	$ 37,500
		FY 94 ODOT Supp.:	$ 37,500
Materials & Svcs.:	$291,190	FY 94 STP:	$ 50,000
Computer (M&S):	$ 16,041	FY 93 ODOT Supp.:	$ 59,375
Capital Outlay:	$ 0	FY 93 STP:	$187,500
Transfers:	$103,129	Metro:	$385,125
Contingency:	$ 15,449	**TOTAL:**	**$757,000**
TOTAL	**$757,000**		

REGION 2040 PHASE III

PROGRAM DESCRIPTION

The Region 2040 project was begun mid-year, FY 1991-92. Its historical antecedent was the development and adoption of the RUGGO. As a result of the RUGGO development and adoption process, it was concluded that Region 2040 should be initiated. The project purpose was to provide a more detailed understanding of how the RUGGO would be applied. For example, the RUGGO calls for the development of a balanced transportation system and better coordination between land use and transportation planning. Region 2040 was intended to develop and explore alternative ways to accomplish the RUGGO. In addition, it was to include a substantial effort in evaluation the costs and consequences of growth alternatives, as well as a well-organized public involvement effort. In order to accommodate contract administration, budgeting and work program management, the project was conceived in phases. The focus of Region 2040, Phase I was twofold: 1) gather and analyze public concerns with how growth could be accommodated in the region; and 2) shape public and technical interests and concerns into a reasonable range of growth concepts. For Phase I, the work tasks were divided into two "rounds." Round 1, concluded in the second half of FY 1991-92, was a public involvement effort that included: five public workshops, a 400-person random telephone survey, interviews with 52 stakeholders, an Annual Conference with over 700 participants and workshops with local governments. All of these efforts were documented in a summary report.

RELATION TO PREVIOUS WORK

Work Program prior to FY 93-94

FY 1992-93 began Round 2 of Region 2040, Phase I. During this process, a report outlining the historical and regional landscape form was completed, as well as a literature review of mixed use urban centers. This information, as well as the public responses documented from Round 1, were used to shape several draft growth concepts. This document was distributed to over 15,000 people. Also, over 70 public meetings were held with the cities and counties of the region, neighborhood and community organizations, business and environmental organizations. In addition, meetings with Metro advisory committees (RTAC, TPAC, RPAC and JPACT) were held, discussing what a reasonable range of growth concepts could be. On December 22, 1993, the Metro Council adopted three regional growth concepts as a reasonable range. A final report will be completed in January 1993 documenting all of the Phase I efforts.

Phase II will begin in January 1993 and will include an extensive public involvement program, as well as a modeling effort to

describe the base case (which describes what could be expected to result with no policy change) and modeling the reasonable range of growth alternatives as established by the Metro Council. In addition, with the adoption of the Metro Charter, the Region 2040 work efforts will be coordinated with the work of the Future Vision Commission, and lead to the development of the Regional Framework Plan.

OBJECTIVES

Work Program for FY 93-94

With the conclusion of Phase II of Region 2040 in the first half of FY 1993-94, an overall urban form conclusion will have been made by the Metro Council. Phase III will be the final phase of Region 2040. The work program is to refine the decision in Phase II to a single variation of the concept adopted. This will include a allocation of growth within the region, and the transportation system to deal with the growth. This project will lead to decisions on urban design, housing density and urban reserves and the Urban Growth Boundary, all of which are required elements of the Regional Framework Plan. Phase III will develop these elements, and also will be developed in conjunction with the update of the RTP, due to be completed in at the end of 1994. In addition, the local governments in the region need the work product of Phase II and III to meet the requirements of LCDC's Transportation Planning Rule Framework Plan. All work will be completed to be consistent with and supportive of all products and directions set by the Future Vision Commission work.

EXPENDITURE ALLOCATION		REVENUES	
Personal Services: (FTE 2.4)	$145,592	Metro:	$353,500
Materials & Svcs.:	$138,200	**TOTAL:**	**$353,500**
Computer (M&S):	$ 16,041		
Capital Outlay:	$ 0		
Transfers:	$ 45,336		
Contingency:	$ 8,331		
TOTAL	**$353,500**		

URBAN ARTERIAL FUND

PROGRAM DESCRIPTION

In July 1991 the Metro Council adopted a resolution establishing an intent to proceed with adoption of a Metro local option vehicle registration fee. The fee will be used to fund an urban arterial program. The intent to establish the fee was reaffirmed by a Council Resolution in October of 1992. Revenues from the Vehicle Registration Fee must be used for arterials, collectors or other improvements designated by JPACT as required by ORS. Consideration will be given to arterial improvements to benefit bike, pedestrian and transit modes. The amount of the fee shall be an amount equal to the state fee.

To implement the fee a number of steps are required prior to submitting a package to the voters. The first step requires an Intergovernmental Agreement (IGA) by Metro, Portland, Tri-Met and the three counties (Multnomah, Washington, and Clackamas). The resolution provides the framework for how the funds will be spent and must be specified in the IGA. Following approval of the IGA, a package will be prepared for the voters. Such action will require a number of steps concluding in Metro Council review and adoption. The election is tentatively scheduled for 1993. Implementation and administration of the fund would follow.

RELATION TO PREVIOUS WORK

Work Program Prior to FY 93-94

The following tasks were initiated in FY 92-93:

- Definition of Program Structure. Work with the public, local jurisdictions and transportation agencies to develop and select a list of urban arterial and other projects for inclusion in the program began. The selection process developed project review criteria. Criteria included consistency with the RTP, and with state and local plans; identification of need based on regional system operations and safety; and program equity.

- Financial Planning and Analysis. An analysis of revenues generated from the fund was initiated to assist in the programming of projects selected for the Urban Arterial Fund.

- Engineering Cost Estimates. Project costs were refined.

- Polling. A public survey was used within the process to assist in the development of projects and for public information purposes.

OBJECTIVES

Work Program for FY 93-94

Activities will focus on refinement of projects to be included in the program for referral to voters.

As currently conceived, an election will be held as early as November, 1993. The date of the election depends on decisions related to a regional transportation funding strategy. Metro will be responsible for providing accurate information to groups or individuals interested in the program prior to the election. Procedures for providing information would be developed through consultation with the Department of Motor Vehicles.

Metro, through JPACT and the Metro Council, would be responsible for ongoing administration and distribution of the fund assuming a ballot measure is approved.

EXPENDITURE		REVENUES	
Personal Services: (FTE 1.058)	$ 64,822	FY 93 STP Arterial Fund.:	$216,698
Materials & Svcs.:	$147,000	Metro:	$ 24,802
Computer (M&S):	$ 2,609	**TOTAL:**	**$241,500**
Capital Outlay:	$ 0		
Transfers:	$ 20,185		
Contingency:	$ 6,884		
TOTAL	**$241,500**		

PUBLIC TRANSIT MANAGEMENT PLAN

PROGRAM DESCRIPTION

The Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 required the development of six management plans: Congestion; Public Transit; Intermodal; Safety; Pavement; and Bridge. 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. It will also require development and implementation of a plan to respond to existing and projected deficiencies. This program develops and begins implementation of an PTMS by the ISTEA deadline of October 1994.

The PTMS will be developed by Tri-Met as specified in an intergovernmental agreement. The resulting products will be incorporated into the Regional Transportation Plan, Tri-Met Strategic Plan and supporting documents, the Oregon Transportation Plan and the Transportation Improvement Program.

RELATION TO PREVIOUS WORK

Activity prior to FY 92-93 was limited to overview and discussion relating to the development of Federal rules and guidelines regarding the PTMS. This work program is subject to publication of the final regulations.

Work Program Prior to FY 93-94

The focus of the year's activities was to develop a scope of work based on the final Federal Rule on management systems. The scope of work will be used to:

° Develop an inter-governmental agreement and refined Scope of Work with Tri-Met and ODOT.

° Develop consultant scope of services and contract; develop RFP; review proposals; and hire consultant.

° Inventory Public Transit facilities and systems.

OBJECTIVES

Work Program for FY 93-94

The majority of work will take place in FY 1993-1994.

° Develop criteria for evaluating the efficiency of the transit system (e.g., vehicle hours of delay or miles per employee, roadcalls 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.
- Coordinate with Washington DOT, Oregon DOT and Clark County RTC.

The following dates have been identified for key products in FY 93-94:

- Develop criteria and evaluation system: July 1993
- Collect and analyze data: September 1993
- Develop improvement strategies and actions: December 1994
- Develop draft plan and circulate for review: February 1994
- Prepare & begin implementation of final PTMS: May 1994

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

EXPENDITURE		REVENUES	
Personal Services: (FTE .15)	$ 10,694	FY 94 PL/ODOT	$ 500
		FY 94 Sec. 8:	$ 8,000
Materials & Svcs.:	$23,500*	FY 93 STP:	$22,500
Computer (M&S):	$ 0	FY 94 Tri-Met:	$ 8,000
Capital Outlay:	$ 0	**TOTAL:**	**$39,000**
Transfers:	$ 3,330		
Contingency:	$ 1,476		
TOTAL	**$ 39,000**		

* Tri-Met Pass thru Equals $22,500

INTERMODAL MANAGEMENT SYSTEM

PROGRAM DESCRIPTION

The Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 requires the development of six management system plans: Congestion, Public Transit, Intermodal, Safety, Pavement, and Bridge. The Intermodal Management System (IMS) will provide the basis for a multi-modal, interconnected transportation system. The purpose of the system is to improve passenger and freight intermodal connections and access to markets while conserving energy, reducing air quality and promoting economic development. This program develops and begins implementation of an IMS by the ISTEA deadline of October 1994.

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

All work activities will be coordinated with and through ODOT as specified in an intergovernmental agreement. The Port of Portland will be the region's lead agency. Tri-Met, Metro, ODOT and local jurisdictions will participate in the development of the IMS. Metro will oversee survey and data collection activities.

RELATION TO PREVIOUS WORK

Activity prior to FY 92-93 was limited to overview and discussion relating to the development of Federal rules and guidelines regarding the IMS. This work program is subject to publication of the final regulations.

Work Program Prior to FY 93-94

The focus of the year's activities was to develop a scope of work based on the final Federal Rule on management systems. The scope of work will be used to:

- Develop an inter-governmental agreement and refined Scope of Work with ODOT and the Port of Portland.
- Develop consultant scope of services and contract; develop RFP; review proposals; and hire consultant.
- Inventory intermodal facilities and systems.
- Develop public outreach activities, including formation of intermodal and goods movement Task Force.

OBJECTIVES

Work Program for FY 93-94

The majority of work will take place in FY 1993-1994.

- Identify efficiency measures and performance standards.
- Collect data and establish a monitoring system.
- Develop strategies and actions for improving intermodal efficiencies.
- Develop implementation plan for services, and adoption by all affected parties including the USDOT.
- Coordinate with Washington DOT, Oregon DOT and Clark County RTC.

The following dates have been identified for key products in FY 93-94:

- Establish efficiency measures and Performance Standards: September 1993
- Collect data and establish monitoring system: November 1993
- Develop strategies and actions: January 1994
- Develop draft plan and circulate for review: March 1994
- Prepare and begin implementation of final IMS: June 1994

Study products will be reviewed by the intermodal/goods movement Task Force and a study technical advisory group which will report to TPAC. Final recommendations will require JPACT/Metro Council adoption.

EXPENDITURE		REVENUES	
Personal Services: (FTE .311)	$ 20,500	FY 94 PL/ODOT:	$ 29,000
Materials & Svcs.:	$161,000*	FY 93 STP:	$ 80,500
Computer (M&S):	$ 0	FY 93 ODOT Supp.:	$ 80,500
Capital Outlay:	$ 0	Metro:	$ 0
Transfers:	$ 6,384	**TOTAL:**	**$190,000**
Contingency:	$ 2,116		
TOTAL	**$ 190,000**		

* Pass thru to Port of Portland

CONGESTION MANAGEMENT SYSTEM

PROGRAM DESCRIPTION

The Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 requires that a series of six management systems be developed statewide and for metropolitan areas, including one for congestion. This program develops and begins implementation of that system by the ISTEA deadline of October 1994. The primary purpose of 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 Oregon Department of Transportation (ODOT), Metro, and local jurisdictions in the development and prioritization of transportation needs. 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 as specified in an inter-governmental agreement. Local jurisdictions and Tri-Met will also participate in development of the CMS.

RELATION TO PREVIOUS WORK

Activity prior to FY 92-93 was limited to overview and discussion relating to the development of Federal rules and guidelines regarding the CMS. This work program is subject to publication of the final regulations.

Work Program Prior to FY 93-94

The focus of the year's activities was to develop a scope of work based on the final Federal Rule on management systems. The scope of work will be used to:

- Develop an inter-governmental agreement and refined Scope of Work with ODOT.
- Develop consultant scope of services and contract; develop RFP; review proposals; and hire consultant.
- Designate System Area. The congestion management system will cover the entire metropolitan area. Specific focus was placed on identifying those heavily congested areas and corridors.

OBJECTIVES

Work Program for FY 93-94

The majority of work will take place in FY 1993-1994.

- Develop congestion performance measures for identified modes.
- Collect and analyze appropriate traffic and congestion related data.
- Identify appropriate congestion management strategies and an evaluation methodology for congested corridors or areas.
- Develop draft CMS for review and adoption; submittal of final to USDOT. Include CMS implementation plan.
- Coordinate with Washington DOT, Oregon DOT and Clark County RTC.

The following dates have been identified for key products:

- Performance Measures - July 1993
- Data Collection - September 1993
- Draft Strategies - December 1993
- Draft CMS - March 1993
- Final CMS - August 1993

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

EXPENDITURE		REVENUES	
Personal Services: (FTE .507)	$ 31,543	FY 94 PL/ODOT:	$ 52,400
		FY 93 STP:	$ 27,300
Materials & Svcs.:	$ 54,600	FY 93 ODOT Supp.:	$ 27,300
Computer (M&S):	$ 10,437	Metro:	$ 2,000
Capital Outlay:	$ 0	**TOTAL:**	**$109,000**
Transfers:	$ 9,822		
Contingency:	$ 2,598		
TOTAL	**$109,000**		

AIR QUALITY PROGRAM

PROGRAM DESCRIPTION

The air quality program directly responds to the Clean Air Act Amendments (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 a 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) must be met by November 1993 and CO by November 1995. Initial updates to current hydrocarbon and CO emission inventories were submitted to USDOT and EPA in November 1992. In conjunction with the 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 established by the 1991 Oregon Legislature. Metro is continuing to participate in Portland's Central City Transportation Management Plan process, which is in part intended to lead to attainment and maintenance of the CO standard in downtown Portland.

RELATION TO PREVIOUS WORK

Work Program Prior to FY 93-94

The current year's program focused on coordinating activities with the Governor's Task Force; developing a scope of work for the ozone SIP update; initiating the SIP update; conducting interim TIP/RTP conformity analysis; developing methods to incorporate CAAA final conformity regulations into RTP/TIP planning procedures; initiating the application of those procedures; and initiating the development of a Congestion Mitigation/Air Quality Program as required by ISTEA into the RTP and TIP. The emissions inventory was also completed and submitted to EPA/USDOT. 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 93-94

The program will focus on completing activities initiated in FY 92-93. Included are the following activities:

° Completion of the carbon monoxide (CO) SIP update (November 1993). Metro is the lead agency for the update of the transportation element of the ozone and carbon monoxide (CO) SIP. Metro will be responsible for identification and adoption of 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 (July 1994). 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 ten years. The plan must include both base and contingency strategies and must be based on the latest travel and emission forecasts. The Portland Area Maintenance Plan will be based on the recommendations of the Governor's Task Force. Work will involve further refinement and analysis of the Task Force's recommendations prior to submittal.

° Congestion Mitigation/Air Quality (CMAQ) (October 1993). ISTEA provides funds for air quality related transportation projects or congestion mitigation projects with air quality benefits. ISTEA required the program be incorporated into the annual TIP and into the RTP. A policy-based local CMAQ program to address the area's particular air quality program will need to be developed.

° Conformity (September 1992). Conformity with the CAAA is required for the RTP and all annual TIPs in non-attainment or non-attainment maintenance areas. Portland falls into this category. A conformity methodology will need to be developed. Travel and emissions forecasts are required for particular milestone years to evaluate the impact of TIP and RTP projects on air quality.

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

EXPENDITURE		REVENUES	
Personal Services: (FTE .482)	$29,056	DEQ:	$46,500
		TOTAL:	**$46,500**
Materials & Svcs.:	$ 0		
Computer (M&S):	$ 5,218		
Capital Outlay:	$ 0		
Transfers:	$ 9,048		
Contingency:	$ 3,178		
TOTAL	**$46,500**		

I-5 PORTLAND/VANCOUVER PRE-AA (NORTH)

PROGRAM DESCRIPTION

The purpose of the North Corridor Preliminary Alternatives Analysis (Pre-AA) is to select a priority corridor from either the I-5 North Corridor or the I-205 North Corridor for advancement into Alternatives Analysis (AA) concurrently with or following the SE Priority Corridor. The study will conclude with a small set of promising alternatives, a problem statement, preliminary estimates of cost and effectiveness, a Systemwide financial plan and a scope and budget for AA.

The North Corridor Pre-AA was approved by Metro Joint Resolution and IRC Joint Resolution. It is currently funded in the FY 92-93 Metro Budget and UWP.

The program's stated goal is to select a North Corridor Priority Corridor for advancement into AA concurrently with or following the SE Priority Corridor. A decision to undertake AA in the North Corridor in FY 93-94 will be made by JPACT and the Metro Council by September 1993.

RELATION TO PREVIOUS WORK

Work Program Prior to FY 93-94

The program's scope of work and funding were secured in FY 91-92. Within FY 91-92, the program was initiated with the establishment of a Technical Advisory Committee, Project Management Group, Citizens Advisory Committee and Expert Review Panel (ERP). Previous HCT and Transportation studies within the corridors were documented, background data was gathered and work on methodologies and guidelines was initiated.

The program focused on finalizing the methodologies and guidelines and definition of alternatives leading to the selection of a Priority Corridor. The program will also initiate the process of screening down to a handful of promising alternatives within the Priority Corridor for consideration in AA.

The program's Work Plan was modified to allow for a delayed project start-up in while maintaining the program's goal of selecting a priority corridor by April 1993 and to submit an application to advance the Priority Corridor into AA by the end of September 1993.
All of the program's methodologies and guidelines have been prepared, reviewed by the ERP and refined. Work has been initiated and has progressed on evaluating the corridors to develop the measures for the state and local evaluation process and criteria.

OBJECTIVES

Work Program for FY 93-94

The focus of FY 93-94 will be to finalize the screening of a handful of promising of alternatives in the Priority Corridor. The program will also focus on preparing the other information needed to advance the corridor into AA (e.g. problem statement, preliminary estimates of costs and effectiveness, systemwide financial plan, AA scope and budget), and a possible grant application..

Major Products: The products will be 1) Conceptual Definition of Promising Alternatives, 2) Corridor Problem Statement, 3) Preliminary Evidence of Cost Effectiveness, 4) Systemwide Financial Plan. and 5) Scope and Budget for AA.

EXPENDITURE		REVENUES	
Personal Services: (FTE 1.675)	$103,253	C-Tran (WSDOT):	$427,500*
Materials & Svcs.:	$308,866	Match Pool:	$ 46,500
Computer (M&S):	$ 7,383	**TOTAL:**	**$ 475,000**
Capital Outlay:	$ 0		
Transfers:	$ 32,152		
Contingency:	$ 23,346		
TOTAL	**$475,000**		

* $200,000 - New C-TRAN
$227,500 - Carryover
$ 40,000 - New Match

I-5 PORTLAND/VANCOUVER AA (NORTH)

PROGRAM DESCRIPTION

The purpose of the North Corridor Alternatives Analysis (AA) program is to select a locally preferred alternative (LPA) for the North Priority Corridor selected from promising mode and alignment alternatives. If the LPA for the North Corridor is a build alternative, it will advance into PE/FEIS, Final Design and Construction. The AA phase will identify the significant environmental impacts, costs and effectiveness and the financial feasibility of the alternatives. It will provide the public and decision-makers the information necessary to make the LPA choice.

The initiation of AA in the Corridor is dependent upon completion of the North Corridor Pre-AA and the Regional HCT financial analysis. These studies will help determine whether it is possible to proceed with a North and South Corridor AA process simultaneously.

The North Corridor AA program is the next step in the High Capacity Transit Planning process, following the North Corridor Pre-AA and potentially leading to the eventual Preliminary Engineering, Final Design and Construction of the Locally Preferred Alternative.

The goal of the North Corridor is to select a Locally Preferred Alternative by December 1995, and if the LPA is a build alternative, to advance the corridor's LPA into PE.

RELATION TO PREVIOUS WORK

Work Program Prior to FY 93-94

The North Corridor Pre-AA work program will serve as the basis for the AA process so work has not been initiated.

The focus of the North Corridor AA within FY 92-93 is to secure funding sources and regional agreement on the conceptual work plan for the program.

OBJECTIVES

Work Program for FY 93-94

The focus of the North Corridor AA during FY 93-94 will be to initiate the AA/DEIS process in the North Priority Corridor.

The first step will include: 1) finalizing management and financing mechanisms, 2) conduct the scoping meeting(s), 3) prepare and refine the conceptual definition of alternative, 4) initiate the preparation of study methodologies, 5) initiate the

preparation of the travel demand forecasting model, network and zone structure, 6) prepare the corridor problem statement, and 7) initiate the documentation of existing environmental conditions in areas of the corridor likely to be impacted by the alternatives.

Major Products: 1) Management tools such as IGAs, professional services contracts, schedule and reporting mechanisms, 2) Conceptual Definition of Alternatives Report, 3) Problem Statement, and 4) Existing conditions elements of the Social, Environmental and Economic Methodology Report.

EXPENDITURE		REVENUES	
Personal Services: (FTE 4.995)	$ 287,258	To Be Determined:	$1,232,000
Materials & Svcs.:	$ 1,118,050	To Be Determined:	$ 308,000
Computer (M&S):	$ 12,156	**TOTAL:**	**$1,540,000**
Capital Outlay:	$ 0		
Transfers:	$ 75,564		
Contingency:	$ 46,972		
TOTAL	**$1,540,000***		

* This budget is for the first six months of a 24 month program, expected to cost approximately $4-5 million over the life of the program.

I-205/MILWAUKIE PRE-AA (SOUTH)

PROGRAM DESCRIPTION

The purpose of the South Corridor Preliminary Alternatives Analysis (Pre-AA) is to select a priority corridor from either the Milwaukie Corridor or the I-205 Corridor for advancement into Alternatives Analysis (AA). The study will conclude with a small set of promising alternatives, a problem statement, preliminary estimates of cost and effectiveness, a systemwide financial plan and a scope and budget for AA.

The South Corridor Pre-AA was approved by Metro Joint Resolution and IRC Joint Resolution. It is currently funded in the FY 92-93 Metro Budget and UWP.

The program's stated goal is to select a South Corridor Priority Corridor for advancement into AA.

RELATION TO PREVIOUS WORK

Work Program Prior to FY 93-94

The program's scope of work and funding were secured in FY 91-92. Within FY 91-92, the program was initiated with the establishment of a Technical Advisory Committee, Project Management Group, Citizens Advisory Committee and Expert Review Panel (ERP). Previous HCT and Transportation studies within the corridors were documented, background data was gathered and work on methodologies and guidelines was initiated.

The focus of the program in the current year is to finalize the methodologies and guidelines and definition of alternatives leading to the selection of a Priority Corridor. The program will also initiate the process of screening down to a handful of promising alternatives within the Priority Corridor for consideration in AA.

The program's Work Plan was modified to allow for a delayed project start-up while maintaining the program's goal of selecting a priority corridor by May 1993 and to submit an application to advance the Priority Corridor into AA by the end of September 1993.

All of the program's methodologies and guidelines have been prepared, reviewed by the ERP and refined. Work has been initiated and has progressed on evaluating the corridors to develop the measures for the state and local evaluation process and criteria.

OBJECTIVES

Work Program for FY 93-94

The focus of FY 93-94 will be to finalize the screening of a handful of promising alternatives in the Priority Corridor. The program will also focus on preparing the other information needed to advance the corridor into AA (e.g., problem statement, preliminary estimates of costs and effectiveness, systemwide financial plan, AA scope and budget).

Major Products: The products will be 1) Conceptual Definition of Promising Alternatives, 2) Corridor Problem Statement, 3) Preliminary Evidence of Cost Effectiveness, 4) Systemwide Financial Plan; and 5) Scope and Budget for AA.

EXPENDITURE		REVENUES	
Personal Services: (FTE 1.595)	$ 97,825	I-205/Mil.OR-29-9020:	$301,750
Materials & Svcs.:	$197,020	Match Pool:	$ 53,250
Computer (M&S):	$ 7,383	**TOTAL:**	**$355,000**
Capital Outlay:	$ 0		
Transfers:	$ 30,462		
Contingency:	$ 22,310		
TOTAL	**$355,000**		

I-205/MILWAUKIE AA (SOUTH)

PROGRAM DESCRIPTION

The purpose of the South Corridor Alternatives Analysis (AA) program is to select a locally preferred alternative (LPA) from a handful of promising mode and alignment alternatives. The South Corridor will be the Region's next Federal AA. If the LPA for the South Corridor is a build alternative then it will advance into PE/FEIS, Final Design and Construction. The AA phase will identify 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.

Preparing the South Priority Corridor as the region's next corridor to advance into AA was established as a regional priority and policy through Metro and IRC Joint Resolution.

The South Corridor AA program is the next step in the High Capacity Transit Planning process, following the South Corridor Pre-AA and leading to the eventual Preliminary Engineering, Final Design and Construction of the Locally Preferred Alternative.

The goal of the South Corridor is to select a Locally Preferred Alternative by December 1995, and if the LPA is a build alternative, to advance the corridor's LPA into PE.

RELATION TO PREVIOUS WORK

Work Program Prior to FY 93-94

The focus of the South Corridor AA within FY 92-93 is to initiate work to secure funding sources and regional agreement on the conceptual work plan for the program.

The South Corridor AA is dependent upon the completion of the South Corridor Pre-AA, so work will not be initiated in FY 92-93.

OBJECTIVES

Work Program for FY 93-94

The focus of the South Corridor AA during FY 93-94 will be to initiate the AA/DEIS process in the South Priority Corridor. The first steps will include: 1) finalizing management and financing mechanisms, 2) conduct the scoping meeting(s), 2) prepare and refine the conceptual definition of alternatives, 3) initiate the preparation of study methodologies, 4) initiate the preparation of the travel demand forecasting model, network and zone structure, 5) prepare the corridor problem statement, and 6) initiate the documentation of existing environmental conditions

in areas of the corridor likely to be impacted by the alternatives.

Major Products: 1) Management tools such as IGAs, professional services contracts, schedule and reporting mechanisms, 2) Conceptual Definition of Alternatives Report, 3) Problem Statement, and 4) Existing conditions elements of the Social, Environmental and Economic Methodology Report.

EXPENDITURE		REVENUES	
Personal Services: (FTE 5.075)	$ 286,040	To Be Determined:	$1,252,000
Materials & Svcs.:	$ 1,117,850	To Be Determined:	$ 281,700
Computer (M&S):	$ 12,156	**TOTAL:**	**$1,564,500**
Capital Outlay:	$ 0		
Transfers:	$ 89,070		
Contingency:	$ 59,882		
TOTAL	**$1,564,500***		

* This budget is for the first six months of a 24 month program, expected to cost approximately $4-5 million over the life of the program.

REGIONAL HIGH CAPACITY TRANSIT PROGRAM

PROGRAM DESCRIPTION

The Regional High Capacity Transit RHCT Study is divided into two elements: The Portland CBD Preliminary Alternatives Analysis (Pre-AA) and the RHCT System Plan. The purpose of the CBD Pre-AA (AA) program is to narrow to handful of promising mode and alignment alternatives within the Portland CBD that will be advanced with the South and North Corridors into AA. The study will conclude with a small set of promising alternatives, a problem statement, preliminary estimates of cost and effectiveness, a systemwide financial plan and a scope and budget for AA. The purpose of the RHCT System Plan is to prepare a regional High Capacity Transit System Implementation Plan based upon the Regional Transportation Plan.

The RHCT program was approved within the FY 92-93 Metro Budget and UWP. The purpose and management structure for the study was established in a Metro Joint Resolution and an IRC Joint Resolution.

Study goals are: 1) To narrow to a handful of promising alternatives within the Portland CBD to advance into AA with the South and North priority Corridors, 2) to define a HCT System Implementation Plan, based upon the RTP.

The program's conceptual scope of work and funding were secured in FY 91-92. Within FY 91-92, the program was initiated with the establishment of a Technical Advisory Committee, Project Management Group, and Citizens Advisory Committee. Previous HCT and Transportation studies within the downtown were documented, background data was gathered and work on methodologies and guidelines was initiated.

RELATION TO PREVIOUS WORK

Work Program Prior to FY 93-94

The focus of the program in FY 92-93 was to finalize the methodologies and guidelines and definition of alternatives leading to the screening down to a handful of promising alternatives within the Portland CBD for consideration in AA. For the HCT System Plan, the current year focus has been to conceptually define the RTP's HCT System Plan, to cost the various corridors and extensions, to forecast future travel demand within those corridors, to assess the primary benefits associated with the corridors and extensions, and to prioritize the corridors and extensions.

The program's CBD Element Work Plan was modified to allow for a delayed project start-up in FY 92-93 while maintaining the

program's goal of narrowing potential alignments to several which would be incorporated into an AA/DEIS and to submit an application to advance the Portland CBD alternatives into AA with the South and North Priority Corridors by the end of September 1993. No changes occurred with the HCT System Plan Element.

All of the CBD Element's methodologies and guidelines have been prepared and refined. Following the selection of the South and North Priority Corridors, the CBD element will screen down to a handful of promising mode and alignment alternatives to advance into AA with the South and North Priority Corridors. Much of the HCT System Plan Corridors and Extensions have been identified and costed.

OBJECTIVES

Work Program for FY 93-94

The focus of FY 93-94 CBD Element will be to finalize the process of screening to a handful of promising of alternatives in the Portland CBD. The CBD Element will also focus on preparing the other information needed to advance the corridor into AA. The focus of FY 93-94 System Plan Element will be to finalize the region-wide HCT System Plan. The work program may also include refinement of the System Plan and further analysis of the costs and benefits associated with the System Plan.

The focus of FY 93-94 will accomplish the program's stated goals for the CBD Element and the HCT System Plan Element.

Major Products: For the CBD Element the products will be: 1) Conceptual Definition of Promising Alternatives, 2) Corridor Problem Statement, 3) Preliminary Evidence of Cost Effectiveness, and 4) Scope and Budget for AA. For the HCT System Plan Element, the product will be an HCT System Implementation Plan, including analysis of the Plan's costs and benefits.

EXPENDITURE		REVENUES	
Personal Services: (FTE .806)	$ 51,667	FY 93 Tri-Met:	$ 91,620
Materials & Svcs.:	$ 96,975	C-TRAN:	$ 57,263
Computer (M&S):	$ 7,265	Match Pool:	$ 39,447
Capital Outlay:	$ 0	**TOTAL:**	**$188,330**
Transfers:	$ 16,089		
Contingency:	$ 16,334		
TOTAL	**$188,330**		

WESTSIDE/HILLSBORO STATION AREA PLANNING

PROGRAM DESCRIPTION

This program is being undertaken in conjunction with the Westside Corridor Project and the Hillsboro extension. The program is a collaborative process which will be undertaken by Washington County, the cities of Hillsboro, Beaverton and Portland, Metro, Tri-Met and ODOT. The program includes station area design, planning and development for all LRT stations within the Westside and Hillsboro Projects. The intent is to maximize transit supportive development through modifications to land use plans, design standards and development regulations within a half-mile radius of LRT stations. This program is required by the State of Oregon as a condition of the local match that it will provide for the Westside and Hillsboro Projects.

RELATION TO PREVIOUS WORK

Work Program Prior to FY 93-94. Washington County has proposed interim development controls to protect station areas until the overall program is implemented. A proposed work plan has been developed for station area planning and development. Metro is working with Tri-Met and local jurisdiction staff to define individual agency workscopes. Westside station area planning will be coordinated with work on the Westside Corridor Project and the Hillsboro extension.

OBJECTIVES

Work Program for FY 93-94. The proposed work plan includes the following tasks: 1) defining program goals, objectives and organizational structure; 2) establishing models for transit-supportive development; 3) analyzing regulatory and implementation mechanisms; 4) conducting corridor-wide and station area demographic, land use and marketing studies; 5) evaluating ways to maximize development potential; 6) designs for pedestrian access to stations and better integration of development with the station platform; 7) preliminary determination of development opportunities around LRT stations.

Anticipated Work Program after FY 93-94. It is anticipated that this program will extend through FY 96-97. In FY 94-95, local community plans, design standards and zoning ordinances would be adopted by local jurisdictions. In the following years, detailed development plans and implementation strategies and capital improvement programs would be prepared and implemented.

PRODUCTS AND TARGETS

- Work Program and IGA's - April, 1993
- Regional/Corridor objectives and standards - September, 1993

- Interim development regulations to be adopted by Washington County, Beaverton and Hillsboro by Fall, 1993
- Market demographics, land use analysis, station area development opportunities identified and evaluated - October, 1993
- Local station area plans, design standards and zoning ordinances adopted - FY 94-95

EXPENDITURE ALLOCATION

Work done under this program will complement work funded under the Westside LRT Project. Funding will be separate from the Westside Corridor Project. An initial allocation of $1 million was allocated in FY 93, the majority of which will carry over to FY 94. A second year allocation will be initiated when the transportation funding legislative package is completed in July, 1993.

EXPENDITURE ALLOCATION		REVENUES	
Metro:	$ To Be Determined	FY 93 STP:	$ 333,333
Local Gov't:	$ To Be Determined	Tri-Met:	$ 333,334
Consultant:	$ To Be Determined	ODOT:	$ 333,333
TOTAL	**$ To Be Determined**	**TOTAL**	**$1,000,000**

DATA MAINTENANCE, RESEARCH & DEVELOPMENT

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 bv 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.

The Regional Land Information System (RLIS) is a computer mapping system providing a comprehensive single source for land information in this metropolitan area.

Services and products are provided to Metro staff and Metro's member governments using RLIS and the socioeconomic databases. The socioeconomic databases provide 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, member jurisdictions and public customers. 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 93-94

- **Population, Housing and Employment Programs:** The US 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 US census, employment at the work place is geocoded to census tracts. In previous years this work was done on biennially but was moved up to an annual cycle this fiscal year. 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 Wasty 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 DRC's 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 Regional Transportation Plan. During FY 92-93, revision of the Regional Forecast began and included a 50-year horizon which 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 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 92-93, 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 is to provide contextual information and quantitative tools for the participants in the long-run forecasting program. But 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 will allow the DRC to satisfy the numerous requests it receives from member jurisdictions and the public regarding short-run trends.

- **Census 1990:** Beginning April 1991, the DRC began receiving products from the 1990 Census of Population and Households.

At Metro, these products are being used mainly for benchmarking the DRC's database. Published reports are being prepared as each release of census information arrives.

- **Urban Area:** Procurement of system and conversion of hardcopy and digital records obtained from cities, counties and PGE to develop 552 square mile coverage of three counties, using tax assessor maps and data as the base and superimposing information such as vacant lands, comprehensive plans, etc.

- **Rural Area:** Mapping of 350 square miles outside current UGB to support urban reserve analysis.

- **TIGER Map:** This FY work has been completed by a contractor (Thomas Bros. Maps) using funds from a consortium of sources to enhance the US Census Bureau's digital street address map to render it useful for local government needs.

- **RLIS Database Maintenance:** In February of 1992, the process of updating the data original collected for RLIS began. Work is underway to share maintenance responsibilities with local governments having their own GIS capabilities. For example, in Washington County the Department of Assessment has a GIS workstation which is being used for updating the County's tax maps.

- **Support to Metro Departments and Member Governments:** The Data Resource Center provides its government clients with RLIS and information products and services on a user fee basis. Each member has a charge account to cover the cost of service requests.

- **DRC Storefront:** Private companies and the public are charged for off-the-shelf products and user fees for custom queries of RLIS and the socioeconomic databases. This service has developed in response to steady pressure from the business sector for access to Metro's RLIS system and its many databases. In the past "Market Profile" demographic reports, the Regional Factbook and forecasts have been offered through the Storefront. The advent of RLIS has dramatically increased the level of service capability.

- **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:** In addition to the address matching and network routing uses for this digital street address map at Metro, this product will be used by police and emergency manager's reliability and accuracy is therefore important. As new streets are platted they will be added along with the new addresses.

OBJECTIVES

Work Program for FY 93-94

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

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

- **Forecasts:** During the summer of 1993, the regional forecast (four counties) will be allocated to census tract using the DRAM/EMPAL land use forecasting model and local government input. This will be accomplished for each 2040 concept. This model was installed in the current fiscal year in conjunction with the LUTRAQ project. It is supporting the year 2015 forecast effort, plus offering the ability to develop multiple land use scenarios for the Region 2040 project. During this fiscal year, one staff member was added having expertise in statistics and econometric modeling to assist the Senior Economist. This became necessary due to the increasing level of forecasting services sought by Metro departments and member jurisdictions.

  A non-exhaustive list of currently identified applications by department are:

Department	Horizon
Planning	
• TIP Monitoring	medium-range
• RTP Update/Revision	long-range
• Region 2040	very long-range
• Urban Growth Boundary	medium and long-range
Solid Waste	
• Revenue Forecasting	short-range
• Flow Simulation Model	medium-range

- **Census 1990:** Historically, the DRC has been a principal center for distribution of census products and information on their uses. These programs will continue during the 1990s. The number of products available to Metro from this census is greater than for any previous census, and the completion of RLIS significantly enriches the quality of census data for the Portland region. Both of these factors combine to increase the DRC during FY 93-94.

- **Data Resource Center Administration:** Overseeing the DRC requires both technical and administrative management. Technical guidance is crucial to this group due to the complexity of the work and the research challenges posed by the final applications of the information developed. Administration of the DRC work program is challenging due to the number of projects concurrently underway and the diverse array of clients being served. The Technical Manager provides the primary technical oversight and the DRC Supervisor fulfills both technical and administrative management functions.

  The focus will continue to be on the quality and responsiveness of service to Metro departments and member jurisdictions.

Anticipated Work Program After FY 93-94

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 .5 FTE over Phase I), the earthquake preparedness grant from FEMA, a suite of transportation surveys and LRT station area planning for the Westside.

- **RLIS Database Maintenance:** This is an ongoing activity that is expected to decrease in work load as local jurisdictions develop GIS capability and are able to share in ongoing maintenance. For example, an agreement has been joined with the Washington County Assessor's office to take over maintenance of the parcel and TIGER map bases in that county.

- **TIGER Map Maintenance:** This too is an ongoing activity which is expected to benefit from future sharing of digital land information.

- **RLIS Enhancements:** It will become possible to increase the quality of some of the data layers, such as sewer and water lines, as local service provides develop digital systems which can be easily transferred to Metro's system.

EXPENDITURE		REVENUES	
Personal Services: (FTE 13.925)	$ 717,258	FY 94 PL/ODOT:	$ 183,125
Materials & Svcs.:	$ 222,007	FY 94 Tri-Met:	$ 25,500
Computer (M&S):	$ 150,429	FY 94 ODOT Supp.:	$ 17,500
Capital Outlay:	$ 0	NW Area Foundation:	$ 30,000
Transfers:	$ 223,346	Metro:	$1,093,475
Contingency:	$ 36,560	**TOTAL:**	**$1,349,600**
TOTAL:	**$1,349,600**		

TRAVEL MODEL REFINEMENT

PROGRAM DESCRIPTION

The purpose of the Model Refinement Program is twofold: 1) maintain the state-of-the-art travel demand forecasting models and up to date computer simulation networks for current and long-range travel plans; and 2) maintain up to date short and long-range travel forecasts which reflect changes in land use assumptions, projected highway and transit investments, and socioeconomic conditions.

The profile of the travel demand forecasting process is continually increasing. It has a significant role in estimating VMT (Transportation Rule) and air pollution (Clean Air Act).

RELATION TO PREVIOUS WORK

Work Program Prior to FY 93-94

This program is an on-going one. Each year various elements are scheduled to achieve the objectives of the program. The most notable recent model improvements have been to improve the model sensitivity to urban design (i.e., LUTRAQ).

OBJECTIVES

Work Program for FY 93-94

- 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 to include a 1992 base, committed RTP and full RTP. Update travel forecasts (i.e., trip matrices) to a 1992 base and long-range forecast.

- Ensure that the encoding of the model is as efficient as possible in order to ensure high productivity.

EXPENDITURE		REVENUES	
Personal Services: (FTE .815)	$ 43,032	FY 94 Sec. 8:	$ 10,000
		FY 94 PL/ODOT:	$ 74,500
Materials & Svcs.:	$ 14,200	FY 94 ODOT Supp>:	$ 24,000
Computer (M&S):	$ 65,230	FY 94 Tri-Met:	$ 24,000
Capital Outlay:	$ 0	Metro:	$ 7,500
Transfers:	$ 13,400	**TOTAL:**	**$140,000**
Contingency:	$ 4,138		
TOTAL:	**$140,000**		

TRAVEL FORECASTING SURVEYS & RESEARCH

PROGRAM DESCRIPTION

This is a new program closely related to the Travel Model Refinement program. Its purpose is to develop new models for transportation policy and investment analysis, mainly in response to the needs of ISTEA, EPA and various environmental interests. Questions relating to such things as the secondary (land use) impacts of transportation investments, behavioral response to increase in road pricing, fuel pricing, congestion pricing and pollution pricing - in both the short and longer 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 effects of exogenous factors such as life style and life cycle of the household, and to include both intermediate (household vehicle transactions) and longer term (household location decisions) effects of these policy changes. This will be 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 to 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 93-94

This program started with the design and fielding of the first household activity and travel behavior survey, transit on-board and other surveys in the spring of 1993. These surveys specifically designed to provide the data needed for this model building program.

OBJECTIVES

Work Program for FY 93-94

- Complete geocoding of the household travel behavior survey activity. A combination of Metro staff and contract work.
- Attach 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 specification search for behavioral differences.

- Carry out an in-depth analysis of time budget versus cost versus money budget analysis aimed at elucidating regularities/irregularities in activity and travel time budgets. A combination of Metro and consultant staff.

- Develop a modeling paradigm to exploit whatever trade-off information is available to address the travel and activity space trade-offs. A combination of Metro and consultant staff.

- Specify and estimate a disaggregate household location model. Metro/consultant.

- Develop an activity-mobility model that predicts the probability of complex chaining, and the probability of activities in the chain. Metro/consultant.

- Specify the individual models needed with this modeling paradigm. Metro.

. Design and field the second (and, possibly third) wave(s) of the household panel survey. Metro and contractor.

. To design and field stated preference surveys as needed for policy analysis, including congestion and other pricing strategies. Consultant/contract.

. To design and field a highway speed and delay survey.

. To design and field transit specific surveys in cooperation with Tri-Met. This is likely to include targeted stated preference surveys. Consultant/contract.

. Design and field the truck movement survey in cooperation with ODOT. Staff/contract.

. Prepare RFPs for each survey and let contracts for fielding,

. Continue regional VMT counting program.

- Integrate with Clark County RTC survey program.

EXPENDITURE		REVENUES	
Personal Services: (FTE 3.064)	$195,858	FY 94 PL/ODOT:	$126,675
		FY 94 STP:	$ 71,351
Materials & Svcs.:	$445,000	FY 93 STP:	$216,667
Computer (M&S):	$ 26,092	FY 93 ODOT Supp.:	$183,333
Capital Outlay:	$ 0	FY 94 Tri-Met:	$ 41,700
Transfers:	$ 60,988	Metro:	$ 93,774
Contingency:	$ 5,562	**TOTAL:**	**$733,500**
TOTAL:	**$733,500**		

TRANSPORTATION SYSTEM MONITORING

PROGRAM DESCRIPTION

The purpose of this program is to establish an inventory of transportation related data. Begun 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.

RELATION TO PREVIOUS WORK

Work Program Prior to FY 93-94

Each year data is gathered so that the state of the transportation system can be defined and evaluated. In prior years, information regarding travel costs, traffic count and transit patronage data has been collected and summarized.

OBJECTIVES

Work Program for FY 93-94

- Monitor and summarize trends in transit fares, auto operating costs, parking costs, auto usage and transit ridership. These are important data items to track in trend analysis. A report documenting the findings will be prepared.

- Performance characteristics of the highway system will be summarized using results from computer simulation. A report documenting the findings will be prepared.

- Performance characteristics of the transit system will be summarized using results from computer simulation. A report documenting the findings will be prepared.

- The travel patterns of the region will be summarized using results from computer simulation. A report documenting the findings will be prepared.

- Continue the process to develop and administer a regional count program. This element is necessary to insure that: 1) proper inputs are available for the VMT estimation process; and 2) quality count data is available for the model calibration process.

EXPENDITURE		REVENUES	
Personal Services: (FTE 1.335)	$67,425	FY 94 Sec. 8:	$10,000
Materials & Svcs.:	$ 2,400	FY 94 PL/ODOT:	$65,332
Computer (M&S):	$ 0	Metro:	$17,168
Capital Outlay:	$ 0	**TOTAL:**	**$92,500**
Transfers:	$20,995		
Contingency:	$ 1,680		
TOTAL	**$92,500**		

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

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

OBJECTIVES

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.

PRODUCTS AND TARGETS

See objectives.

EXPENDITURE		REVENUES	
Personal Services: (FTE)	$ 0	FHWA Demo Grant:	$180,000
Materials & Svcs.:	$180,000	LAND000 (002)**TOTAL:**	**$180,000**
Computer (M&S):	$ 0		
Capital Outlay:	$ 0		
Transfers:	$ 0		
Contingency:	$ 0		
TOTAL	**$180,000**		

1000 FRIENDS OF OREGON - LUTRAQ - WESTERN BYPASS PROJECT

PROGRAM DESCRIPTION

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

RELATION TO PREVIOUS WORK

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

OBJECTIVES

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

PRODUCTS AND TARGETS

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

EXPENDITURE		REVENUES	
Personal Services: (FTE)	$ 20,000	1000 FHWA Demo Grants: LAND000 (001)	$110,000
Materials & Services:	$ 90,000		
Computer (M&S):	$ 0		
Capital Outlay:	$ 0		
Transfers:	$ 0		
Contingency:	$ 0		
TOTAL	**$110,000**	**TOTAL:**	**$110,000**

TECHNICAL ASSISTANCE

PROGRAM DESCRIPTION

This program provides 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. This program is on-going.

RELATION TO PREVIOUS WORK

Work Program Prior to FY 93-94

This program is on-going with service provided on demand.

OBJECTIVES

Work Program for FY 93-94

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.

EXPENDITURE		REVENUES	
Personal Services: (FTE 1.546)	$ 81,921	FY 94 Sec. 8:	$ 21,500
		FY 94 ODOT Supp.:	$ 27,000
Materials & Svcs.:	$ 750	FY 94 PL/ODOT:	$ 35,325
Computer (M&S):	$ 57,402	FY 94 STP:	$ 53,028
Capital Outlay:	$ 0	FY 94 Tri-Met:	$ 17,300
Transfers:	$ 25,508	Metro:	$ 25,947
Contingency:	$ 14,519		
TOTAL:	**$180,100**	**TOTAL:**	**$180,100**

TRANSPORTATION IMPROVEMENT PROGRAM

PROGRAM DESCRIPTION

The Transportation Improvement Program (TIP) serves as a regional policy document describing which projects will be given priority, and is prepared in response to USDOT regulations. The regulations state that a program of highway and transit projects which use federal funds is to be developed annually under the direction of the MPO and is to set forth cost estimates for the Annual Element Year. The report is to be endorsed by the Metro Council and submitted to the Governor, Federal Highway Administration and the Federal Transit Administration. The TIP includes cooperatively developed projects defined by cities and counties and incorporates major regional actions such as Tri-Met's Transit Development Plan and ODOT's Six-Year Transportation Improvement Program. The annual element and intermediate actions are developed through the TIP Subcommittee; then to TPAC, JPACT and the Metro Council.

RELATION TO PREVIOUS WORK

Beginning in FY 92-93, the TIP is required to conform with the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991. ISTEA has resulted in a number of funding program revisions which require response and action by State's and MPO's. Roles and responsibilities have also changed. As a result of ISTEA, substantial regional discussion and coordination has occurred and will occur to define responsibilities and identify priorities.

Work Program Prior to FY 93-94

The focus of the current year has been on development of the annual TIP and identifying methods to incorporate new or revised ISTEA programs, including:

- Historical documentation of federal transportation appropriations for submittal to our Congressional Delegation.
- Annual TIP Report published and distributed to city recorders, public works directors, members of TPAC.
- Conformity of annual TIP with Clean Air Act of 1990 requirements.
- Staff participation in ISTEA discussion, training and information sessions, including participation in workshops and conferences; updates to TPAC and JPACT.
- Establishment of new project selection criteria to ensure multi-modal funding decisions, including bike, pedestrian, transit and TDM.

- Establishment of new ISTEA funding programs and priorities within TIP, including Surface Transportation Program (STP), Transportation Enhancement Program, and Congestion Mitigation/Air Quality (CMAQ) Program.

- Identification of regional transportation priorities for consideration in the ODOT 1995-2000 Six-Year Transportation Improvement Program.

OBJECTIVES

Work Program for FY 93-94

The major focus will be on completion of the annual TIP element and its ongoing maintenance. Activities and products include:

- ISTEA Compliance. Further determination of TIP related ISTEA requirements, including coordination with State TIP, subject to publication of the final regulations.

- Ongoing Maintenance. Monitoring past and current funding allocations, schedules, cost and management of cost overruns and underruns.

- Regional Priorities. Work with the TIP Subcommittee to identify and coordinate regional transportation funding priorities.

- Funding Allocation. Integration of revised and new projects to be funded with federal funds. Identify priorities, federal funding source, project estimates, project descriptions, and responsible implementation agency.

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

- Conformity determination with Clean Air Act Amendments of 1990.

- Continued review and comment on ODOT Six-Year Program.

EXPENDITURE		REVENUES	
Personal Services: (FTE 1.785)	$101,221	FY 94 Sec. 8:	$ 35,000
Materials & Svcs.:	$ 700	FY 94 STP:	$ 35,000
Computer (M&S):	$ 5,218	FY 94 ODOT Supp.:	$ 35,000
Capital Outlay:	$ 0	Tri-Met:	$ 35,000
Transfers:	$ 31,519	Metro:	$ 8,000
Contingency:	$ 9,342	**TOTAL:**	**$148,000**
TOTAL	**$148,000**		

MANAGEMENT AND COORDINATION

PROGRAM DESCRIPTION

Provide for overall ongoing department management, including budget, Unified Work Program (UWP), contracts, grants, personnel and activities required by the Transportation Policy Alternatives Committee (TPAC), the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council.

RELATION TO PREVIOUS WORK

Work Program prior to FY 93-94

This is an ongoing element.

OBJECTIVES

Work Program for FY 92-93. 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 Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) of such activity.

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

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

Provide liaison between management and union.

- FY 94 Unified Work Program.
- Management of department budget, staff time and products.
- Required documentation to FHWA and FTA (UMTA) 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 (UMTA) on UWP progress.

Anticipated Work Program after FY 93-94

Continue ongoing elements of department management and coordination.

PRODUCTS AND TARGETS

- Budget adoption (June); UWP adoption (April).
- Grant approvals (June and December).
- Contract approvals (as needed).
- Federal certification (annual).
- Progress reports for Council and federal agencies (quarterly).

EXPENDITURE ALLOCATION		REVENUES	
Personal Services: (FTE 2.005)	$112,882	FY 94 Sec. 8:	$ 17,500
Materials & Svcs.:	$ 500	FY 94 ODOT Supp.:	$ 25,000
Computer (M&S):	$ 0	FY 94 STP:	$ 20,000
Capital Outlay:	$ 0	Metro:	$ 95,500
Transfers:	$ 35,150	**TOTAL:**	**$158,000**
Contingency:	$ 9,468		
TOTAL	**$158,000**		

PROGRAM SPECIFIC REQUIREMENTS FOR MPOs

- Assessment of Title VI Planning Efforts

Metro works with Tri-Met to assure that the provision of existing transit service is non-discriminatory. While the responsibility for planning actual routes and service headways is at Tri-Met, Metro provides Tri-Met with data based on the 1980 census showing where concentrations of minority populations are throughout the region. Tri-Met examines the zones with high minority populations and analyzes how accessible transit is in those areas, as compared to the general population. This analysis indicates that minority residents in the Portland metropolitan area do, in most instances, receive equal or better transit accessibility than predominantly non-minority areas with similar local characteristics, and significantly better accessibility than the regional average.

With respect to capital improvements, Tri-Met prepares impact analyses for fixed facility projects as required by UMTA regulations. Any project which requires an environmental assessment or an environmental impact statement includes an analysis of the impact on minority populations. To date, there have been no Title VI concerns raised during either compliance reviews or other activities.

- Monitor Title VI Activities

a. With technical assistance from Metro, Tri-Met performed a transit accessibility analysis which enabled the population data (general and minority) to be converted to traffic analysis zones and census tracts. By allocating the minority population to traffic analysis zones and to census tracts, Tri-Met was able to accurately locate minority communities. With that knowledge, Tri-Met is able to target information concerning changes in transit service to the affected areas.

b. In 1987, Metro assisted Tri-Met in developing an information base for use in addressing Title VI issues. This information was included by Tri-Met in a report to UMTA titled Title VI Report Update, September 30, 1987, Route Revisions Due to Light Rail (included in the FY 1989 Section 8 application). The data prepared by Metro included a population and employment update, transit travel time data and transit accessibility measures.

The transit accessibility data and travel time data were used to provide information on minority and non-minority travel times to employment, shopping and major public facil-

ities. Using existing travel behavior data, Metro can provide Tri-Met with updates of this information as needed.

- Information Dissemination

Tri-Met has an established public involvement process which is used when service changes are proposed. The process involves the steps listed below:

. Notification of the proposed change and pending community workshops. Notification is placed on buses in the affected areas, in the general circulation newspaper and in minority-oriented newspapers. In addition, neighborhood associations are informed of upcoming community workshops.

. Community workshops are held at public facilities (i.e., schools, community centers, etc.) in the affected neighborhoods. These workshops are informal gatherings at which Tri-Met staff solicits opinions of those in attendance regarding proposed route changes. Revisions to the proposals are then made based on public comment from the workshops.

. Public hearings before the Tri-Met Board of Directors are then held on the revised service modification proposals. At this time, the Board makes a final decision.

Many Tri-Met decisions must be approved additionally by Metro. Those items are included in the Metro public awareness process. Tri-Met projects are included on TPAC, JPACT and Council agendas. Public meeting notices and meeting agendas are sent to the general circulation and minority-focused newspapers such as the Skanner. Metro projects are subject to the public meeting and public hearing process. Information is disseminated through the media, newspapers and mass mailings. Metro's information dissemination process is fully explained in the FY 88 Title VI submittal. Metro's Title VI submittal has been certified by UMTA through September 1992.

- Both Metro and Tri-Met focus their decision-making processes on a subject or project rather than a particular group or community. When a project is being considered, a Citizens Advisory Committee (CAC) is formed with membership made up of affected citizens. All citizens within the affected area are encouraged to participate in the citizen process.

Members for CACs are solicited through neighborhood groups, public service announcements, and ads in the daily newspaper and minority publications. Formed at the beginning of the project, the CAC is encouraged to develop alternatives and make recommendations to staff throughout the decision-making

process of the project or study. Citizen recommendations are a critical part of the entire process and play an important role in determining the recommended project.

- In 1993, Metro has one non-elected committee that deals with transit issues:

  TPAC, the Transportation Policy Alternatives Committee, deals with all transportation issues facing the region. TPAC has 20 members, five of whom are women. TPAC has six citizen members who are the only ones Metro has authority to appoint. Openings for those positions are advertised in the daily and weekly newspaper (Skanner). Press releases are mailed to special interest groups such as the League of Women Voters, neighborhood groups, Chambers of Commerce, etc. Applicants are screened and interviewed before new members are chosen. Terms are for two years.

  Currently, three citizen committees are active. The Hillsboro Alternatives Analysis Study CAC is being staffed by Tri-Met. The Northwest Subarea Transportation Study Citizen Advisory Committee was formed in January 1991. The committee has 17 members, five of whom are women. Members represent neighborhood associations, CPOs, hospital and industrial associations. It is anticipated that this study will be concluded by June 1993 at which time the CAC will dishand.

The I-205/Milwaukie and I-5/Vancouver studies formed a 28 member CAC to oversee activities for both studies. Of the 28 members, 12 are women. membership is made up of businessman, neighborhood groups, transportation activists and industrial associations. Twelve jurisdictions nominated those citizens.

As the Willamette River Crossing Study commences, another citizen group will be formed. Also, the Travel Demand Management and Congestion Pricing Studies anticipate heavy citizen involvement but the method of that involvement has not been determined.

ODOT PLANNING ASSISTANCE

Program Description

Major accomplishments for FY 94 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 1994 HPR Program

1. Perform Metropolitan Area Corridor (MAC) studies for Sandy Boulevard, McLoughlin Boulevard, and Highway 213.

2. Develop interim access management classifications for state highways in the metropolitan region in coordination with local jurisdictions.

3. Identify next phases of regional freeway management strategy.

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, Rule 12, and State Agency Coordinating Council objectives.

7. Ensure the Oregon Transportation Plan, Oregon Benchmarks, Transportation Planning Administrative Rule, and corridor planning are integrated into the RTP.

8. Support Regional High-Capacity Transit (HCT) 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 in identification of 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 related studies.

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

17. Participate in Westside Station Area Planning.

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

Expenses		Revenues	
Personnel:	$250,000	HPR/ODOT:	$300,000
Materials & Services:	$ 50,000		
Total:	**$300,000**		

DW:smc:Assist.Pln

HILLSBORO CORRIDOR PE/FEIS/FINAL DESIGN

PROGRAM DESCRIPTION

If a build alternative is selected as the Hillsboro Corridor Locally Preferred Alternative, the project will advance into Preliminary Engineering and the preparation of the Final Environmental Impact Statement. Tri-Met will manage this and all subsequent phases of the project. Metro will manage the preparation of the FEIS and will coordinate the preparation of mitigation plans with Tri-Met as they complete the Preliminary Engineering.

RELATION TO PREVIOUS WORK

Work Program Prior to FY 93-94: Locally Preferred Alternative decision expected in July 1993. It is hoped that the project will be advanced to the PE/FEIS state at that time under a Letter of No Prejudice.

OBJECTIVES

Work Program for FY 93-94:

- Compile and respond to all public comment on the DEIS.
- Develop mitigation plans for all elements of the project.
- Coordinate those mitigation plans with Tri-Met Engineering to ensure constructability, cost-effectiveness and implementation.
- Prepare the FEIS.
- Secure a Record of Decision from FTA for the project.

PRODUCTS AND TARGETS

FEIS Completion - 9/93
Record of Decision - 11/93

EXPENDITURE ALLOCATION

$1.9 Million (estimated)

REVENUES

Section 9	$ 560,000
Undetermined	1,340,000
	$1,900,000

MANAGEMENT TRAINING FOR DISADVANTAGED BUSINESS ENTERPRISES

PROGRAM DESCRIPTION

This project provides training and technical assistance for DBEs that may be interested in competing for contracting opportunities with Tri-Met in the construction of the Westside Light Rail Project.

RELATION TO PREVIOUS WORK

The FY 93 work program for this project includes selection of a contractor, development and implementation of a training program, production of a video tape describing the Westside Light Rail Project, and development of a data base system to track DBE participation in the project.

OBJECTIVES

The overall program objective is to assist Tri-Met in meeting its goal for DBE participation.

Work Program for FY 94: Continued outreach, technical assistance and training for DBEs. Training for Tri-Met's prime contractors in methods of reaching DBEs for subcontracting. Application for second increment of funding for July 1994-December 1995.

Anticipated Work Program after FY 94: Ongoing assistance to DBEs.

EXPENDITURE ALLOCATION (est.)		REVENUES	
$35,000	DBE Consultant	Section 20	$32,000 (approved grant #OR-26-2001)
5,000	Materials	Tri-Met Match	8,000
$40,000	Total	Total	$40,000

TRI-MET STRATEGIC PLAN

Program Description

Tri-Met is in the process of completing a new Strategic Plan, mission and goals. The plan is intended to serve as a framework to guide policy setting and decision-making for the agency.

The strategic plan posits a long range strategy for the region to maintain mobility and livability as we grow. The strategy calls for aggressive expansion of transit service, increased transit funding, and a strong link between transportation and urban form.

Twelve separate program areas have been identified as priorities for implementation of the strategic plan. Program managers have been assigned and task groups are working to further define and implement the priority programs.

Relation to Previous Work

Implementation of the Tri-Met Strategic Plan will be defined through the district's five year Transit Development Plan and its annual budget.

The Tri-Met Strategic Plan is designed to implement emerging new policy for transportation such as the Oregon Transportation Plan, Rule 12, and Metro's RUGGOs. Consequently, the plan is more aggressive than the current RTP. With adoption of a new RTP, Tri-Met will modify its strategic plan accordingly.

Responsibilities

* Tri-Met Board

* Lead responsibility is with the Strategic Plan Working Group comprised of two Board members, Executive staff, and key service staff.

* Strategic Plan Coordinating Group to coordinate implementation of Strategic Programs.

Duration

The Strategic Plan is scheduled to be adopted by the Tri-Met Board in March 1993, and to be reviewed annually.

Budget

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

FIVE YEAR TRANSIT DEVELOPMENT PLAN

PROGRAM DESCRIPTION

The Transit Development Plan will define actions necessary to implement Tri-Met policies and the Strategic Plan (see previous description of the Strategic Plan). The Transit Development Plan will develop at least two five-year scenarios for transit development. They are:

- Minimum Improvements ("Improved Service" scenario or "Interim Transit Development Plan")
- Strategic Plan or Vision (new revenue scenario)

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 new revenues.

RELATION TO PREVIOUS WORK

Work Program Prior to FY93-94

The development of the TDP has been on hold pending the completion of the Strategic Plan. (Tri-Met has just completed the Strategic Plan, to be adopted by the Board in March 1993.) The following documents have been completed preparatory to the development of the TDP.

Three foundation documents: a Capital Planning Assessment, a Service Planning Assessment, and a Marketing and Human Resources Assessment.

Situational Audit.

Vision, Mission and Goals development,

Scenario Development

Scenario Evaluation (Financial Issues Report #1, January 1992, and 1993, the Business Plan attachment to the Strategic Plan, and Scenario Development Summaries) All of these are available for review upon request.

Strategic Plan.

What remains to be done is the Transit Development Plan itself.

OBJECTIVES

Work Program for FY93-94

The Transit Development Plan 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 Transportation Improvement Plan.

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 Transit Development Plan will provide a forum of 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 AND TARGETS

Interim Transit Development Plan - August 1993
Transit Development Plan Completed - January 1994

RESPONSIBILITIES

Lead responsibility is with Manager, Service Planning; Manager, Financial Planning; and Long Range Planning Coordinator

DURATION

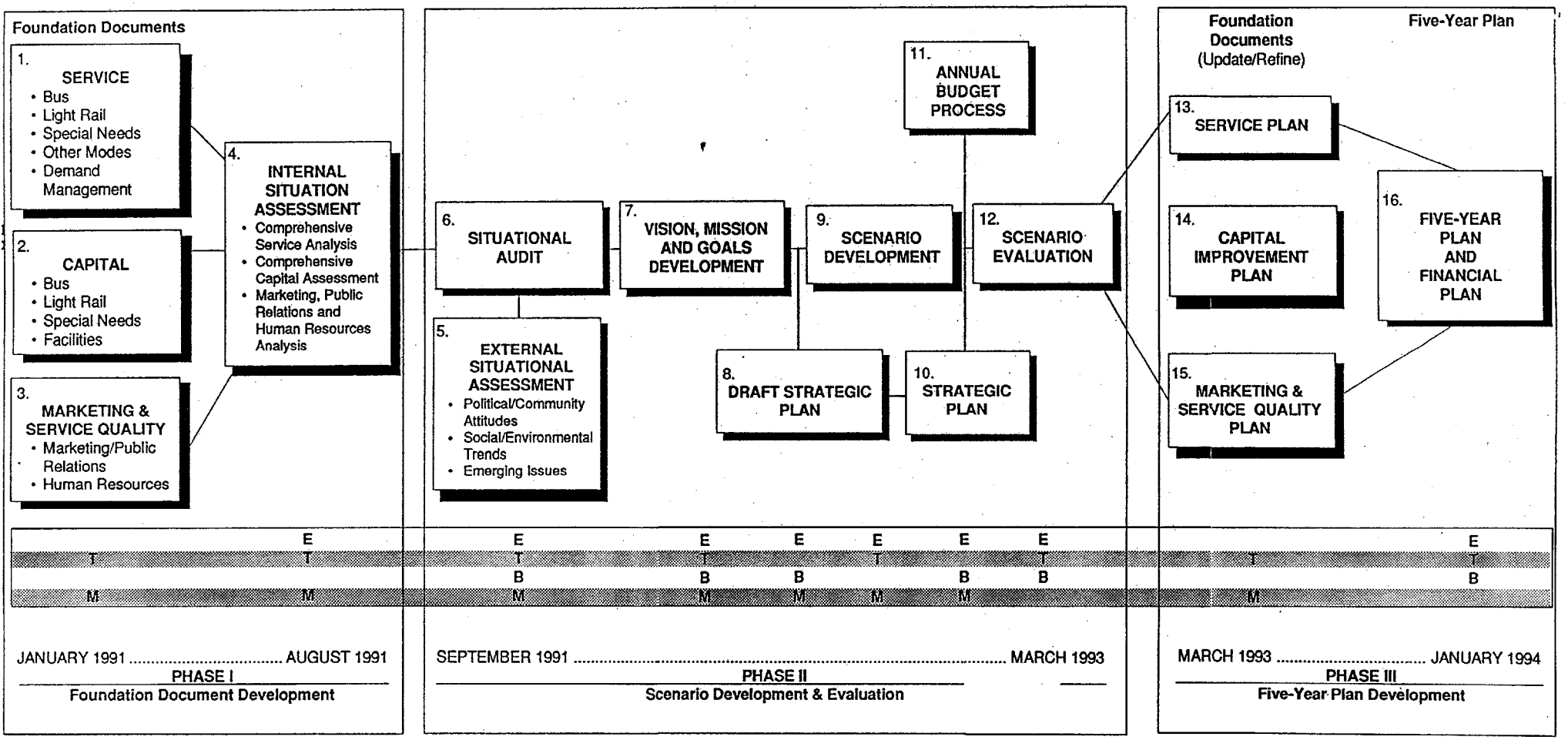
Annual or Biannual

BUDGET

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

0101.CP/dsj

TRI-MET
FIVE YEAR PLANNING PROCESS



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 porposed corridors and the development potential in the station areas. The program also provides public information about light rail so that an informed and active consituency 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 corrdinating the development of the transportation system. The Regional Rail Program is assisting these agencies with planning for the light rail system for two reasons: 1.) Tri-Met and Metro are currently focusing on the development of the West Side 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 93-94

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 a handful of promising alternatives which can then be considered in the AA.

In addition, to assisting with the 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 ten reasons why we need light rail. It is important to future of the City that our citizens understand the benefits of HCT as expressed in the following list.

1. Reduce congestion
2. Create cost savings
3. Strength neighborhood livability
4. Protect air quality
5. Conserve energy
6. Assist growth management strategies
7. Attract economic development
8. Preserve & protect nearby rural areas
9. Connect regional attractors
10. Maintain a strong central city.

The outreach program concentrated on three different forums to deliver 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 the 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 sub-centers in the Metro area with high quality mass transit.

OBJECTIVES

Work Program for FY 93-94

The City if 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.

EXPENDITURE		REVENUES	
Personal Services: (FTE 4.77)	$338,472	General Trans Revenue	$575,334
Materials & Svcs:	386,862	Undetermined	150,000
TOTAL:	$725,334	TOTAL:	$725,334

FY 94 UNIFIED WORK PROGRAM

SUMMARY

94uwp
3/2/93

	94/PL ODOT	94ODO SUPPL	94 Sec 8	94 STP	94 HPR (e)(4)	94 Lcl TriMet	DEQ	CTRAN	CARRYOVER 80X001 93Sec8	Hillsboro PE/FEIS	92 I205 /Milw 299020	I5/I205	93 STP	93ODOT Supplmnt	93 TriMet	FHWA M Demo	Arterial Fund STP	North/South AA/DEIS	FHWA to 1000Fnds	94 HPR	Local Match	TOTAL
METRO																						
RTP Update/Refinement	67,456	34,000	50,000		117,382				20,000				20,000								90,462	399,300
RTP Financial Analysis	10,000												7,500	7,500							1,000	26,000
Demand Management			50,000	30,621		36,000							10,000								21,879	148,500
Southeast Corridor	50,000	25,000	15,000	40,000	0				10,000				20,000								95,000	255,000
Rgn 2040 PhII-UGM		37,500		50,000		37,500							187,500	59,375							385,125	757,000
Rgn 2040 PhIII-UGM																					353,500	353,500
Urban Arterial																	216,698				24,802	241,500
Pub Transit Mgt Plan	500		8,000			8,000							22,500									39,000
Intermodal Mgt Sys PL	29,000												80,500	80,500								190,000
Congestion Mgt Sys Pl	52,400												27,300	27,300							2,000	109,000
Air Quality							46,500														0	46,500
I-205/Milwaukie											301,750										53,250	355,000
I-5/Ptld-Vanc												427,500									47,500	475,000
North DEIS																		1,232,000			308,000	1,540,000
South DEIS																		1,252,000			313,000	1,565,000
High Capacity Transit								57,263							91,620						39,447	188,330
WS Station Area Plng													333,333	333,333	333,333							999,999
Data, Growth Monitoring	183,125	17,500				25,500															1,123,475	1,349,600
Travel Model Refinement*	266,507	24,000	20,000	71,351		65,700							216,667	183,333							118,442	966,000
FHWA Mdl Sensitivity																180,000						180,000
1000 Friends																			110,000			110,000
Technical Assistance	35,325	27,000	21,500	53,028		17,300															25,947	180,100
Trans Improvement Prog		35,000	35,000	35,000		35,000															8,000	148,000
Coord & Management		25,000	17,500	20,000																	95,500	158,000
Metro Subtotal	694,313	225,000	217,000	300,000	117,382	225,000	46,500	57,263	30,000	0	301,750	427,500	925,300	691,341	424,953	180,000	216,698	2,484,000	110,000	0	3,106,329	10,780,329
ODOT PLANNING ASSISTANCE																				300,000		300,000
PORTLAND LOCAL SIGNIFNCE																					725,334	725,334
TRIMET																						
Special Area Planning																						0
Locally Funded Projects																						
Hillsboro PE/FEIS										1,500,000												1,500,000
TriMet Subtotal	0	0	0	0	0	0	0	0	0	1,500,000	0	0	0									1,500,000
GRAND TOTAL	694,313	225,000	217,000	300,000	117,382	225,000	46,500	57,263	30,000	1,500,000	301,750	427,500	925,300	691,341	424,953	180,000	216,698	2,484,000	110,000	300,000	3,106,329	12,580,329

Note: PL/ODOT is $694,313 comprised of $623,007.05(89.73%) fed share, $71,306.94(10.27%) ODOT. Includes $2,093 carryover.

*Includes System Monitoring, Model Refinement & Travel Survey

a. carryover from original 93 STP funds. Balance from Jan. 93 allocation.

SOUTHWEST WASHINGTON REGIONAL TRANSPORTATION COUNCIL (RTC)

UNIFIED PLANNING WORK PROGRAM

FOR

FISCAL YEAR 1994

Southwest Washington Regional Transportation Council
1351 Officers' Row
Vancouver, WA 98661
Telephone: (206) 737-6067

February 1993

SOUTHWEST WASHINGTON REGIONAL TRANSPORTATION COUNCIL
FY94 UNIFIED PLANNING WORK PROGRAM

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SOUTHWEST WASHINGTON REGIONAL TRANSPORTATION COUNCIL
FY94 UNIFIED PLANNING WORK PROGRAM

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INTRODUCTION: FISCAL YEAR 1994 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 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, 1993 through June 30, 1994.

The planning activities described are related to several modes of transportation, including activities which are considered significant to the Regional 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 FY94 UPWP includes the continuation of transportation planning activities and requirements as contained in the 1991 Intermodal Surface Transportation Efficiency Act (ISTEA) and was developed in conjunction with the FY94 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.

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.

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), are also key participants. 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, 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. The *Transit Development Program 1992-1997* will guide transit development from 1992 to 1997.

WSDOT and the Public Services Department 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. WSDOT is also responsible for preparing a State Transportation Plan.

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.

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 FY94 the study of High Capacity Transit in the I-5 and I-205 corridors continues to be the major issue of interstate significance.

RTC Board of Directors

Clark County	Commissioner John Magnano (Chair)
Clark County	Commissioner David Sturdevant
Clark County	Commissioner Busse Nutley
City of Vancouver	Councilman Royce Pollard
City of Vancouver	John Fischbach (City Manager)
Cities East	Mayor Dean Dossett (Camas)
Cities North	Mayor Ralph Kraus (Ridgefield)
Ports	Commissioner Bob Moser (Vancouver)
C-TRAN	Leslie White (Executive Director)
WSDOT	Gerald Smith (District 4 Administrator)
ODOT	Bruce Warner (Region 1 Engineer)
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	Greg Gifford
Clark County Planning	Jim Seeley
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	Kim Chin
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	Councilman Ann Jermann
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	Councilman Roger Miller
WSDOT, District 4	Gerry Smith, District Administrator
Port of Klickitat	Elmer Stacy, Port Director

I. REGIONAL TRANSPORTATION PLANNING PROGRAM

Introduction

The Regional Transportation Planning Program encompasses MPO/RTPO planning activities including (A) Regional Transportation Plan, (B) Transportation Improvement Program, (C) ISTEA Management Systems, (D) North/South Transit Corridor Study, (E) North/South HCT Alternatives Analysis, (F) Transportation Demand Management, (G) Skamania County RTPO, (H) Klickitat County RTPO, (I) C-TRAN Traffic Signal Pre-emption Study and (J) Regional High Capacity Transit 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 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 RTP. During FY94 the RTP will be completed 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 describes in ISTEA into the regional planning program. Work will also be carried out to incorporate an enhanced financial plan element into the Plan. State and Federal air quality conformity requirements are major considerations in the development of transportation plans and programs. 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. Clean Air Act requirements will be met by the RTP.

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 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 FY94 RTC will continue to work on three of the management systems required by ISTEA: (i) Traffic Congestion Management, (ii) Public Transportation Facilities and (iii) Intermodal Transportation. The MPO will collaborate with WSDOT in completing these management systems and will cooperate with WSDOT on development of the Highway Pavement, Bridges, and Highway Safety management systems.

MPO planning program activities during FY94 will include significant regional transportation planning projects. While the decision has not yet been made to pursue the next step in the high capacity transit planning process, the UPWP anticipates work activities related to the Alternatives Analysis process and provides for completing the North/South Transit Corridor study in the period from July 1 through September of 1993.

Transportation Demand Management (TDM) is likely to play a significant part in providing for future mobility needs of Clark County's population, therefore TDM is included in the FY94 as a separate element.

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

The Traffic Signal Pre-emption Study is a project to be conducted by C-TRAN with potential use of CM/AQ funds and the Regional High Capacity Transit Study is a regional study of high capacity transit needs which receives a portion of its funding from the Washington State High Capacity Transit Account.

I. REGIONAL TRANSPORTATION PLANNING PROGRAM

A. Regional Transportation Plan

The Regional Transportation Plan (RTP) work element will include (i) RTP adoption, (ii) continuing RTP development and (iii) system monitoring and performance analysis activities.

Work Element Objectives

(i) Plan Adoption

1. Adoption of a Regional Transportation Plan (RTP) which will comply with GMA and ISTEA and be consistent with state, local and regional plans. The Plan will be completed by October 1, 1993 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,

   To comply with state standards the RTP 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.

   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 work will proceed on incorporating the fifteen transportation planning factors outlined in the Act. The fifteen factors include the consideration of freight as well as people movement. Freight transportation is the focus of a study, funded by RTPO discretionary grant funding, to be completed by June 30, 1993. The freight study will be integrated into the RTP by October 1, 1993.

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

(ii) Continuing RTP Development

A process for RTP update and enhancement will be developed to reflect changing trends, conditions or regulations and future study results. Updating of the RTP will include:

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

2. 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.

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

4. Integration of the findings of the ISTEA management systems work into the RTP.

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

(iii) System Monitoring

1. Further development of a performance monitoring program for the regional transportation system. The RTP will be used as the document in which system monitoring is reported on.

Relationship To Other Work Elements

The RTP takes into account the reciprocal effects between land uses, growth patterns and transportation system development. It also identifies the mix of transportation strategies needed to solve future transportation system problems. The RTP for Clark County is interrelated to all other work elements. In particular, the RTP will relate to the management systems under development to meet ISTEA requirements. 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 all other transportation alternatives have been explored. The results of the management systems will be incorporated into the RTP as results are forthcoming.

FY94 Products

1. RTP for Clark County meeting GMA standards and ISTEA requirements.

2. Further work on level of service standards, particularly in relation to concurrency requirements.

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

4. Performance monitoring program.

FY94 Expenses:	
	$
RTC	70,000
Total	70,000

FY94 Revenues:	
	$
FY94 PL	29,000
FTA Sec. 8	11,000
RTPO	20,000
Local	10,000
	70,000

I. REGIONAL TRANSPORTATION PLANNING PROGRAM

B. Transportation Improvement Program

Work Element Objectives

1. Development of FY94-96 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 and Clean Air Act conformity documentation.

6. Amendment of TIP, where necessary.

7. Monitoring of TIP implementation.

Relationship To Other Work Elements

The TIP provides the link between the RTP and project implementation. The process to prioritize TIP projects will draw from data from the transportation database, regional travel forecasting model output.

FY94 Products

1. FY94-96 TIP, as required by ISTEA.

2. Programming of ISTEA funds.

3. Clean Air Act conformity analysis and documentation.

4. TIP amendments, as necessary.

FY94 Expenses:

	$
RTC	37,250
Total	37,250

FY94 Revenues:

	$
FY94 PL	17,000
FTA Sec. 8	4,000
RTPO	11,000
Local	5,250
	37,250

I. REGIONAL TRANSPORTATION PLANNING PROGRAM

C. ISTEA Management Systems

ISTEA requires the development of six management systems: (i) Traffic Congestion Management, (ii) Public Transportation Facilities, (iii) Intermodal Transportation (iv) Highway Pavement, (v) Bridges and (vi) Highway Safety and implementation of the systems by FY1996. Work on Phase I of the first three management systems was begun by the MPO, with project consultant assistance, in FY93.

Work Element Objectives

1. Completion of (i) Traffic Congestion, (ii) Public Transportation Facilities, and (iii) Intermodal Transportation system management plans.

2. Integration of the (i) Traffic Congestion Management, (ii) Public Transportation Facilities, and (iii) Intermodal Transportation management systems into the RTP will occur in FY94. Integration of the remaining three management systems will occur in FY95.

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 RTP and identified needs will be implemented with the selection of regional transportation projects in the TIP.

FY94 Products

1. Completion of the (i) Traffic Congestion Management, (ii) Public Transportation Facilities, and (iii) Intermodal Transportation management systems which emphasizes development of methodology and tools for performance evaluation to support transportation policy decisions.

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

3. Integration of findings from the management systems into the region's RTP in terms of policies, goals and objectives, system and capital needs.

FY94 Expenses:

	$
RTC	70,000
Total	70,000

FY94 Revenues:

	$
CM/AQ	70,000
Local	
	70,000

I. REGIONAL TRANSPORTATION PLANNING PROGRAM

D. North/South Transit Corridor Study

The I-205 Bridge LRT Retrofit Study and the Internal Clark County High Capacity Transit Study were completed in FY92. The recommendations in 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 study is to select a high capacity transit (HCT) priority corridor either on I-5 or on I-205.

The result of this study will be a decision on how best to coordinate Alternatives Analysis, engineering, construction, and financing for a North Priority Corridor with the region's next HCT corridor in Clackamas County. In particular, this study will select a North priority corridor and will determine whether the North corridor will proceed into Alternatives Analysis concurrently with or following Alternatives Analysis for the region's next HCT corridor into Clackamas County.

For the remaining corridor, the study will develop an action plan for the development of mid- and long-term transit improvements to be included in the Regional Transportation Plan (RTP). A critical element of this study will be the development of financing strategies for each corridor that are consistent with the system-wide financing plan to be developed within the Regional HCT study.

The North/South Transit Corridor Study will be completed in the period from July 1, 1993 to September 30, 1993.

Work Element Objectives

1. Complete the North/South Transit Corridor Study. With completion of the study a north priority HCT corridor should be established and decisions made on future work to develop HCT plans.

2. Complete the incorporation of North/South Transit Corridor Study results, including promising alternatives for dealing with the identified bi-state transportation problems, into the RTP.

Relationship To Other Work

The North/South Transit Corridor Study relates to Metro's FY94 UPWP element **"I-5/I-205 Portland/Vancouver Pre-AA"**. It will identify potential solutions to bi-state accessibility problems. It incorporates information from HCT studies, as well as from the travel forecasting model. Results and recommendations from this element will be brought forward into the Regional Transportation Plan.

The HCT planning process and decision-making process has been formally adopted by JPACT and the RTC Transportation Policy Committee. This agreement identifies a closely integrated approach for making HCT decisions that include state, regional and local agencies throughout the Portland/Vancouver region. The recommendations of the HCT studies will be incorporated into the regional system and the regional transportation plan.

FY94 Products

1. Completion of the North/South Transit Corridor Study.

2. Selection of the North Priority Corridor.

3. Decision on how to coordinate Alternatives Analysis for a North Priority Corridor with the region's next HCT corridor in Clackamas County.

FY94 RTC Expenses:

	$
RTC	21,000
Total	21,000

FY94 RTC Revenues:

	$
C-TRAN/HCTA	21,000
	21,000

FY94 Regional Expenses:

	$
RTC	21,000
Metro	244,000
Total	265,000

FY94 Regional Revenues:

	$
C-TRAN/HCTA	218,500
Other	46,500
	265,000

I. REGIONAL TRANSPORTATION PLANNING PROGRAM

E. North/South HCT Alternatives Analysis

No decision has yet been made on whether to pursue the next step, Alternatives Analysis, in the high capacity transit planning process for the North Corridor. A decision to proceed with AA for the North Corridor is dependent on the results and decisions from the North/South Corridor Study (see preceding page). However, the FY94 UPWP does anticipate work activities related to the Alternatives Analysis process. If work were to proceed to AA then activities would include identification of significant environmental impacts, costs and financial feasibility of alternatives. If a decision on a preferred alternative is made then work would eventually proceed to Preliminary Engineering, Final Design and Construction.

This work element relates to Metro's FY94 UPWP **"North Corridor AA"** element.

The amount of revenues and expenditures is yet to be determined.

I. REGIONAL TRANSPORTATION PLANNING PROGRAM

F. Transportation Demand Management (TDM)

In 1991, the Washington State legislature passed the Commute Trip Reduction 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.

Work Element Objectives

1. Participate in committee meetings relating to the implementation of transportation demand management, such as the Strategic Planning Group (SPG).

2. Assist local jurisdictions who must orchestrate the implementation of transportation demand management programs by providing regional travel forecasting model, regional traffic count and census data, by identification of transportation projects in the TIP which will support TDM activities and by establishing TDM policies in the RTP.

3. Monitor the effect of transportation demand management programs in the region.

4. TDM to planning for future transportation needs.

Relationship To Other Work Elements

Transportation demand management relates to RTP development, the TIP and uses data from the regional transportation database. TDM should be a strategy for reducing trips on the transportation system and should be addressed in the Congestion Management System work required by ISTEA.

FY94 Products

1. Representation of RTC on SPG committee.

2. Regional transportation data relating to transportation demand management planning.

FY94 Expenses:		FY94 Revenues:	
	$		$
RTC	20,000	WA State Energy Office	20,000
Total	20,000		20,000

FY94 Regional Expenses:

	$
C-TRAN	Amount to be determined
RTC	20,000
Total	Amount to be determined

FY94 Regional Revenues:

	$
WA State Energy Office	Amount to be determined
	Amount to be determined

I. REGIONAL TRANSPORTATION PLANNING PROGRAM

G. Skamania County RTPO

Work by the RTPO on a transportation planning work program for Skamania County began in FY 90. The Skamania County Transportation Policy Committee meets monthly to discuss local transportation issues and concerns. Work in FY94 will focus on further development of a Regional Transportation Plan to cover the RTPO region, 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. Further development 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.

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

3. Development 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. Assistance in setting up a competitive Surface Transportation Program (STP) project selection process.

6. Assessment of public transportation needs 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.

FY94 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. Adoption of a Regional Transportation Plan for Skamania County.

4. Process for STP project selection.

FY94 Expenses:		FY94 Revenues:	
	$		$
RTC	25,000	RTPO	16,000
		STP	9,000
Total	25,000		25,000

I. REGIONAL TRANSPORTATION PLANNING PROGRAM

H. Klickitat County RTPO

Work by the RTPO on a transportation planning work program for Klickitat County began in FY 90. The Klickitat County Transportation Policy Committee meets monthly to discuss local transportation issues and concerns. Work in FY94 will focus on further development of a Regional Transportation Plan to cover the RTPO region, 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. Further development 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.

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

3. Development 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. Assistance in setting up a competitive Surface Transportation Program (STP) project selection process.

6. Assessment of public transportation needs 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.

FY94 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. Adoption of a Regional Transportation Plan for Klickitat County.

4. Process for STP project selection.

FY94 Expenses:

	$
RTC	27,000
Total	27,000

FY94 Revenues:

	$
RTPO	18,000
STP	9,000
	27,000

I. REGIONAL TRANSPORTATION PLANNING PROGRAM

I. C-TRAN Signal Preemption Study

This element will study the feasibility of retrofitting existing traffic signals with signal pre-emption devices in order to allow C-TRAN buses pre-emption authority.

Work Element Objectives

Study the feasibility of retrofitting existing traffic signals with signal pre-emption devices in order to allow C-TRAN buses pre-emption authority on the #4 route along Fourth Plain, from downtown Vancouver to Vancouver Mall. If the study shows that signal pre-emption implementation is feasible, and the region supports the project, implementation would occur the year following the study.

Relationship To Other Work Elements

The study relates to the overall regional transportation planning program. Signal pre-emption could be a method of increasing the efficiency of bus service, in terms of travel time, in the Clark County region. This work element will initiate a study of the feasibility of signal pre-emption along C-TRAN's most heavily used bus route.

FY94 Products

1. Report on a study of the feasibility of retrofitting existing traffic signals with signal preemption devices on the #4 route along Fourth Plain, from downtown Vancouver to Vancouver Mall. If the study shows signal pre-emption to be feasible then installation and implementation could occur in the year following the study.

FY93/94 Expenses:		FY93/94 Revenues:	
	$		$
C-TRAN	50,000	CM/AQ	40,000
		Local	10,000
Total	100,000		50,000

I. REGIONAL TRANSPORTATION PLANNING PROGRAM

J. Regional High Capacity Transit

The Regional High Capacity Transit RHCT Study is divided into two elements: the Portland CBD Preliminary Alternatives Analysis (Pre-AA) and the RHCT System Plan. The purpose of the CBD Pre-AA program is to narrow to a handful of promising mode and alignment alternatives within the Portland CBD that will be advanced with the South and North Corridors into AA. the study will conclude with a small set of promising alternatives, a problem statement, preliminary estimates of cost and effectiveness, a system-wide financial plan and a scope and budget for AA. The purpose of the RHCT System Plan is to prepare a regional High Capacity Transit System Implementation Plan based upon Metro's Regional Transportation Plan. The RHCT program was approved within the FY92-93 Metro Budget and UPWP. The purpose and management structure for the study was established in a Metro Joint Resolution and IRC (now RTC) Joint Resolution.

Study goals are: 1) to narrow to a handful of promising alternatives within the Portland CBD to advance into AA with the South and North Priority Corridors, 2) to define a HCT System Implementation Plan, based upon the Metro RTP.

The program's conceptual scope of work and funding were secured in FY91-92. Within FY91-92, the program was initiated with the establishment of a Technical Advisory Committee, Project Management Group, and Citizens Advisory Committee. Previous HCT and transportation studies within the downtown were documented, background data was gathered and work on methodologies and guidelines was initiated.

Work Element Objectives

Work Program for FY93-94

The focus of FY93-94 CBD element will be to finalize the process of screening to a handful of promising alternatives in the Portland CBD. The CBD element will also focus on preparing the other information needed to advance the corridor into AA. The focus of FY93-94 System Plan element will be to finalize the region-wide HCT System Plan. The work program may also include refinement of the System Plan and further analysis of the costs and benefits associated with the System Plan.

The focus of FY93-94 will accomplish the program's stated goals for the CBD element and the HCT System Plan element.

Relationship To Other Work

The Regional High Capacity Transit element relates to Metro's FY94 UPWP element "**Regional High Capacity Transit Program**". The focus of the program in FY92-93 was to finalize the methodologies and guidelines and definition of alternatives leading to the screening down to a handful of promising alternatives within the Portland CBD for consideration in AA. For the HCT System Plan, the current year focus has been to conceptually define the RTP's HCT System Plan, to cost the various corridors and extensions, to forecast future travel demand within those corridors to assess the primary benefits associated with the corridors and extensions, and to prioritize the corridors and extensions.

The program's CBD element work plan was modified to allow for a delayed project start-up in FY92-93 while maintaining the program's goal of narrowing potential alignments to several which would be incorporated into the AA/DEIS and to submit an application to advance the Portland CBD alternatives into AA with the South and North Priority Corridors by the end of September 1993. No changes occurred with the HCT System Plan Element.

All of the CBD element's methodologies and guidelines have been prepared and refined. Following the selection of the South and North Priority Corridors, the CBD element will screen down to a handful of promising mode and alignment alternatives to advance into AA with the South and North Priority Corridors. Much of the HCT System Plan Corridors and Extensions have been identified and costed.

FY94 Products

For the CBD element the products will be:

1. Conceptual definition of promising alternatives
2. Corridor problem statement
3. Preliminary evidence of cost effectiveness and
4. Scope and budget for AA

For the HCT System Plan element the product will be:

1. An HCT System Implementation Plan, including analysis of the Plan's costs and benefits.

FY94 Regional Expenses:

	$
Metro	245,500
Total	245,500

FY94 Regional Revenues:

	$
C-TRAN/HCTA	55,238
Other	190,262
	245,500

II. DATA MANAGEMENT AND TRAVEL FORECASTING PROCESS

Introduction

Data Management and Travel Forecasting Process work elements include: (A) Regional Transportation Data Base, (B) Regional Travel Forecasting Process and (C) Technical Assistance.

The Regional Transportation Data Base element includes a number of activities planned for FY94. These include the following: transit operations and ridership data, census data, transit/highway networks, population/employment allocation, 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 great potential for transportation applications. This work element will develop the following GIS coverages for the transportation analysis zones: existing land use, developable land, comprehensive land use and existing street network.

The Travel Forecasting Process element will emphasize 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 congestion management and air quality analysis.

The Technical Assistance work element will include work for MPO/RTPO member agencies on regional transportation plans and studies involving technical assistance from MPO/RTPO staff.

The Metro Travel Behavior Surveys element will involve a contribution of STP funding from the Washington portion of the Portland/Vancouver region to a region-wide effort to collect up-to-date data on travel behavior. The project will be led by Metro.

II. DATA MANAGEMENT AND TRAVEL FORECASTING PROCESS

A. Regional Transportation Data Base

This element includes the development, maintenance and management of the regional transportation database to support the regional transportation planning program. Use of the data includes measuring system performance, evaluating level of service standards, calibration of the regional travel forecasting model, the functional classification of roadways, routing of trucks, support for studies by local jurisdictions, support for regional 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.

Work Element Objectives

1. Maintain an up-to-date transportation data base and map file for transportation planning and regional modeling.

2. Collection, analysis and reporting of regional transportation data.

3. Maintain a comprehensive, continuing, and coordinated traffic count program.

4. Analyze growth trends and relate these to future year population and employment forecasts.

5. Cooperate with, and participate in, METRO's process to update the region's forecast population and employment data for future years and 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.

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 of the designated regional transportation system and functional classification of system highways, as required by federal and state agencies.

11. Collaboration with Metro to carry out travel surveys to be used to enhance the regional transportation database and regional travel forecasting model. The surveys will include: a travel behavior survey, on-board transit survey, speed-delay survey, and external truck survey.

Relationship To Other Work Elements

This element is the key to interrelating all data activities. Output from the database is used by local jurisdictions and supports the development of the RTP, 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.

FY94 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. Results from the travel behavior surveys carried out in collaboration with Metro.

FY94 Expenses:

	$
RTC	60,240
Total	60,240

FY94 Revenues:

	$
FY94 PL	29,000
FTA Sec. 8	9,000
RTPO	7,740
Local	14,500
	60,240

II. DATA MANAGEMENT AND TRAVEL FORECASTING PROCESS

B. 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 congestion management and air quality analysis.

Work Element Objectives

1. Establish local Transportation Model Users' Group (TMUG).

2. 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.

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.

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 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 RTP, TIP, management systems, traffic count, transit planning, and clean air planning.

FY94 Products

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

FY94 Expenses:

	$
RTC	48,750
Total	48,750

FY94 Revenues:

	$
FY94 PL	25,000
FTA Sec. 8	2,000
RTPO	10,000
Local	11,750
	48,750

II. DATA MANAGEMENT AND TRAVEL FORECASTING PROCESS

C. Technical Assistance

Work Element Objectives

1. RTC staff are frequently asked to give technical assistance to local and state agencies on transportation related projects. The objective of this work element is to provide technical assistance, such as development of regional model alternative scenarios, running of alternative network assignments and modeled turning movement data, to such agencies.

Relationship To Other Work Elements

Data from the regional transportation data base and output from the regional transportation forecasting model will be used to assist agencies and jurisdictions.

FY94 Products

1. Technical assistance to MPO/RTPO member agencies and other local jurisdictions, as needed.

FY94 Expenses:		FY94 Revenues:	
	$		$
RTC	18,750	FY94 PL	11,000
		Local	7,750
Total	18,750		18,750

II. DATA MANAGEMENT AND TRAVEL FORECASTING PROCESS

D. 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. Conduct travel surveys throughout the metropolitan region to better understand travel behavior, trip origin and destinations and travel flow and to use as input to the regional travel forecasting model.

Relationship To Other Work Elements

This work element relates to Metro's FY94 UPWP element **"Travel Forecasting Surveys and Research"**. The element will enhance the regional travel database and the regional travel forecasting model.

FY94 Products

1. Survey of travel behavior, transit on-board ridership, speed-delay and freight transportation.
2. Analysis of surveys.
3. Incorporation of survey results in the regional travel forecasting model by Metro.

FY94 Regional Expenses:

	$
Metro	944,000
Total	944,000

FY94 Regional Revenues:

	$
WA STP	200,000
Other	744,000
	944,000

III. TRANSPORTATION PROGRAM MANAGEMENT

Introduction

Transportation Program Management activities include (A) Bi-State Coordination, (B) Public Participation, (C) Federal Compliance, (D) Program Management and (E) Regional Transportation Program Coordination.

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 Participation element will include activities related to ensuring public input on the RTP, TIP and other major transportation planning activities.

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

Program Management will include the development of meeting packets, minutes and reports for RTAC and the RTC Board.

Regional Transportation Program Coordination will include coordination with local transportation projects and participation on committees such as the Vancouver Chamber of Commerce's Transportation Committee, GMA-related committees and WSDOT committees.

III. TRANSPORTATION PROGRAM MANAGEMENT

A. Bi-State Coordination

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.

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 element relates to regional transportation planning activities and to HCT studies.

FY94 Products

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

FY94 Expenses:		FY94 Revenues:	
	$		$
RTC	11,250	FY94 PL	6,000
		FTA Sec. 8	3,000
		Local	2,250
Total	11,250		11,250

III. TRANSPORTATION PROGRAM MANAGEMENT

B. Public Participation

Work Element Objectives

1. Conduct public review process for the RTP.

2. Conduct public review process for the TIP.

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

4. Communications will be mailed to interested citizens, agencies, and businesses in the region.

5. 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 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 RTP and TIP is most valuable.

FY94 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 RTP and TIP.

4. Publication and distribution of information regarding the regional transportation planning program. .

FY94 Expenses:		FY94 Revenues:	
	$		$
RTC	24,500	FY94 PL	7,000
		FTA Sec. 8	3,000
		RTPO	2,000
		Local	12,500
Total	24,500		24,500

III. TRANSPORTATION PROGRAM MANAGEMENT

C. Federal Compliance

The federal compliance element will address compliance with 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 new 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 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. The use of competition and integration of the private sector in the provision of public mobility continues to be a top priority policy objective of FTA. RTC has adopted a policy to promote the early involvement of the private sector into the transportation planning process. RTC and C-TRAN jointly continue to consider how private sector operators can provide new and existing transit services, where practical. C-TRAN and RTC jointly develop TIP privatization documentation. A process is in place to systematically analyze opportunities for private sector involvement in an effort to keep the transportation industry strong and competitive.

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

8. Continue to use fully allocated costs in the private/public decision.

9. Continue the private providers' dispute resolution process.

10. 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 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 RTP and TIP.

FY94 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 provide a review of opportunities for the private sector to provide public transportation services in the Clark County region.

6. Cooperate and coordinate with C-TRAN in organizing and holding a meeting for private sector transportation providers, giving them an opportunity to discuss the region's Transportation Improvement Program.

7. TIP competitive services documentation.

8. Incorporate emergency preparedness provisions into the Regional Transportation Plan.

FY94 Expenses:		FY94 Revenues:	
	$		$
RTC	11,250	FY94 PL	5,000
		FTA Sec. 8	4,000
		Local	2,250
Total	11,250		11,250

III. TRANSPORTATION PROGRAM MANAGEMENT

D. Program Management

Work Element Objectives

1. Manage the regional transportation planning program.

2. 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.

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

4. 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 RTP

5. Participate in key transportation seminars and training.

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

7. 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.

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

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

Relationship To Other 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.

FY94 Products

1. Management of the regional transportation planning program.

2. Organization and administration relating to participation in transportation committees at the regional level.

3. Involvement of the business community in the transportation planning process.

4. MPO certification, as required by ISTEA.

5. An adopted FY95 UPWP.

6. FY94 UPWP amendments, as necessary.

7. 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 RTP.

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

FY94 Expenses:

	$
RTC	55,107
Total	55,107

FY94 Revenues:

	$
FY94 PL	21,970
FTA Sec. 8	3,387
RTPO	11,000
Local	18,750
	55,107

III. TRANSPORTATION PROGRAM MANAGEMENT

E. Regional Transportation Program Coordination

This work element provides for the overall coordination of regional transportation planning program activities. This element provides for 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.

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 Perspectives program committees, GMA Technical Advisory Committee, Transportation Subcommittee of the Technical Advisory Committee, WSDOT Highway Access Management Advisory Committee, RTPO/MPO Advisory Committee, State Transportation Improvement Program Working Group, the Transportation Enhancements Advisory Committee, the STP State-wide Competitive Program, Transportation Demand Management Committee 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.

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.

FY94 Products

1. Coordination efforts and participation in numerous transportation planning programs and committees.

FY94 Expenses:		FY94 Revenues:	
	$		$
RTC	46,000	FY94 PL	17,000
		FTA Sec. 8	3,000
		RTPO	11,000
		Local	15,000
Total	46,000		46,000

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
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
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
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'S FY94 BUDGET
FY94 UNIFIED PLANNING WORK PROGRAM - SUMMARY OF EXPENDITURES BY FUNDING SOURCE ($000's)

		WORK ELEMENT	PL	FTA	RTPO	Total Match	C-TRAN	OTHER	TOTAL
I.		REGIONAL TRANSPORTATION PLANNING PROGRAM							
	A.	Regional Transportation Plan	29.00	11.00	20.00	10.00			70.00
	B.	Transportation Improvement Program	17.00	4.00	11.00	5.25			37.25
	C.	ISTEA Management Systems				0.00		70.00	70.00
	D.	North/South Transit Corridor Study				0.00	21.00		21.00
	E.	North/South HCT Alternatives Analysis				0.00			Amount to be determined
	F.	Transportation Demand Management				0.00		20.00	20.00
	G.	Skamania County RTPO			16.00	0.00		9.00	25.00
	H.	Klickitat County RTPO			18.00	0.00		9.00	27.00
	I.	C-TRAN Traffic Signal Pre-emption Study							
	J.	Regional HCT							
		Sub-Total	46.00	15.00	65.00	15.25	21.00	108.00	270.25
II.		DATA MANAGEMENT AND TRAVEL FORECASTING PROCESS							
	A.	Regional Transportation Data Base	29.00	9.00	7.74	14.50			60.24
	B.	Regional Travel Forecasting Process	25.00	2.00	10.00	11.75			48.75
	C.	Technical Assistance	11.00			7.75			18.75
	D.	Metro Travel Behavior Surveys							
			0.00						
		Sub-Total	65.00	11.00	17.74	34.00	0.00	0.00	127.74
III.		TRANSPORTATION PROGRAM MANAGEMENT							
	A.	Bi-State Coordination	6.00	3.00		2.25			11.25
	B.	Public Participation	7.00	3.00	2.00	12.50			24.50
	C.	Federal Compliance	5.00	4.00		2.25			11.25
	D.	Program Management	21.97	3.39	11.00	18.75			55.11
	E.	Regional Transportation Program Coordination	17.00	3.00	11.00	15.00			46.00
		Sub-Total	50.97	13.39	24.00	50.75	0.00	0.00	148.11
Totals			167.97	42.39	106.74	100.00	21.00	108.00	546.09

EXTENDED REGIONAL TRANSPORTATION PLANNING PROGRAM
FY94 UNIFIED PLANNING WORK PROGRAM - SUMMARY OF EXPENDITURES BY FUNDING SOURCE ($000's)

		WORK ELEMENT	RTC Total	C-TRAN/ HCTA	CM/AQ	STP	WA Energy Office	Other	Total
I.		REGIONAL TRANSPORTATION PLANNING PROGRAM							
	A.	Regional Transportation Plan	70.00						70.00
	B.	Transportation Improvement Program	37.25						37.25
	C.	ISTEA Management Systems	70.00						70.00
	D.	North/South Transit Corridor Study	21.00	197.50				46.50	265.00
	E.	North/South HCT Alternatives Analysis							Amount to be determined
	F.	Transportation Demand Management	20.00				Amount to be determined		20.00
	G.	Skamania County RTPO	25.00						25.00
	H.	Klickitat County RTPO	27.00						27.00
	I.	C-TRAN Traffic Signal Pre-emption Study		10.00	40.00				50.00
	J.	Regional HCT		55.24				190.26	245.50
		Sub-Total	270.25	262.74	40.00	0.00	0.00	236.76	809.75
II.		DATA MANAGEMENT AND TRAVEL FORECASTING PROCESS							
	A.	Regional Transportation Data Base	60.24						60.24
	B.	Regional Travel Forecasting Process	48.75						48.75
	C.	Technical Assistance	18.75						18.75
	D.	Metro Travel Behavior Surveys	0.00			200.00		744.00	944.00
		Sub-Total	127.74	0.00	0.00	200.00	0.00	744.00	1,071.74
III.		TRANSPORTATION PROGRAM MANAGEMENT							
	A.	Bi-State Coordination	11.25						11.25
	B.	Public Participation	24.50						24.50
	C.	Federal Compliance	11.25						11.25
	D.	Program Management	55.11						55.11
	E.	Regional Transportation Program Coordination	46.00						46.00
		Sub-Total	148.11	0.00	0.00	0.00	0.00	0.00	148.11
Totals			546.09	262.74	40.00	200.00		980.76	2,029.59

STAFF REPORT

CONSIDERATION OF RESOLUTION NO. 93-1771 FOR THE PURPOSE OF ENDORSING THE REGION'S PROPOSED NATIONAL HIGHWAY SYSTEM AS REQUIRED UNDER THE INTERMODAL SURFACE TRANSPORTATION EFFICIENCY ACT OF 1991

Date: February 17, 1993 Presented by: Andrew Cotugno

PROPOSED ACTION

This resolution would establish the region's proposal for a National Highway System (NHS) within the Metro boundary. As required by the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991, the Oregon Department of Transportation (ODOT) is required to submit to the Federal Highway Administration the state's proposed NHS by April 30, 1993.

Also required by ISTEA, the state is to take the lead role in ensuring a cooperative federal/state/local process for developing NHS recommendations. The state is required to work with Metropolitan Planning Organizations (i.e., Metro in the Portland region) and other local officials to identify proposed routes, coordinate the system, and submit all required products to FHWA. Metro has assisted the state in the Portland area process by convening a Transportation Policy Alternatives Committee (TPAC) NHS Work Group to assist in the formulation of the proposed system.

Included in the Staff Report is additional information on the NHS. Also included is information on the process used by the TPAC NHS Work Group to develop the proposed Portland Area NHS.

TPAC reviewed and generally approved regional criteria used to supplement federal NHS guidelines for designation of the proposed system on January 29. On February 26, TPAC reviewed the proposed NHS and recommended approval of Resolution No. 93-1771.

FACTUAL BACKGROUND AND ANALYSIS

The National Highway System

The NHS was authorized under Section 1006 of ISTEA. The NHS is the only Federal-Aid Highway system under ISTEA and is intended to consist of routes with national or international significance. The system is limited to 155,000 miles nationwide, although the Secretary of Transportation may increase or decrease the size by up to 15 percent.

From the federal perspective, the NHS is intended to provide an interconnected system of principal arterials and other highways that will serve major population centers, international border

crossings, ports, airports, nationally oriented public and intermodal transportation facilities, and other nationally significant travel destinations. The system is intended to meet national defense needs and serve interstate and inter-regional travel. Required to be on the system are Interstate highways, highways on the Strategic Highway Network (STRAHNET), major STRAHNET connectors, and Congressional high priority routes. The only Congressional high priority route in Oregon is US 395 in eastern Oregon.

For Oregon, ODOT has recommended that all Access Oregon Highways (AOH) and other key facilities be included in the NHS. AOH facilities within the Portland area include the Sunrise Corridor, Mt. Hood Parkway Corridor, US 30 to Astoria, and 99W southwest from I-5 at Tigard. As other key facilities, ODOT has recommended that the Sunset Highway and Highway 217 be included in the NHS.

The NHS is intended to consist primarily of principal arterials, including freeways and major highways. However, routes which serve major ports, airports, international border crossings, nationally oriented public transit and international transportation facilities, and STRAHNET routes can be minor arterials or collectors.

Routes on the NHS are eligible for a dedicated federal funding source. However, these routes must be constructed to principal arterial standards. Also, FHWA must approve all deviations from these standards. These standards apply to the route regardless of the source of project funds. The result could be higher cost projects and federal EIS requirements on certain facilities. One caveat in ISTEA allows that any route that provides parallel service to a limited access NHS route may receive NHS funding even if the parallel route is not on the NHS. Improving the parallel route must act to improve the NHS route. Attachment A is an ODOT overview providing more information on the NHS from both the state and federal perspective.

Immediate Schedule

ODOT must submit a proposed NHS to FHWA by April 30, 1993. In order for ODOT to prepare the submittal and to provide for OTC adoption of the proposed system, Metro must submit the region's proposed NHS by mid-March. Consequently, JPACT is scheduled to act on a regional NHS at its March 11 meeting following TPAC's February 26 action.

TPAC NHS Workgroup Activities

The TPAC NHS Work Group was initially formed in October 1992 to address ISTEA-related requirements to update the region's Functional Classification map and to begin a proposed regional NHS. The Work Group was comprised of TPAC representatives or their designees. A list of the members is provided in Attachment

B. The group submitted a proposed Functional Classification System to ODOT in December that identifies a system of streets eligible for Surface Transportation Program (STP) funds.

Also in late 1992, Work Group participants submitted proposals for the NHS in their areas for additional facilities which were not required through ISTEA or requested by the state. To guide their recommendations, Work Group participants referred to federal NHS guidelines (page 3 of Attachment A) and to the proposed "Highways of National Significance" system developed by the region for illustrative purposes prior to adoption of ISTEA in 1990. From this exercise, a proposed system was developed and reviewed by the Work Group on January 19.

As expected, there were differences throughout the region on interpretation of the FHWA guidelines. Consequently, the Work Group initially focused on developing a consistent interpretation of the guidelines. Following that, the proposed network was adjusted accordingly at a second meeting on January 26.

Exhibits A and B to the resolution are a map and listing of the proposed system. Attachment C to this Staff Report list facilities that were proposed for the NHS, but are not recommended.

Criteria/Approach

As noted, the FHWA guidelines are open to some interpretation. While it is required that certain routes (Interstates, STRAHNET, etc.) must be included, and while it seems reasonable that key state highways (AOH, Sunset, and Highway 217) should be included, it is less clear as to the precise definition of certain ISTEA and FHWA guidelines. For example, those guidelines suggest inclusion of "major ports, airports, public transportation facilities or intermodal transportation facilities" and "principal arterial routes that provide service to major travel generators." A liberal interpretation of these guidelines would suggest including all major arterials in the region. However, by doing so, the region's urban mileage target would be exceeded.

The Work Group identified two broad approaches to interpret the FHWA guidelines: 1) a liberal interpretation which would include essentially all principal arterials and most connections to public transit (including park-and-rides, etc.). Such a network overtly recognizes urban arterials and mobility as being of national significance; or 2) a conservative interpretation which focuses on a system which meets national objectives of promoting interstate and inter-regional movements and provides adequate connections to a higher order national system.

The Work Group recommended the latter approach (with some adjustment) as best for developing the region's NHS. The Work Group concluded that "urban mobility" is not a key NHS consideration, although it is certainly of national significance.

However, the group noted that ISTEA addresses the significance of urban mobility through flexible funding programs such as the Surface Transportation, Congestion Mitigation/Air Quality, and the Transportation Enhancements. The Work Group therefore recommends that the NHS should be for promoting the development and maintenance of interstate and inter-regional traffic movement.

Given this approach, the Work Group used the following subjective criteria to supplement the ISTEA, FHWA, and state requirements or guidelines. The criteria generally follow the "conservative" approach. Exceptions include a desire to provide a direct connection to cities within the region and accommodating certain freight/commerce movements of national significance.

1. NHS routes will provide direct connections to the primary interstate and inter-regional routes (Interstates, AOH, and other key state facilities).

2. Direct NHS access should be provided to international, interstate, and inter-regional port, airport, and passenger facilities.

3. Cities within the urban area shall have direct access to at least one NHS route (again, to better accommodate access to Interstates, AOH, etc.).

4. Direct NHS routes should be provided to key employment areas within the region that have international and national significance (this resulted in Murray Boulevard access to the Sunset Corridor; and NE 182nd and SE Burnside in east Multnomah County and Gresham).

5. With the exception of port/airport access, the system should be connected ("spurs" eliminated). Parallel designations should also be eliminated.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends approval of Resolution No. 93-1771.

Development of Oregon's National Highway System

INTRODUCTION

The Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 calls for the establishment of a new National Highway System (NHS). Oregon has until April 30, 1993 to submit its proposed NHS to the Federal Highway Administration (FHWA). Local governments and others must be involved in the process of developing this proposal.

Oregon submitted a preliminary NHS to FHWA in September, 1990. The backbone of the proposal was formed by the Access Oregon Highway system (not including OR82), the Interstate system, and US101. FHWA imposed other criteria on the states: The Strategic Highway Network (STRAHNET) and logical connections to each adjoining state. After some review, FHWA proposed what is known as the "Illustrative" system to Congress. To that system, Congress added a northern and southern portion of US395.

In the meantime, considerable interest has been expressed to add US20 from Sisters to Ontario to the NHS. For the purpose of beginning discussions, this segment will be added to the National Illustrative system to form Oregon's Illustrative system. This closely matches the mileage allocation for Oregon and leaves some room for adding urban mileage if desired.

Congress has authorized a 155,000 mile NHS, but has given the Secretary of Transportation the ability to alter that system by plus or minus fifteen percent. FHWA has provided each state with an allocation of mileage based on the Illustrative system. It should be noted that the Illustrative system totals 149,888 miles, somewhat short of the 155,000 authorized. Further, FHWA has divided those miles into urban and rural. Some flexibility is provided in that fifteen percent of the urban mileage can be transferred to the rural mileage and vis versa. In addition, the state can add fifteen percent to the mileage allocated provided that the additions are justified and placed in priority order.

The National Illustrative system approved by Congress contains 2,603.37 rural miles and 267.36 urban miles, for a total of 2,870.73 miles in Oregon. This includes 135.89 rural and 4.65 urban totaling 140.54 miles on US395 beyond the Oregon's original request.

Including US20 will add 327.15 rural miles and 2.54 urban miles, totalling 329.69 miles to the system. This makes the Oregon Illustrative system total 2,930.52 rural miles and 269.90 urban miles for a total of 3,200.42 miles.

FHWA allocated 2,450.00 rural miles and 522.00 urban miles for a total of 2,972.00 miles to Oregon. This is to be used as a base. Assuming Oregon wishes to add fifteen percent, the mileages are 2,817.50 rural and 600.30 for a total of 3,417.80 miles. Table 1 summarizes the match between the Oregon Illustrative system and our allocation.

Table 1 Illustrative Oregon Highway System (NHS) Mileage Summary			
Description	Rural	Urban	Total
Oregon Illustrative system	2,930.52	269.90	3,200.42
Oregon's Allocated Target Base Mileage	2,450.00	522.00	2,972.00
Oregon's Allocated Mileage + 15%	2,817.50	600.30	3,417.80
Mileage Difference between request and allocation	(113.02)	+330.40	+217.38
15 % Mileage transfer (Urban to Rural)	+90.05	(90.05)	
Available Miles	(22.97)	240.35	217.38

A quick comparison shows that the Oregon Illustrative system falls within the total milage available (after adding the fifteen percent). However, the rural mileage surpasses our allocation by 113.02 miles. Up to 90.05 miles (15%) can be transferred from the urban allocation to the rural allocation. If this were done, Oregon will exceed the allowable rural mileage by 22.97 miles.

Changes can be made to Oregon's Illustrative system. However, if additions are proposed, they will need to be justified and to stay within the mileage allocations, sections will need to be deleted. It is important to develop justification for these additions. It is equally important to point out which routes should be deleted and why.

Other points to consider are:

Section 1006 of the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 defines that the purpose or objective of the NHS 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 national defense requirements; and serve interstate and interregional travel".

The NHS is the centerpiece of the ISTEA, and the system is expected to be the major focus for the Federal-aid highway program into the 21st century. FHWA will play a strong leadership role in the development of the proposed NHS to ensure that national objectives are achieved. The instructions for developing the proposed NHS emphasize a cooperative Federal/State/local process. The State is to take the lead role in working with the MPOs and other local officials to 1) identify routes for the proposed NHS, 2) coordinate with adjacent States to achieve an integrated system consistent with the objectives of the NHS, and 3) submit all required products to FHWA.

Federal emphasis on the components of the NHS consist of:

- All highways designated as part of the Interstate System.
- Strategic highway network (STRAHNET)
- Major STRAHNET connectors.
- Congressional High Priority Routes (US395 from the Canadian border to Reno, Nevada).
- Routes providing access between the NHS and major ports, airports, public transportation facilities or intermodal transportation facilities.
- Remaining routes must be comprised of routes functionally classified as rural and urban principal arterials.
- Consideration should also be given to principal arterial routes on the National network for trucks and those that provide service to major travel generators such as National Parks, commercial recreation facilities, resorts, etc.

FUNDING IMPLICATIONS

The formula for distribution of NHS funds is the same as for the Surface Transportation Program (STP) and is based on each State's FY 1987-1991 share of total national funding with appropriate adjustment for Interstate Maintenance and Bridge apportionments. The General Accounting Office, in conjunction with the Bureau of Transportation Statistics, is to study and recommend to Congress a fair and equitable highway allocation formula by January 1, 1994.

After 2% Highway Planning and Research "Takedowns" (a requirement of ISTEA), Oregon's received the following FY 1992 apportionments:

NHS	$33,857,773
STP	$33,438,070
Bridge	$24,664,492
Interstate Construction	$22,842,602
Interstate Maintenance	$34,446,722

PROGRAM TRANSFERABILITY

- Fifty percent of a State's NHS funds may be transferred to the STP; an additional 50 percent may be transferred to the STP with State request and DOT approval.

- Any portion of STP funds may be used on the NHS.

- A total of 40 percent of a State's Bridge funds may be transferred to the STP and NHS.

- Twenty percent of a State's Interstate Maintenance funds may be transferred to the STP and NHS. Up to 100 percent of Interstate Maintenance funds may be transferred to STP and NHS, if State certifies funds are not needed for Interstate Maintenance and DOT approves.

- A State may transfer Interstate Construction funds for open-to-traffic segments included in the latest cost estimate to the NHS and Interstate Maintenance Program.

NHS funds can be used on, a Federal-aid highway not on the NHS system if:

1. such highway or transit project is in the same corridor as, and in proximity to, a fully access controlled highway designated to the National Highway System;

2. the construction or improvement will improve the level of service on the fully access controlled highway and improve regional travel; and

3. the construction or improvements are more cost effective than an improvement to the fully access controlled highway.

Federal projects on the STP carried out within the boundaries of a transportation management areas (TMA) (urbanized areas over 200,000 population), are selected by the metropolitan planning organization (MPO) in consultation with the State. Projects on the NHS and projects funded under the Bridge and Interstate Maintenance programs are selected by the State in cooperation with the MPO. In non-TMAs, projects are selected by the State in cooperation with the MPO.

STANDARDS AND ADMINISTRATION

All NHS standards follow FHWA approved AASHTO design and construction standards except for NHS non-freeway 3R projects where individual State developed standards approved by FHWA field offices may be used. Non-NHS projects follow individual State approved standards. In addition, FHWA has much tighter project review involvement on NHS projects.

FEDERAL FUNDING NOT TIED TO NHS SIZE

Presently more miles on the NHS does not mean more dollars for Oregon. Current apportionment does not include mileage as a factor. If NHS fund allocation were tied to mileage in the future, minimizing the system would result in fewer NHS dollars, but there is little indication that this will occur.

THE CHALLENGE AHEAD

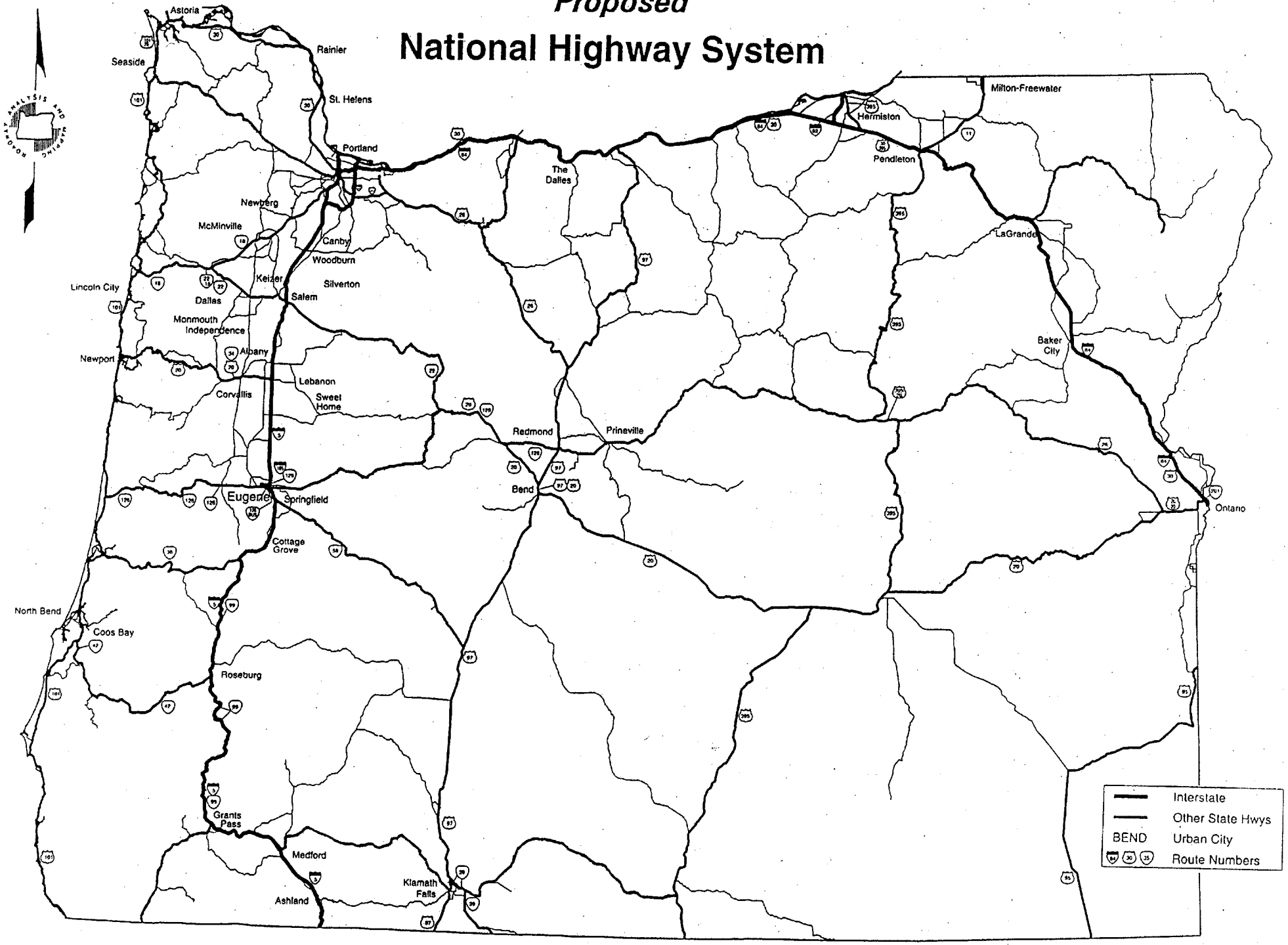
The Oregon Department of Transportation Region Managers will be working with local governments and others to formulate a recommended NHS for Oregon. Public meetings will be held in January or February on Oregon's proposal. Transportation Commission approval will be obtained prior to submittal to FHWA in April.

9/1/92
RER:kaj

STATE OF OREGON

Proposed

National Highway System



National Highway System
TPAC Workgroup

Mike Hoglund, Metro
Bill Barber, Metro
Victoria Bernreuter, Metro
Mark Wills, ODOT
Mark Landers, C-TRAN
Lynda David, RTC
Ron Weinman, Clackamas County
Robin McArthur-Phillips, ODOT
Clark Berry, Washington County
Scott King, Washington County
Greg Jones, City of Portland
Ed Pickering, Multnomah County
Bob Royer, ODOT
Steve Dotterrer, City of Portland
Susie Lahsene, Port of Portland
Dave Williams, ODOT
Sterling Williams, Citizen
Kathy Busse, Multnomah County
Richard Ross, City of Gresham
Fred Patron, FHWA

National Highway System				2/18/93	
Facilities Proposed, Not Recommended					
FACILITY NAME		SEGMENT DESCRIPTION		LENGTH IN MILES	
Front		Ross Island Bridge to Steel Bridge		1.56	
Morrison Bridge		Front to I-5		0.26	
Steel Bridge		Interstate Ave to Front		0.85	
Oregon City Bypass		I-205 to Urban Growth Boundary		3.09	
185th		Sunset HWY to Tualatin Valley HWY		3.30	
Beaverton/Hillsdale		Tualatin Valley HWY to Barbur		3.34	
Cornelius Pass		Sunset HWY to Urban Growth Boundary		1.01	
Cornell		Cornelius Pass to Sunset HWY		3.25	
Highway 43		A Street to I-5		1.09	
Highway 8		Sunset HWY to Highway 217		2.73	
McLoughlin Blvd		HWY 224 to Urban Growth Boundary		9.46	
Murray		Tualatin Valley HWY to Scholls Ferry		3.54	
Scholls Ferry		Highway 217 to Murray		2.26	
Sunnyside		I-205 to Urban Growth Boundary		2.63	
			TOTAL	38.37	

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ENDORSING THE REGION'S PROPOSED NATIONAL HIGHWAY SYSTEM AS REQUIRED UNDER THE INTERMODAL SURFACE TRANSPORTATION EFFICIENCY ACT OF 1991	RESOLUTION NO. 93-1771 Introduced by Councilor Van Bergen

WHEREAS, The Intermodal Surface Transporation Efficiency Act (ISTEA) of 1991 includes the creation of a National Highway System (NHS); and

WHEREAS, ISTEA requires the NHS to be designated by the Secretary of Transportation no later than September 30, 1995; and

WHEREAS, States are required by the Federal Highway Administration to work with local jurisdictions and Metropolitan Planning Organizations (MPO) and submit a proposed NHS by April 30, 1993; and

WHEREAS, Metro, through the Joint Policy Advisory Committee on Transportation, is the designated MPO for the Portland metropolitan area and has worked with local jurisdictions and the Oregon Department of Transportation (ODOT) to develop the region's proposed NHS; and

WHEREAS, The region's proposed NHS is based on ISTEA NHS requirements and FHWA guidelines, and considers urban area travel movements of national significance; now, therefore,

BE IT RESOLVED,

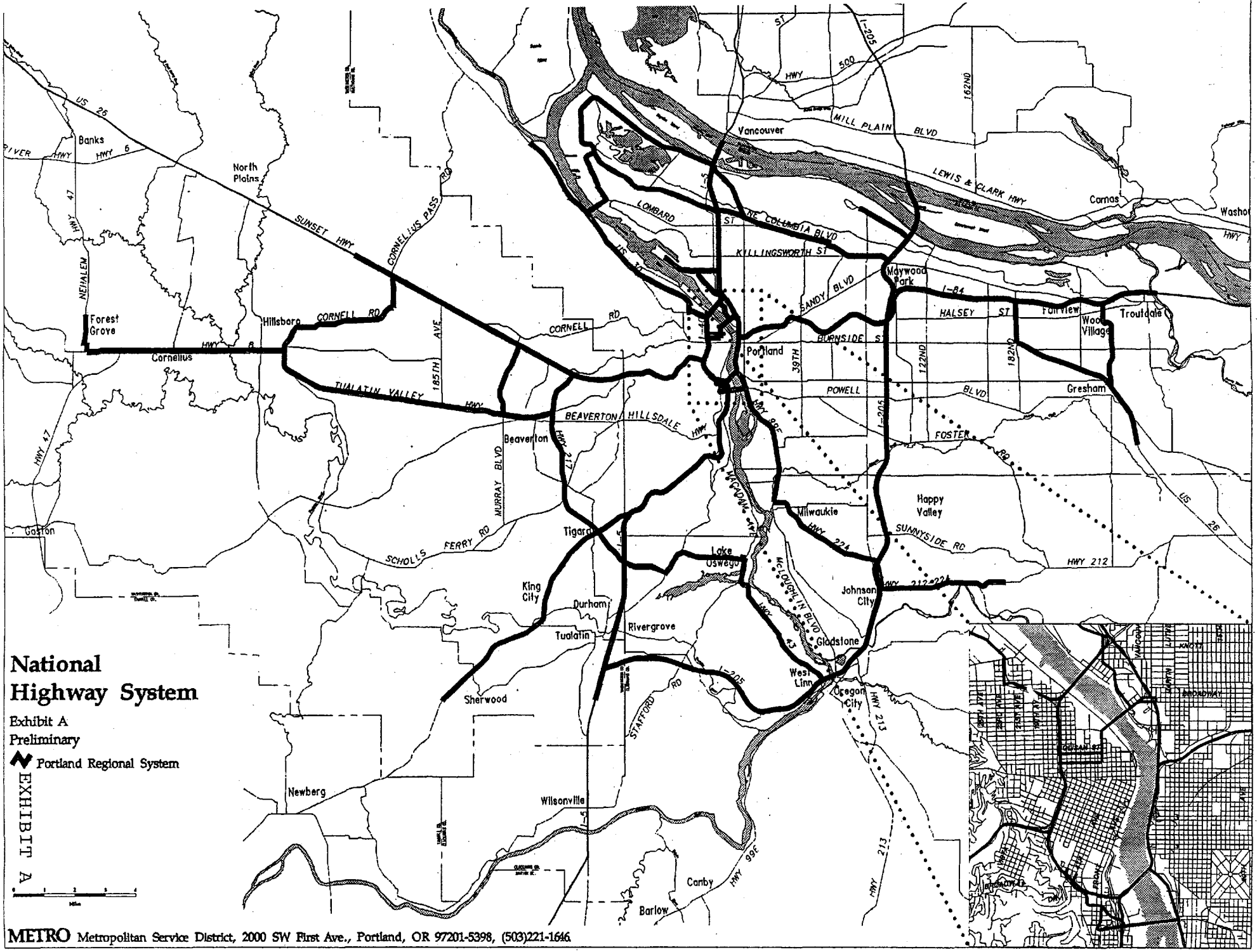
1. That the Metro Council adopts as the region's proposed NHS those facilities as mapped on Exhibit A and listed on Exhibit B.

2. That the Metro Council directs staff to forward the proposed NHS to the Oregon Transporation Commission and appropriate ODOT staff.

ADOPTED by the Metro Council this _____ day of March, 1993.

Judy Wyers, Presiding Officer

MH:lmk
2-18-93
93-1771.RES



METRO Metropolitan Service District, 2000 SW First Ave., Portland, OR 97201-5398, (503)221-1646

92241 Plot date: March, 1993

Exhibit B

National Highway System (Preliminary)		3/1/93
FACILITY NAME	**SEGMENT DESCRIPTION**	**LENGTH IN MILES**
Portland's System		
99W	I-5 to Urban Growth Boundary	9.26
Highway 217	Sunset HWY to I-5	7.20
I-205	Washington state line to I-5	26.05
I-405	All	3.46
I-5	Throughout Region	20.90
I-84	I-5 to Urban Growth Boundary	15.23
Mt Hood Parkway Corridor	I-84 to Urban Growth Boundary	4.96
82nd	HWY 224 to HWY 224/212	0.90
Sunrise 224/212	McLoughlin (99E) to Urban Growth Boundary	8.36
US 26/Sunset	I-405 to Urban Growth Boundary	12.88
US 30	I-405 to Urban Growth Boundary	8.60
181st	I-84 to Burnside	1.33
Airport Way	I-205 to Portland International Airport	1.88
Burnside	181st to Mt. Hood Parkway Corridor	3.42
Cornelius Pass	Cornell to Sunset Highway	1.02
Cornell	Cornelius Pass to HWY 8	4.25
Boones Ferry	Kruse Way to Country Club	0.74
Kruse Way	I-5 to Boones Ferry	1.44
Country Club/A Street	Boones Ferry to HWY 43	2.36
Highway 43	A Street to I-205	5.27
Going St/Channel	I-5 to Dolphin	1.01
Greeley Ave	I-5 to Going	1.18
Highway 47	HWY 8 to Urban Growth Boundary	1.29
Highway 8	HWY 47 to HWY 217	16.08
N Columbia	N Lombard to I-5	4.66
N Lombard	N Columbia to St Johns Bridge	2.69
NE Portland HWY (NE Columbia, 60th, N Lombard, Killingsworth)	I-5 to I-205	6.03
MLK Jr Blvd	NE Columbia to I-5	2.03
N Marine	I-5 to N Columbia	6.92
Murray	Sunset HWY to Tualatin Valley HWY	2.41

Exhibit B

Central City					
McLoughlin Blvd, Ross Island Bridge, I-405 Corridor Connection		McLoughlin (99E) to I-405		6.86	
NW Everett/NW Glisan		I-405 to NW Broadway		0.95	
Broadway		Everett to I-5		1.28	
N Interstate Ave		Broadway Bridge to UP Intermodal Yard		1.30	
			TOTAL	194.20	

METRO

2000 S.W. First Avenue
Portland, OR 97201-5398
503/221-1646

Memorandum

Date: March 3, 1993

To: JPACT

From: Andrew C. Cotugno, Planning Director

Re: North/South Transit Corridor Study

The North/South Transit Corridor Study decision-making process is moving toward a priority corridor decision by JPACT on April 8 and Metro Council on April 22. Staff has pulled together a great deal of information on the nine criteria identified for the Phase 1 priority corridor decision. The attached report summarizes and presents for comparison some of the key data.

The Project Management Group (PMG) has been reviewing similar information and will meet on Thursday, March 4, to develop preliminary recommendations and to provide comments on a more detailed findings report. The report will be revised based on PMG comments and will be packaged with the PMG recommendation and distributed to JPACT members on Monday, March 8, for review prior to the March 11 JPACT meeting.

The North/South Citizens Advisory Committee (CAC) is scheduled to make a preliminary recommendation on the evening of March 10. A verbal report on the CAC action will also be available at the March 11 JPACT meeting.

ACC:JC:lmk

Attachment

DRAFT

NORTH/SOUTH TRANSIT CORRIDOR STUDY

PHASE I: PRIORITY CORRIDOR ANALYSIS

MARCH 1993

INTRODUCTION

1.0 Background

High Capacity Transit [HCT] is a public transportation service which operates principally on exclusive rights-of-way which taken as a whole provides better levels of passenger capacity, speed and service frequency than traditional public transportation services operating principally in mixed-traffic. HCT include such options as busways, light rail and, within the State of Washington definition, High Occupancy Vehicle [HOV] lanes.

The planning and development of a High Capacity Transit [HCT] project is a "funneling" process in which broad sets of options are narrowed to one specific project in a series of stages of increasing detail over a number of years. The stage of analysis presented in this report is termed "Preliminary Alternatives Analysis" [Pre-AA], the very first stage in the process. The Pre-AA analysis consists of two Phases: Phase I evaluates broad corridor options and selects the **"Priority Corridor"** while Phase II evaluates a broad set of modal and alignment options in a Priority Corridor and selects a small set of promising options for the more detailed Alternatives Analysis and Draft Environmental Impact Statement [AA/DEIS] stage. This report focuses exclusively on data prepared for Phase I of the Pre-AA study.

Many Pre-AA studies address only one sector of a region. This analysis assesses two:

[a] the North Study Area which radiates from downtown Portland to North/Northeast Portland and Clark County, and

[b] the South Study Area which radiates from downtown Portland to South Portland and Clackamas County.

1.1 Purpose of the Report

The purpose of this report is to provide data pertinent to the selection of the Priority Corridor in the North Study Area and the Priority Corridor in the South Study Area. The Priority Corridor designation has two implications:

[a] It has been locally determined that further and more detailed analyses of HCT options in the subject corridor is warranted, and

[b] The subject corridor is locally determined to be the priority corridor for Federal Transit Administration [FTA] High Capacity Transit funds [Section 3 New Start funds] in the Study Area in question.

The action plan for corridors <u>not</u> selected as a Priority Corridor may include further consideration of HCT options, but such analyses would be prepared without FTA involvement and, therefore, any resulting project would not eligible for FTA funds [unless AA/DEIS activities were later undertaken].

1.2 Definition of Priority Corridor Options

Two options for the **Priority North Corridor** are evaluated:

[a] **I-5 North Corridor:** which is represented in this report by an LRT alignment connecting downtown Portland, downtown Vancouver and northern Vancouver [179th Street]. The analysis also shows results for a shorter alignment terminating in central Vancouver [78th Street].

[b] **I-205 North Corridor:** which is represented in this report by a Busway alignment connecting the Gateway Transit Center, Vancouver Mall and northern Vancouver [179th Street]. The analysis also shows results for a shorter alignment terminating in central Vancouver [Highway 500].

It is important to note that while the I-5 North Corridor analysis assumes an LRT and the I-205 North Corridor analysis assumes a busway; the issue at hand is <u>not</u> choice of mode. These differences in modal assumptions result from previous studies which found a busway to be potentially more suitable in the I-205 North Corridor than LRT. The issue at hand is, regardless of the type of HCT option, which corridor most merits further investigation.

It is also important to note that while data is shown for shorter alignment options in both corridors, the issue at hand is <u>not</u> the selection of a terminus. The data for the various termini is shown to demonstrate that the conclusions being drawn are generally independent of the ultimate selection of the terminus. Terminus options will be investigated in Phase II of the Pre-AA.

Two options for the **Priority South Corridor** are evaluated:

[a] **Milwaukie Corridor:** which is represented in this report by an LRT alignment connecting downtown Portland, Milwaukie, Clackamas Town Center, and Oregon City. The analysis also shows results for shorter alignments including one terminating in Milwaukie and one terminating at the Clackamas Town Center.

[b] **I-205 South Corridor:** which is represented in this report by an LRT alignment connecting Downtown Portland, Clackamas Town Center and Oregon City via the existing MAX line to Gateway and a new alignment south on I-205. The analysis also shows results for a shorter alignment terminating at the Clackamas Town Center.

The **I-205 South Corridor** was initially analyzed as a continuous alignment between Oregon City and the Airport intersecting with the existing MAX line at the Gateway Transit Center. The analysis found that only 10 percent of the trips in the corridor actually continued past the Gateway Transit Center. Thus, 90 percent of the trips on the corridor between Oregon City and the Gateway Transit Center either disembarked at the Transit Center or continued on the Banfield segment to points west. The same was true for trips in the segment between the Airport and the Gateway Transit Center.

Thus, it was determined to be most appropriate to consider the I-205 Corridor as two distinct corridors: one from Oregon City to Gateway to downtown Portland; and a second from the Airport to Gateway to downtown Portland. The corridor segment between Oregon City, Gateway and downtown Portland is evaluated in this report as an option to the Milwaukie Corridor. The corridor segment between the Airport and Gateway is evaluated in this report on its own merits.

Again, the data on the short alignment options is shown for comparative purposes, not to select a terminus.

1.3 Evaluation Methodology

Staff evaluated each corridor in each study area on the basis of nine criteria:

[a] Traffic and Transit Ridership

[b] Land Use and Economic Development

[c] Operations & Maintenance Cost

[d] Capital Cost

[e] Environmental Sensitivity

[f] Equity

[g] Cost Effectiveness

[h] Public Opinion

[i] Funding Options

Each of these criteria were measured in accordance with technical methodologies approved by a national Expert Review Panel. These methodologies are not as detailed as those that will be used for AA/DEIS work. The data are not precise and will be superseded by data produced in Phase II. However, despite these limitations with the data, staff and the Expert Review Panel found the evaluation measures to be of sufficient validity and comprehensiveness to make the Priority Corridor decisions.

SOUTH STUDY AREA FINDINGS

Land Use and Economic Development

1. The Milwaukie Corridor contains more existing and year 2010 population and employment than the I-205 South Corridor.

2. The Milwaukie Corridor, due to its longer length, contains more developable and redevelopable land than the I-205 South Corridor.

Traffic and Transit Ridership

3. McLoughlin Boulevard is currently and will continue to be more congested than I-205. All of the representative highway segments analyzed on McLoughlin Boulevard are at or approaching Level of Service E, while all of the representative segments on I-205 are well below capacity.

4. The Milwaukie Corridor is projected to attract over twice as many HCT daily riders, in the year 2010, as the I-205 South Corridor.

5. P.M. peak-hour, peak direction riders in the Milwaukie Corridor are projected to be 2.3 - 5.0 [depending on the location] times greater, in the year 2010, than in the I-205 South Corridor.

Environmental Sensitivity

6. In overall terms, the Milwaukie Corridor has a greater potential for environmental risks than does the I-205 South Corridor.

Equity

7. The Milwaukie Corridor serves a larger population of minority, poor, youth and elderly than does the I-205 South Corridor.

Operating Costs and Efficiencies

8. The Milwaukie Corridor is projected to exhibit almost twice the Farebox Recovery Rate of that in the I-205 South Corridor.

9. The Milwaukie Corridor provides greater long-term HCT capacity than does the I-205 South Corridor.

Capital Costs

10. The capital cost of the full-length [Clackamas Town Center and Oregon City] system is 22 percent higher in the Milwaukie Corridor than in the I-205 South Corridor. For the $157 million premium, the Milwaukie Corridor serves Milwaukie directly while the I-205 South Corridor does not.

Cost Effectiveness

11. The total annualized cost-per-HCT rider in the Milwaukie Corridor is almost 60 percent less than in the I-205 South Corridor.

NORTH STUDY AREA FINDINGS

Land Use and Economic Development

1. The I-5 North Corridor contains more existing and year 2010 population and employment than the I-205 North Corridor.

2. The I-205 North Corridor contains more developable and redevelopable land than the I-5 North Corridor.

Traffic and Transit Ridership

3. I-5 is currently and will continue to be more congested than I-205. Most of the representative highway segments analyzed on I-5 are at or approaching Level of Service E, while all of the representative segments on I-205 are well below capacity.

4. The I-5 North Corridor is projected to attract twice as many HCT daily riders, in the year 2010, as the I-205 North Corridor.

5. P.M. peak-hour, peak direction riders in the Milwaukie Corridor are projected to be 50 - 700 riders greater [depending on the location], in the year 2010, than in the I-205 North Corridor.

Environmental Sensitivity

6. In overall terms, the I-5 North Corridor has a greater potential for environmental risks than does the I-205 North Corridor, although the I-205 North Corridor has greater ecosystem risks.

Equity

7. The I-5 North Corridor serves a larger population of minority, poor and elderly than does the I-205 North Corridor. The amount of "youth" in both full-length corridors is roughly the same.

Operating Costs and Efficiencies

8. LRT in the I-5 North Corridor is projected to exhibit a 10 percent better Farebox Recovery Rate of than a Busway in the I-205 North Corridor.

9. The I-5 North Corridor provides greater long-term HCT capacity than does the I-205 North Corridor.

Capital Costs

10. The capital cost of the full-length I-5 North LRT is substantially higher than the I-205 North Busway. This difference is due to the different mode assumed for the I-205 North Corridor, not the location, configuration or characteristics of the corridor itself.

Cost Effectiveness

11. The total annualized cost-per-HCT rider in the full-length I-5 North Corridor is almost 20 percent less than in the I-205 North Corridor. The difference is even greater with a Central Vancouver terminus option.

FUNDING OPTION FINDINGS

1. Given the estimated capital costs of a North/South HCT project, it is likely that federal funds will be necessary if funding for both projects is concurrently pursued in the next few years.

2. To have a reasonable chance of securing Section 3 New Start funds, it is necessary to secure an earmarked authorization for the project[s] in the next federal authorization bill. Whether these funds should be for a North Corridor project, a South Corridor Project or a combination of the two depends on technical, financial and political analyses that must be undertaken.

3. While the ISTEA is authorized through federal FY 1997, a mini-authorization bill or an extension of the ISTEA is anticipated for federal FY 1995 at the time congress designates the National Highway System.

4. The acquisition of federal authorization for a North/South corridor must be done in the context of first/concurrently completing the funding of the Westside LRT project and the Hillsboro extension.

5. To maximize the likelihood of securing federal authorization, two principles should be followed:

   [a] The further a project proceeds through the FTA AA/DEIS process, the more likely it is that a substantial federal authorization can be achieved. Accordingly, the region should take steps to complete AA/DEIS work as expeditiously as possible. It may not be realistic to have this work complete in time for a FY 1995 mini-authorization bill [if one happens], but this work is certainly able to be completed in time for FY 1998 authorization bill [if this one happens].

   [b] The closer the region is to having secured commitments for all of its state and local funding, the more likely it is that a substantial federal authorization can be achieved. Accordingly, the region should take all steps to secure these commitments prior to federal FY 1995.

6. The HCT funding requirements and procedures in the State of Washington are in a state of flux. It is likely critical that C-TRAN secure approval of a substantial amount of state HCT funding no later than the 1994 legislative session.

7. Local [C-TRAN] funding will likely also be necessary. To obtain local funding, C-TRAN will have to seek voter approval of the project and, under existing law, the funding source. Possible local funding sources include a local option Sales and Use Tax and/or Motor Vehicle Excise Tax and/or Employer Tax in Clark County.

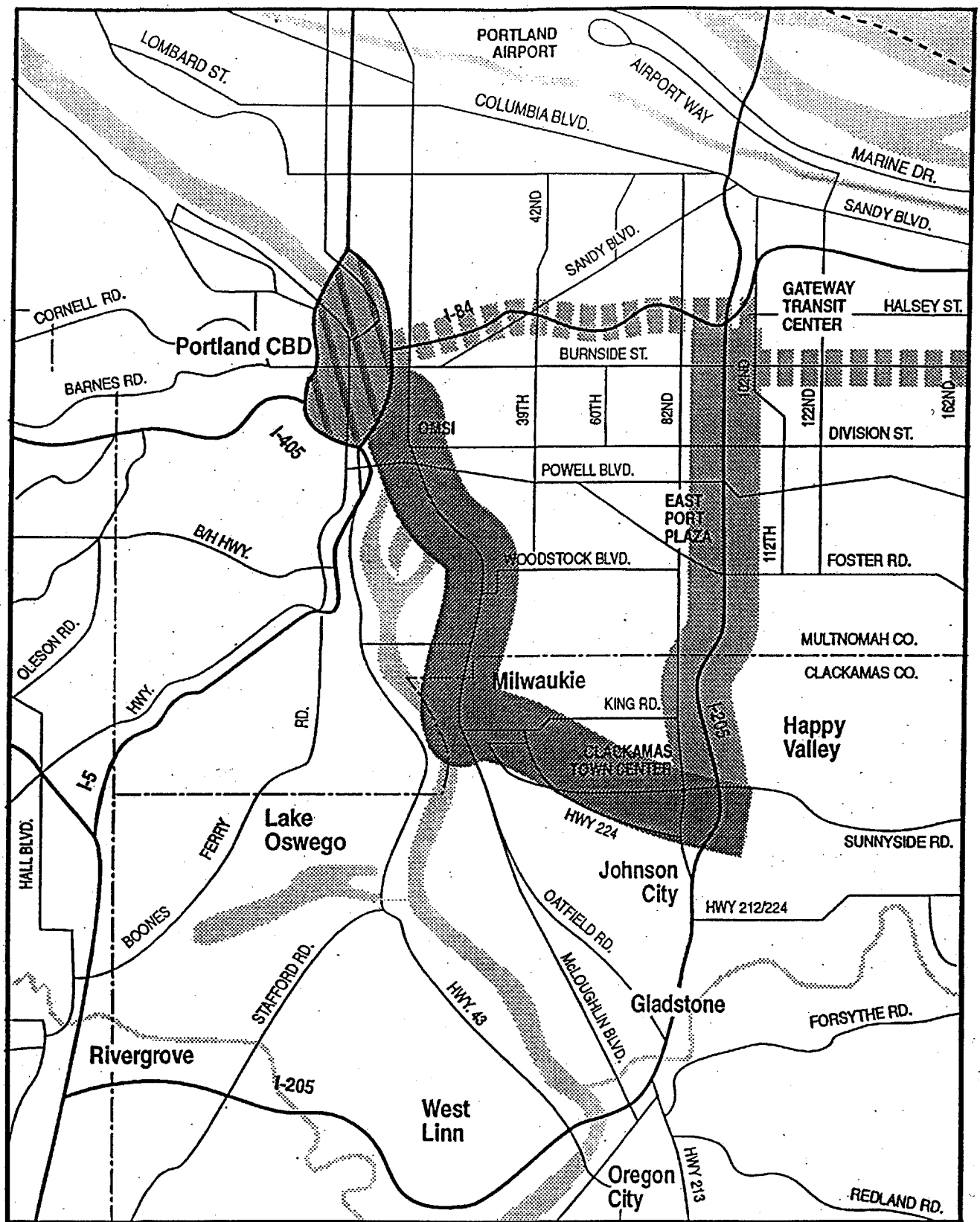
8. Assuming a FY 1995 mini-authorization bill, it may be desirous to have the local vote in 1994.

9. The funding possibilities in the State of Oregon are also in flux. It would be extremely helpful to gain approval of the state transit funding options in the current legislative session. This includes the constitutional amendment, emissions fee [or an equivalent] and the STP fund transfer to transit. If any one of these options fail in the 1993 session, it will be essential that they, or an equivalent, be approved in the 1995 session.

10. Local [Tri-Met] funding will also likely be necessary. Assuming that voter approval of one or more sources may be necessary, it may be desirous to have the local vote in 1994.

SOUTH CORRIDOR

PRIORITY CORRIDOR ANALYSIS



North/South Transit Corridor Study: South Study Area

= Milwaukie corridor to Clackamas Town Center

= I-205 South corridor to Clackamas Town Center

= Existing light rail

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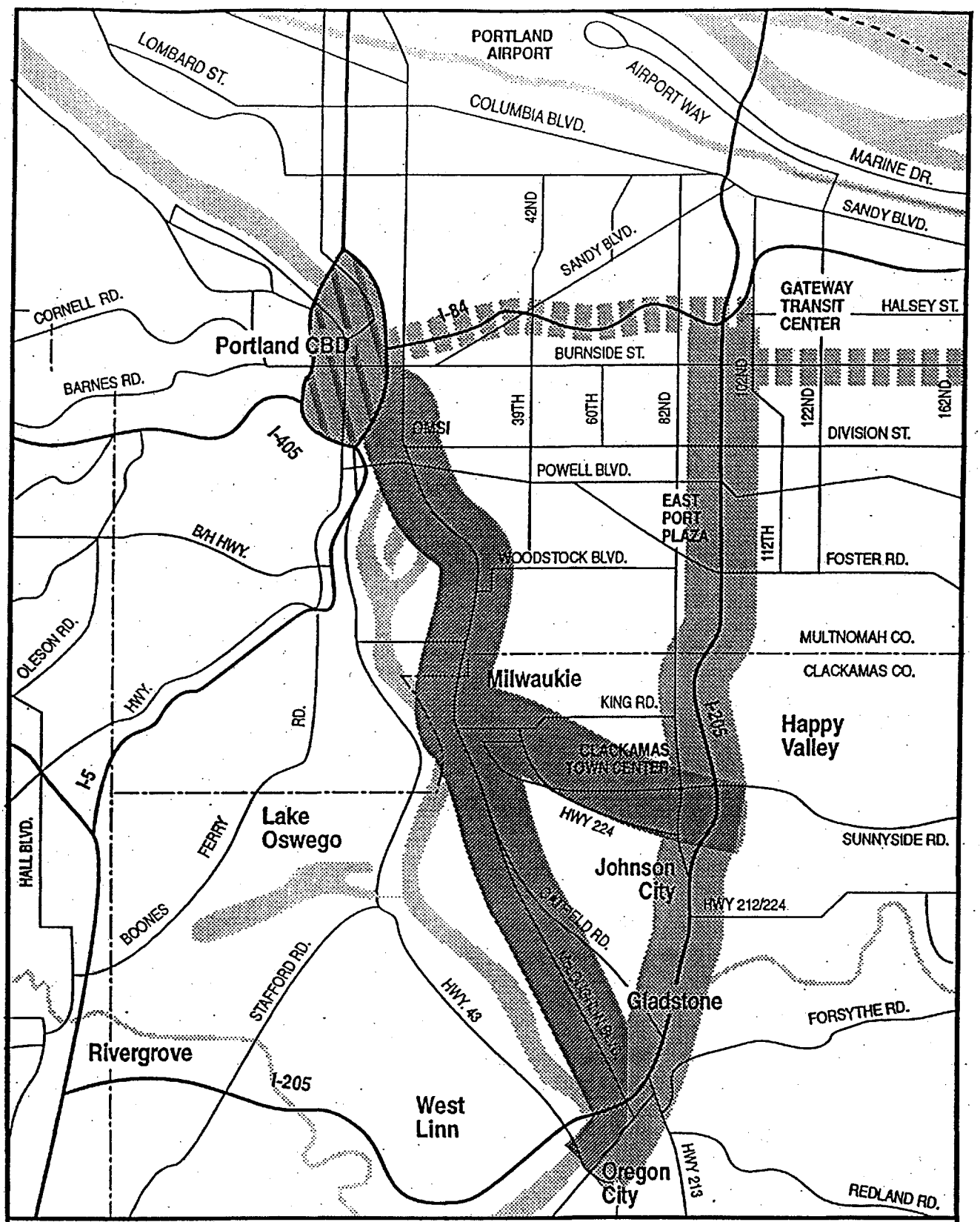

North/South Transit Corridor Study: South Study Area

= Milwaukie corridor to Oregon City

= I-205 South corridor to Oregon City

= Existing light rail

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TABLE S-1
LAND USE MEASURES IN THE **SOUTH CORRIDOR**

CORRIDOR LAND USE MEASURES	MILWAUKIE	I-205 SOUTH[1]
NUMBER OF HOUSEHOLDS IN CORRIDOR		
For HCT Option Between Downtown Portland and Milwaukie		
1990	14,400	NA
2010	18,600	NA
Amount of Growth	4,200	NA
For HCT Option Between Downtown Portland and Clackamas Town Center		
1990	17,700	10,300
2010	23,600	14,100
Amount of Growth	5,900	3,800
For HCT Option Between Downtown Portland, Clackamas Town Center and Oregon City		
1990	23,100	15,300
2010	31,300	21,200
Amount of Growth	8,200	5,900
CORRIDOR EMPLOYMENT		
For HCT Option Between Downtown Portland and Milwaukie		
1990	44,500	NA
2010	53,200	NA
Amount of Growth	8,700	NA
For HCT Option Between Downtown Portland and Clackamas Town Center		
1990	47,800	22,200
2010	58,200	30,600
Amount of Growth	10,400	8,400
For HCT Option Between Downtown Portland, Clackamas Town Center and Oregon City		
1990	53,200	38,000
2010	65,800	50,900
Amount of Growth	12,600	12,900

[1] Excludes households and employment along existing MAX line.

TABLE S-2
ECONOMIC DEVELOPMENT MEASURES IN THE SOUTH CORRIDOR

LAND USE MEASURES	MILWAUKIE	I-205 SOUTH
ACRES OF DEVELOPABLE OR REDEVELOPABLE LAND	Low[1] - High[2]	Low[1] - High[2]
For HCT Option Between Downtown Portland and Milwaukie		
Developable Land	300	NA
Redevelopable Land	600 - 1,500	NA
Total	900 - 1,800	NA
For HCT Option Between Downtown Portland and Clackamas Town Center[3]		
Developable Land	900	700
Redevelopable Land	900 - 2,200	700 - 1,400
Total	1,800 - 3,100	1,400 - 2,100
For HCT Option Between Downtown Portland, Clackamas Town Center and Oregon City[3]		
Developable Land	1,100	1,200
Redevelopable Land	1,300 - 3,200	1,300 - 2,300
Total	2,400 - 4,300	2,500 - 3,500

1 Assumes land is developable if it has no improvements and redevelopable if it has an improvement-to-land value ratio of 1:1 or less.

2 Assumes land is developable if it has no improvements and redevelopable if it has an improvement-to-land value ratio of 2:1 or less.

3 Excludes developable and redevelopable land along existing MAX line.

TABLE S-3
EQUITY MEASURES IN THE SOUTH CORRIDOR

EQUITY MEASURES: 1990 Census Figures	MILWAUKIE	I-205 SOUTH[1]
NUMBER OF HOUSEHOLDS BELOW THE POVERTY LEVEL		
For HCT Option Between Downtown Portland and Milwaukie	3,400	NA
For HCT Option Between Downtown Portland and Clackamas Town Center	4,340	2,780
For HCT Option Between Downtown Portland, Clackamas Town Center and Oregon City[2]	5,820	4,110
NUMBER OF PERSONS AGE 65 OR OLDER		
For HCT Option Between Downtown Portland and Milwaukie	9,740	NA
For HCT Option Between Downtown Portland and Clackamas Town Center	13,930	7,810
For HCT Option Between Downtown Portland, Clackamas Town Center and Oregon City[3]	19,550	12,790
NUMBER OF PERSONS AGE 17 OR YOUNGER		
For HCT Option Between Downtown Portland and Milwaukie	11,600	NA
For HCT Option Between Downtown Portland and Clackamas Town Center	21,400	15,800
For HCT Option Between Downtown Portland, Clackamas Town Center and Oregon City	31,100	27,100
MINORITY POPULATION		
For HCT Option Between Downtown Portland and Milwaukie	5,960	NA
For HCT Option Between Downtown Portland and Clackamas Town Center	8,000	5,480
For HCT Option Between Downtown Portland, Clackamas Town Center and Oregon City	9,600	6,970

1 Excludes persons and households along the existing MAX line.

2 The total number of households along this alignment option is 65,800 in the Milwaukie corridor and 42,900 in the I-205 South corridor.

3 The total number of persons along this alignment option is 156,800 in the Milwaukie corridor and 111,100 in the I-205 South corridor.

TABLE S-4
SEVERITY OF EXISTING CONGESTION IN THE SOUTH CORRIDOR

EXISTING TRAFFIC CONGESTION [1990]	MILWAUKIE On McLoughlin	I-205 SOUTH On I-205
P.M. PEAK-HOUR VOLUME-TO-CAPACITY RATIOS AT REPRESENTATIVE POINTS IN THE SOUTH CORRIDOR	0.87 - 1.21	0.64 - 0.70

TABLE S-5
HCT RIDERSHIP MEASURES IN THE SOUTH CORRIDOR

YEAR 2010 HCT RIDERSHIP MEASURES	MILWAUKIE	I-205 SOUTH
DAILY HCT RIDERSHIP		
For HCT Option Between Downtown Portland and Milwaukie		
Number of HCT Riders	9,600 - 16,800	NA
Number of HCT Riders Diverted from Existing MAX Line	0 - 1,800	NA
For HCT Option Between Downtown Portland and Clackamas Town Center		
Number of HCT Riders	16,800	6,700
Number of HCT Riders Diverted from Existing MAX Line	- 1,800	- 3,700
For HCT Option Between Downtown Portland, Clackamas Town Center and Oregon City		
Number of HCT Riders	19,100	9,500
Number of HCT Riders Diverted from Existing MAX Line	- 1,800	- 3,700
PEAK-HOUR, PEAK-DIRECTION, PEAK-LOAD RIDERSHIP	2,150	900
BOARDING RIDERS PER REVENUE HOUR OF HCT OPERATIONS		
For HCT Option Between Downtown Portland and Clackamas Town Center	138	74 - 105
For HCT Option Between Downtown Portland, Clackamas Town Center and Oregon City	89	61

TABLE S-6
OPERATING COST AND EFFICIENCY MEASURES IN THE **SOUTH CORRIDOR**

YEAR 2010 OPERATING COST AND EFFICIENCY MEASURES	MILWAUKIE	I-205 SOUTH
NET ANNUAL HCT OPERATING COST	[$1993, Millions]	[$1993, Millions]
For HCT Option Between Downtown Portland and Clackamas Town Center	$ 3.95	$ 3.63
For HCT Option Between Downtown Portland, Clackamas Town Center and Oregon City	$ 6.51	$ 7.33
HCT FAREBOX RECOVERY RATE	Percent of O&M Cost Paid from Farebox	Percent of O&M Cost Paid from Farebox
For HCT Option Between Downtown Portland and Clackamas Town Center	39.1%	20.7%
For HCT Option Between Downtown Portland, Clackamas Town Center and Oregon City	29.4%	15.5%

TABLE S-7

CAPITAL COSTS OF **SOUTH CORRIDOR** REPRESENTATIVE ALIGNMENTS BY SEGMENT

$1993 in Millions

SEGMENT	MILWAUKIE LRT	I-205 SOUTH LRT[2]
Downtown Portland to Milwaukie	$347.8	NA
Downtown Portland to Clackamas Town Center		
Without Downtown Portland Impvts.	NA	$343.2
With Downtown Portland Impvts.[1]	$599.3	$466.5
Downtown Portland to Oregon City and Clackamas Town Center		
Without Downtown Portland Impvts.	NA	$583.8
With Downtown Portland Impvts.[1]	$864.0	$707.1

[1] The Pre-AA analysis assumes the Portland CBD improvements would be the same for all HCT options [1.86 miles for $123.3 million]. These improvements would meet the requirements of operating both a north and south corridor HCT line [thus,when adding the north corridor cost estimates with south corridor cost estimates, one must subtratct $123.3 million to avoid double-counting the downtown costs]. The "Without Downtown Portland Improvements" line item presumes that there could be a separate Downtown Portland HCT Project shortly after an I-205 line opened. As such the Downtown Improvement budget could be deleted from the I-205 project budget. Ultimately, the downtown improvements would have to be made.

[2] The cost of improvements which are potentially required along the existing MAX line with an I-205 HCT Option are not included in this estimate.

TABLE S-8
COST-EFFECTIVENESS MEASURES IN THE **SOUTH CORRIDOR**

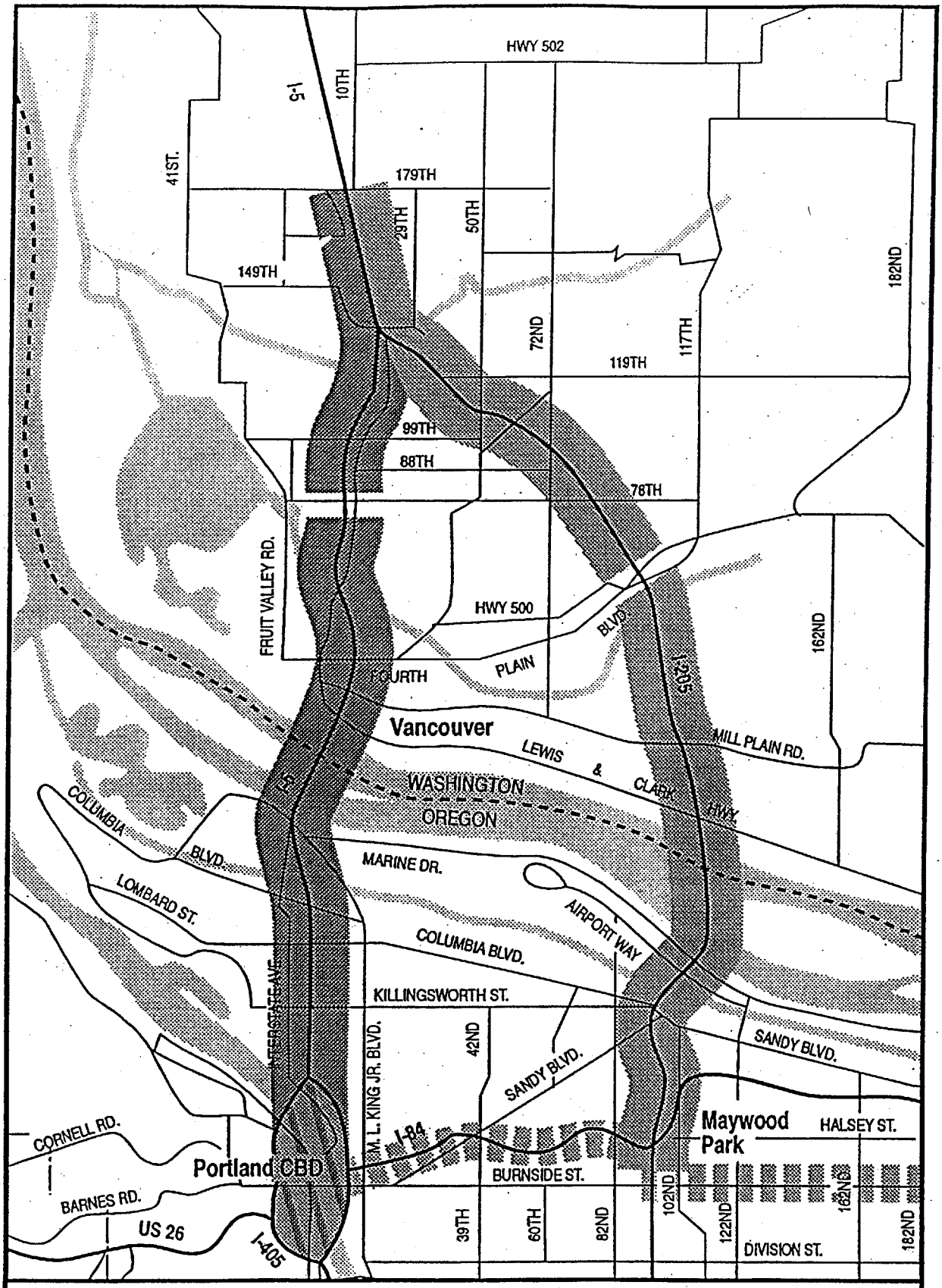
YEAR 2010 COST-EFFECTIVENESS MEASURES	MILWAUKIE LRT	I-205 SOUTH LRT[2]
AVERAGE[1] CORRIDOR COST PER RIDER	$1990	$1990
For HCT Option Between Downtown Portland and Milwaukie	$7.64	NA
For HCT Option Between Downtown Portland and Clackamas Town Center	$10.35	$25.73
For HCT Option Between Downtown Portland, Clackamas Town Center and Oregon City	$13.21	$30.41

1 Several different local cost-effectiveness measures were calculated and averaged. These measures did not include a comparison to a TSM alternative [the FTA measure]. The FTA measure will be employed in the AA/DEIS phase.

2 Excludes capital and operating costs and ridership along existing MAX line and one-half of the downtown capital cost.

NORTH CORRIDOR

PRIORITY CORRIDOR ANALYSIS



North/South Transit Corridor Study: North Study Area

= I-5 North corridor

= I-205 North corridor

= existing light rail

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TABLE N-1
LAND USE MEASURES IN THE NORTH CORRIDOR

LAND USE MEASURES	I-5 NORTH	I-205 NORTH[3]
NUMBER OF HOUSEHOLDS IN CORRIDOR		
Between Downtown Portland and Central Vancouver[2]		
1990	19,500	11,400
2010	24,900	19,200
Amount of Growth	5,400	7,800
Between Downtown Portland and 179th Street Vancouver		
1990	25,500	17,500
2010	35,700	33,000
Amount of Growth	10,200	15,500
CORRIDOR EMPLOYMENT		
Between Downtown Portland and Central Vancouver[2]		
1990	56,000	17,300
2010	67,700	23,000
Amount of Growth	11,700	5,700
Between Downtown Portland and 179th Street Vancouver		
1990	60,500	21,900
2010	74,400	30,700
Amount of Growth	13,900	8,800

1 Excludes households and employment along existing MAX line.
2 Terminates at 88th Street for I-5 corridor and Highway 500 for I-205 corridor.
3 Does not include Airport area.

TABLE N-2
ECONOMIC DEVELOPMENT MEASURES IN THE **NORTH CORRIDOR**

ECONOMIC DEVELOPMENT MEASURES	I-5 NORTH	I-205 NORTH[3]
ACRES OF DEVELOPABLE OR REDEVELOPABLE LAND	Low[1] - High[2]	Low[1] - High[2]
For HCT Option Between Downtown Portland and Central Vancouver[4]		
Developable Land	1,100	1,700
Redevelopable Land	1,000 - 2,700	800 - 1,400
Total	2,100 - 2,800	2,500 - 3,100
For HCT Option Between Downtown Portland and 179th Street Vancouver		
Developable Land	3,200	4,500
Redevelopable Land	2,100 - 3,400	2,700 - 4,300
Total	5,300 - 6,600	7,200 - 8,800

1 Assumes land is developable if it has no improvements and redevelopable if it has an improvement-to-land value ratio of 1:1 or less.

2 Assumes land is developable if it has no improvements and redevelopable if it has an improvement-to-land value ratio of 2:1 or less.

3 Excludes developable and redevelopable land along existing MAX line.

4 Terminates at 88th Street for I-5 corridor and Highway 500 for I-205 corridor.

TABLE N-3
EQUITY MEASURES IN THE NORTH CORRIDOR

EQUITY MEASURES: 1990 Census Figures	I-5 NORTH	I-205 NORTH[2]
NUMBER OF HOUSEHOLDS BELOW THE POVERTY LEVEL		
For Option Between Downtown Portland and Central[1] Vancouver	5,840	1,880
For Option Between Downtown Portland and 179th Street Vancouver[3]	6,630	2,790
NUMBER OF PERSONS AGE 65 OR OLDER		
For Option Between Downtown Portland and Central[1] Vancouver	11,020	8,090
For Option Between Downtown Portland and 179th Street Vancouver[4]	13,950	11,520
NUMBER OF PERSONS AGE 17 OR YOUNGER		
For Option Between Downtown Portland and Central[1] Vancouver	19,100	15,900
For Option Between Downtown Portland and 179th Street Vancouver	26,200	27,100
MINORITY POPULATION		
For Option Between Downtown Portland and Central[1] Vancouver	19,100	5,330
For Option Between Downtown Portland and 179th Street Vancouver	20,330	7,080

1 Terminates at 88th Street for the I-5 corridor and Highway 500 for the I-205 corridor.

2 Excludes persons and households along the existing MAX line.

3 The total number of households along this alignment option is 44,500 in the I-5 North corridor and 41,300 in the I-205 North corridor.

4 The total number of persons along this alignment option is 111,300 in the I-5 North corridor and 108,300 in the I-205 North corridor.

TABLE N-4
SEVERITY OF EXISTING CONGESTION IN THE NORTH CORRIDOR

EXISTING TRAFFIC CONGESTION MEASURES [1990]	I-5 NORTH On I-5	I-205 NORTH On I-205
P.M. PEAK-HOUR VOLUME-TO-CAPACITY RATIOS AT REPRESENTATIVE POINTS IN N/NE PORTLAND	0.91 - 0.93	0.60
P.M. PEAK-HOUR VOLUME-TO-CAPACITY RATIOS ON THE COLUMBIA RIVER BRIDGE	1.03	0.55
P.M. PEAK-HOUR VOLUME-TO-CAPACITY RATIOS AT REPRESENTATIVE POINTS IN VANCOUVER	0.60 - 0.90	0.47 - 0.65

TABLE N-5
HCT RIDERSHIP MEASURES IN THE NORTH CORRIDOR

YEAR 2010 HCT RIDERSHIP MEASURES	I-5 NORTH	I-205 NORTH
DAILY HCT RIDERSHIP		
For HCT Option Between Downtown Portland and Central Vancouver		
Number or HCT Riders	19,300	9,300
Number or HCT Riders Diverted from Existing MAX Line	- 500	- 4,700
For HCT Option Between Downtown Portland and 179th Street Vancouver		
Number or HCT Riders	21,800	10,900
Number or HCT Riders Diverted from Existing MAX Line	- 500	- 4,700
PEAK-HOUR, PEAK-DIRECTION, PEAK-LOAD RIDERSHIP	1,800	970
BOARDING HOURS PER REVENUE HOUR OF HCT OPERATIONS		
For HCT Option Between Downtown Portland and Central Vancouver	140 - 182	44
For HCT Option Between Downtown Portland and 179th Street Vancouver	111	34

TABLE N-6

OPERATING COST AND EFFICIENCY MEASURES IN THE **NORTH CORRIDOR**

YEAR 2010 OPERATING COST AND EFFICIENCY MEASURES	I-5 NORTH	I-205 NORTH
NET ANNUAL HCT OPERATING COST	[$1993, Millions]	[$1993, Millions]
For HCT Option Between Downtown Portland and Central[1] Vancouver	$ 4.33	$ 3.64
For HCT Option Between Downtown Portland and 179th Street Vancouver	$ 7.00	$ 4.13
HCT FAREBOX RECOVERY RATE	Percent of O&M Cost Paid from Farebox	Percent of O&M Cost Paid from Farebox
For HCT Option Between Downtown Portland and Central[1] Vancouver	38.8%	27.0 %
For HCT Option Between Downtown Portland and 179th Street Vancouver	30.6%	27.2%

[1] Terminates at 78th Street in the I-5 corridor and Highway 500 in the I-205 corridor.

TABLE N-7

CAPITAL COSTS OF NORTH CORRIDOR REPRESENTATIVE ALIGNMENTS BY SEGMENT

$1993 in Millions

SEGMENT	I-5 NORTH LRT	I-205 NORTH BUSWAY[2]
Downtown Portland to 88th Street [Vancouver]		
Without Downtown Portland Impvts.[1]	NA	$165.0[3]
With Downtown Portland Impvts.	$708.8	$288.3[3]
Downtown Portland to 179th Street [Vancouver]		
Without Downtown Portland Impvts.[1]	NA	$260.1[3]
With Downtown Portland Impvts.	$914.4	$383.4[3]

1 The Pre-AA analysis assumes the Portland CBD improvements would be the same for all HCT options [1.86 miles for $123.3 million]. These improvements would meet the requirements of operating both a north and south corridor HCT line [thus,when adding the north corridor cost estimates with south corridor cost estimates, one must subtratct $123.3 million to avoid double-counting the downtown costs]. The "Without Downtown Portland Improvements" line item presumes that there could be a separate Downtown Portland HCT Project shortly after an I-205 line opened. As such the Downtown Improvement budget could be deleted from the I-205 project budget. Ultimately, the downtown improvements would have to be made.

2 The cost of improvements which are potentially required along the existing MAX line with an I-205 HCT Option are not included in this estimate.

3 The Busway cost estimates assume that rather than building a new bridge across the Columbia River, a lane on the Jackson Bridge would be exclusively reserved for buses. If a new bridge was required, as assumed for the I-5 corridor, roughly another $200 million would have to be added to these cost estimates.

TABLE N-8
COST-EFFECTIVENESS MEASURES IN THE NORTH CORRIDOR

YEAR 2010 OPERATING COST-EFFECTIVENESS MEASURES	I-5 NORTH LRT	I-205 NORTH BUSWAY[2]
AVERAGE[1] CORRIDOR COST PER RIDER	$1990	$1990
For HCT Option Between Downtown Portland and Downtown Vancouver	$ 7.05	NA
For HCT Option Between Downtown Portland and Central Vancouver	$ 8.02	$11.35[3]
For HCT Option Between Downtown Portland and 179th Street Vancouver	$10.82	$13.28[3]

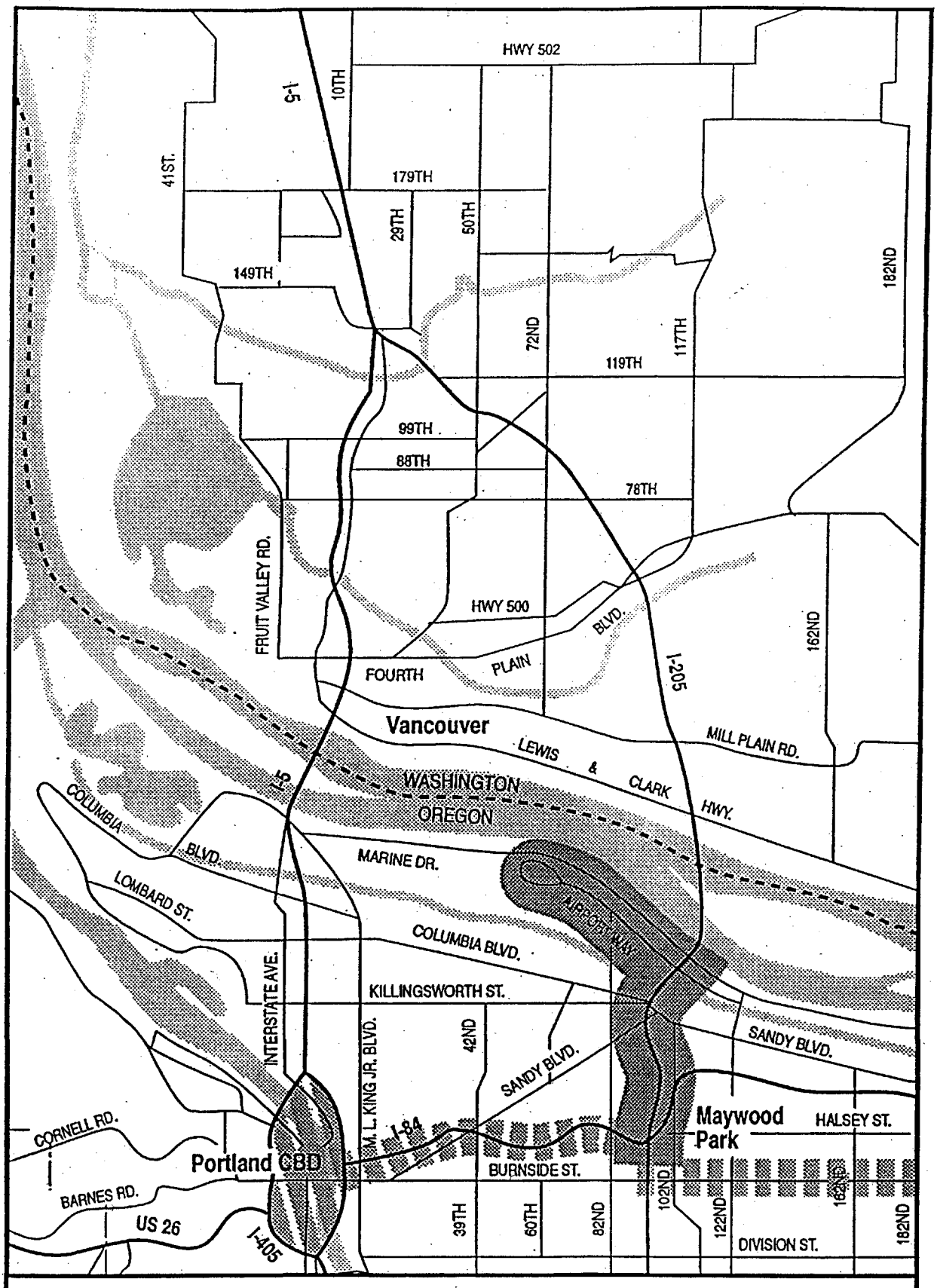
1 Several different local cost-effectiveness measures were calculated and averaged. These measures did not include a comparison to a TSM alternative [the FTA measure]. The FTA measure will be employed in the AA/DEIS phase.

2 Excludes capital and operating costs and ridership along existing MAX line and one-half of the downtown capital cost.

3 These cost-effectiveness measures assume that a new bridge would not be built. If a new bridge was required, roughly an additional $9.00 would be added to these cost-effectiveness measures [$20.76 for Central Vancouver and $22.02 for Northern Vancouver].

AIRPORT CORRIDOR

PRIORITY CORRIDOR ANALYSIS



North/South Transit Corridor Study: North Study Area

= Airport High Capacity Transit study area

= existing light rail

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TABLE A-1
LAND USE MEASURES IN THE I-205 AIRPORT CORRIDOR

LAND USE MEASURES	I-205 AIRPORT
NUMBER OF HOUSEHOLDS	
Gateway to Airport	
1990	5,500
2010	7,100
Amount of Growth	1,600
EMPLOYMENT	
Gateway to Airport	
1990	18,100
2010[2]	22,600
Amount of Growth	4,500

1 Excludes households and employment along existing MAX line.
2 Year 2010 employment forecasts do not reflect the latest Port of Portland assumptions regarding employment at the Airport or Portland International Center.

TABLE A-2
ECONOMIC DEVELOPMENT MEASURES IN THE I-205 AIRPORT CORRIDOR

LAND USE MEASURES	I-205 AIRPORT
ACRES OF DEVELOPABLE OR REDEVELOPABLE LAND	Low[1] - High[2]
Gateway to Airport	
Developable Land	500
Redevelopable Land	700 - 2,100
Total	1,200 - 2,600

1 Assumes land is developable if it has no improvements and redevelopable if it has an improvement-to-land value ratio of 1:1 or less.
2 Assumes land is developable if it has no improvements and redevelopable if it has an improvement-to-land value ratio of 2:1 or less.
3 Excludes redevelopable land along existing MAX line.

TABLE A-3
ENVIRONMENTAL SENSITIVITY MEASURES IN THE I-205 AIRPORT CORRIDOR

ENVIRONMENTAL SENSITIVITY MEASURES	I-205 AIRPORT
HISTORIC RESOURCES	
Gateway to Airport	0
ACRES OF WETLANDS AND UPLANDS	
Gateway to Airport	1,560
ACRES OF PARKS AND OPEN SPACE	
Gateway to Airport	23
POTENTIAL DISPLACEMENT	Low

[1] Excludes resources along existing MAX line.

TABLE A-4
EQUITY MEASURES IN THE I-205 AIRPORT CORRIDOR

EQUITY MEASURES: 1990 Census Figures	**I-205 AIRPORT**
NUMBER OF HOUSEHOLDS BELOW THE POVERTY LEVEL	
Gateway to Airport	1,200
NUMBER OF PERSONS AGE 65 OR OLDER	
Gateway to Airport	4,700
NUMBER OF PERSONS AGE 17 OR YOUNGER	
Gateway to Airport	6,700
MINORITY POPULATION	
Gateway to Airport	3,000

TABLE A-5
SEVERITY OF CONGESTION IN THE I-205 AIRPORT CORRIDOR

TRAFFIC CONGESTION MEASURES	I-205 AIRPORT
P.M. PEAK-HOUR VOLUME-TO-CAPACITY RATIOS BETWEEN GATEWAY AND AIRPORT	
1990	0.47 - 0.66
2010 No-Build	0.81 - 0.86

TABLE A-6
HCT RIDERSHIP MEASURES IN THE I-205 AIRPORT CORRIDOR

YEAR 2010 HCT RIDERSHIP MEASURES	I-205 AIRPORT
DAILY HCT RIDERSHIP	
Between Gateway and Airport	4,600[1]
PEAK-HOUR, PEAK-DIRECTION, PEAK-LOAD RIDERSHIP	
Between Gateway and Airport	350
BOARDING RIDERS PER REVENUE HOUR OF HCT OPERATIONS	
Between Gateway and Airport	75

TABLE A-7
POTENTIAL ABILITY TO RELIEVE YEAR 2010 CONGESTION IN THE I-205 AIRPORT CORRIDOR

2010 TRAFFIC CONGESTION MEASURES	I-205 AIRPORT
P.M. PEAK-HOUR VOLUME-TO-CAPACITY RATIOS BETWEEN GATEWAY AND AIRPORT	
2010 No-Build	0.81 - 0.86
2010 HCT	0.63 - 0.90
Peak-Direction HCT Riders	300 - 400

TABLE A-8
OPERATING COST AND EFFICIENCY MEASURES IN THE **I-205 AIRPORT CORRIDOR**

YEAR 2010 OPERATING COST AND EFFICIENCY MEASURES	I-205 AIRPORT
NET ANNUAL HCT OPERATING COST [$1993]	
Gateway to Airport	$ 2.15 Million
HCT FAREBOX RECOVERY RATE	
Gateway to Airport	23.3%

TABLE A-9
CAPITAL COSTS OF **I-205 AIRPORT CORRIDOR** REPRESENTATIVE ALIGNMENT

ALIGNMENT/SEGMENT	MILES	$1993 Millions
Gateway to Airport[1]	5.30	$214.5

[1] The projected cost for a locally-funded starter line could be substantially less expensive [to be estimated in Phase II].

TABLE A-10
COST-EFFECTIVENESS MEASURES IN THE **I-205 AIRPORT CORRIDOR**

YEAR 2010 COST-EFFECTIVENESS MEASURES	I-205 AIRPORT
AVERAGE[1] CORRIDOR COST PER RIDER [$1990]	
Gateway to Airport	$19.83

[1] Several different cost-effectiveness measures were calculated and averaged. These measures did not include a comparison to a TSM alternative [the FTA measure]. The FTA measure will be employed in the AA/DEIS phase.

Phase I Decision Making Process
DRAFT SCHEDULE
North/South Transit Corridor Study
as of February 24, 1993

February 24	CAC; Discussion of Results Reports
February 25	PMG; Discussion of Results Reports
February 26	Joint TPAC/RTC-RTAC; Status Report
March 1	Public Open house; North Clackamas Park (Milwaukie)
March 3	Public Open house; Clark College (Vancouver)
March 4	Public Open house; Westminster Presbyterian (Portland)
March 4	PMG; Discussion of Results Reports, comments to staff
March 9	PMG; Preparation of draft recommendation
March 9	Metro Planning Committee; Study update
March 10	CAC; Review public comments, issue draft recommendation on priority corridors
March 11 - April 8	**Local Jurisdictional Comment and Review Period**
March 11	JPACT; Discussion of Results Reports and CAC and PMG draft recommendations
March 11	PMG/TAC; Discussion following JPACT briefing
March 15	Mailing describing CAC and PMG draft recomendations to public
March 16	JRPC/C-Tran Board; Discussion of Results Reports and CAC and PMG draft recommendations
March 17	RTC-RTAC; Recommendation on North Priority corridor
March 19	TPAC Mailing
March 23	PMG; If necessary
March 23	Metro Planning Committee; Briefing on Results Reports
March 25	TAC

March 30	JPACT Public Hearing (evening)
March 31	PMG; Review public comments, issue final recommendation
March 31	CAC; Review public comments, issue final recommendation
April 1	TPAC; Special meeting for recommendation on priority corridors to JPACT
April 2	JPACT mailing for priority corridor decision meeting
April 6	RTC Board/JRPC/C-Tran Board; Decision on north priority corridor
April 8	JPACT; Decision on priority corridors
April 8	Metro Council; Briefing on Results Reports
April 13	Metro Planning Committee Hearing; Recommendation to Metro Council on priority corridors
April 22	Metro Council Hearing; Decision on priority corridors

COMMITTEE MEETING TITLE VPACT

DATE 3-11-93

NAME	AFFILIATION
Bob Post	TRI-MET
Bruce Warner	ODOT
Mike Thorne	POP
Craig J. Lomnicki	Cities of Clackamas Co.
Roger Buchanan	Metro Council
Bruce Hagensen	City of Vancouver
Gerry Smith	WSDOT
Gary Hansen	Mult. Co.
Ed Lindquist	Clac. Co.
Jon Kvistad	Metro Council
Steve Greenwood	DEQ
Roy Rogers	Washington Cty.
Dave Sturdevant	Clark County
Rob Drake	Cities of Washington Co.
Andy Cotugno	Metro
[illegible]	Metro
[illegible]	〃
[illegible]	Citizen
Gina Whitehill-Baziuk	Metro
John Cullerton	Metro
Richard Lakeman	Architect City Club Comm.
Tamy S. Linver	City Club
Jim Ebert	City of Oregon City - Alt Clack. Co. Cities
GB Arrington	TRI-MET
Kathy Busse	Mult. Co.
Steve Dotterrer	City of Portland

COMMITTEE MEETING TITLE _____

DATE _____

NAME	AFFILIATION
Molly O'Reilly	Citizen
GEOFF LARKIN	Expert Review Panel
David Lohman	Port of Portland
Susie Lahsene	Port of Portland
Gerald Fox	Tri-Met.
Karen Thackston	metro
BRIAN CAMPBELL	PORT OF PORTLAND
LEON SKILES	METRO
R. Goldfield	ODOT
Pat Allen	Congressman Kopetski
Sharon Kelly Meyer	Metro
Ted Leybold	Metro
BOB TEPPER	CITY CLUB
DON BRIGGS	CLARK COUNTY
RICHARD N. ROSS	TPAC- CITIES OF MULT. CO.
John Rosenberger	Washington County
STEVE SIEGEL	SMSA
DAVE WILLIAMS	ODOT
ERIC HERST	Oregon Truckers Assoc.
Tim Rutten	Senator Hatfield
HAROLD T. WEIGHT	City Club
~~ROD SNYDER~~	CLACKAMAS COUNTY
KIM CHIN	C-TRAN
Rod Monroe	Metro Council
Keith Ahola	WSDOT
Dean Lookingbill	RTC
Mary Legry	WSDOT
Les White	C-Tran