SOUTHWEST WASHINGTON REGIONAL TRANSPORTATION COUNCIL (RTC)

UNIFIED PLANNING WORK PROGRAM

FOR

FISCAL YEAR 2003

(July 1, 2002 to June 30, 2003)

DRAFT

January 31, 2002

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FY 2003 UPWP for Clark County: Index

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FISCAL YEAR 2003 UNIFIED PLANNING WORK PROGRAM: INTRODUCTION

Purpose of UPWP

The Unified Planning Work Program (UPWP) is prepared annually by the Southwest Washington Regional Transportation Council (RTC), as Metropolitan Planning Organization (MPO) for the Clark County region. An MPO is the legally mandated forum for cooperative transportation decision-making in a metropolitan planning area. With passage of the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991, the region became a federally-designated Transportation Management Area (TMA) because it is a larger urban area with over 200,000 population. TMA status brings with it additional transportation planning requirements that the MPO must carry out. RTC is also the designated Regional Transportation Planning Organization (RTPO) for the three-county area of Clark, Skamania and Klickitat. RTC's UPWP was developed in coordination with Washington State Department of Transportation, C-TRAN and local jurisdictions. All regional transportation planning activities, as part of the continuing transportation planning process proposed by the MPO/RTPO, Washington State Department of Transportation and local agencies are documented in the UPWP. The financial year covered in the UPWP runs from July 1, 2002 through June 30, 2003.

The UPWP focuses on transportation work tasks that are priorities for federal and/or state transportation agencies, and those tasks considered a priority by local elected officials. The planning activities relate to multiple modes of transportation and include planning issues significant to the Regional Transportation Plans (RTPs) for the two rural counties and the Metropolitan Transportation Plan (MTP) for the Clark County region. The federal Transportation Equity Act for the 21st Century (TEA-21), passed in 1998 and continuing until 2003, provides direction for regional transportation planning activities for FY 2003 and beyond. TEA-21 is the successor to the Intermodal Surface Transportation Efficiency Act (ISTEA) passed in 1991.

RTC was established in 1992 to carry out the regional transportation planning program. Previously, the designated MPO had been the Intergovernmental Resource Center (IRC) that disbanded in 1992. In FY 2002 RTC continued to work closely with local jurisdictions on transportation plans, concurrency programs and congestion monitoring and with the Bi-State Transportation Committee to discuss recommendations on bi-state transportation issues.

UPWP Objectives

The UPWP describes the transportation planning activities and summarizes local, state and federal funding sources required to meet the key transportation policy issues of the upcoming year. The UPWP is reflective of the national focus to "encourage and promote the safe and efficient management, operation and development of surface transportation systems that will serve the mobility needs of people, freight and foster economic growth and development within and through urbanized areas". The Program reflects regional transportation problems and projects to be addressed during the next fiscal year. Throughout the year, the UPWP serves as the guide for planners, citizens, and elected officials to track transportation planning activities. It also provides local and state agencies in the Portland/Vancouver Metropolitan Area and RTPO region with a useful basis for regional coordination.

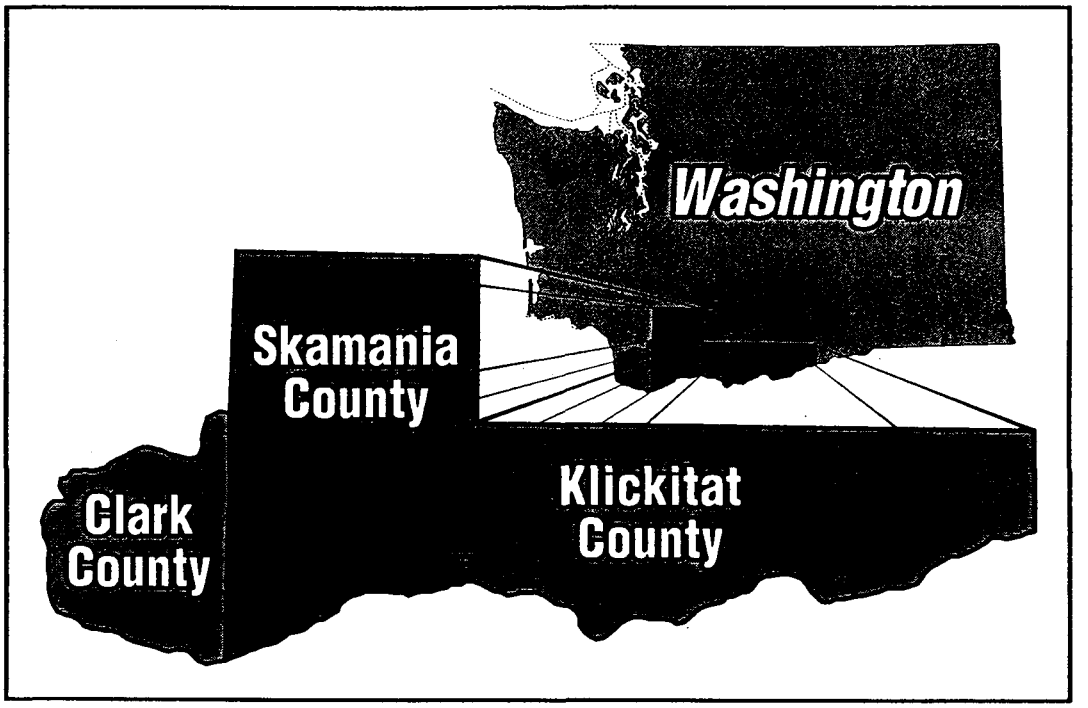
The proposed FY 2003 UPWP provides for the continuation of baseline program activities such as the Metropolitan and Regional Transportation Plans, the Metropolitan Transportation Improvement Program, data collection and analysis, travel model forecasting, program and project coordination. The Portland-Vancouver I-5 Transportation and Trade Corridor Study is set to conclude at the end of FY 2002. In FY2003 the region will work toward integration of I-5 Partnership recommendations into regional transportation plans and initiate the implementation of recommendations. The SR-35 Columbia River Bridge Study is set to conclude in FY2003 following completion of the Tier II report documenting alternatives that have been studied and Tier III work that will include a Type, Size and Location Report and Draft Environmental Impact Statement (DEIS). RTC will

continue the program management, coordination, outreach and education for the intelligent transportation system project deployment as programmed in VAST II. The I-5 High Occupancy Vehicle (HOV) facility opened on October 29, 2001 and will be evaluated throughout 2002. The RTC Board will need to make a decision on the one year-pilot project by the end of the year 2002. As the new GMA land use plans are developed in 2002, a major effort is anticipated in regard to revising the MTP in coordination with the GMA land use plans. As the state legislature again debates the merits and shape of a new state-wide transportation revenue package, RTC looks forward to a partnership with local and state elected officials that will work toward bringing needed transportation investments into this region.

Key Transportation Issues Facing The Region

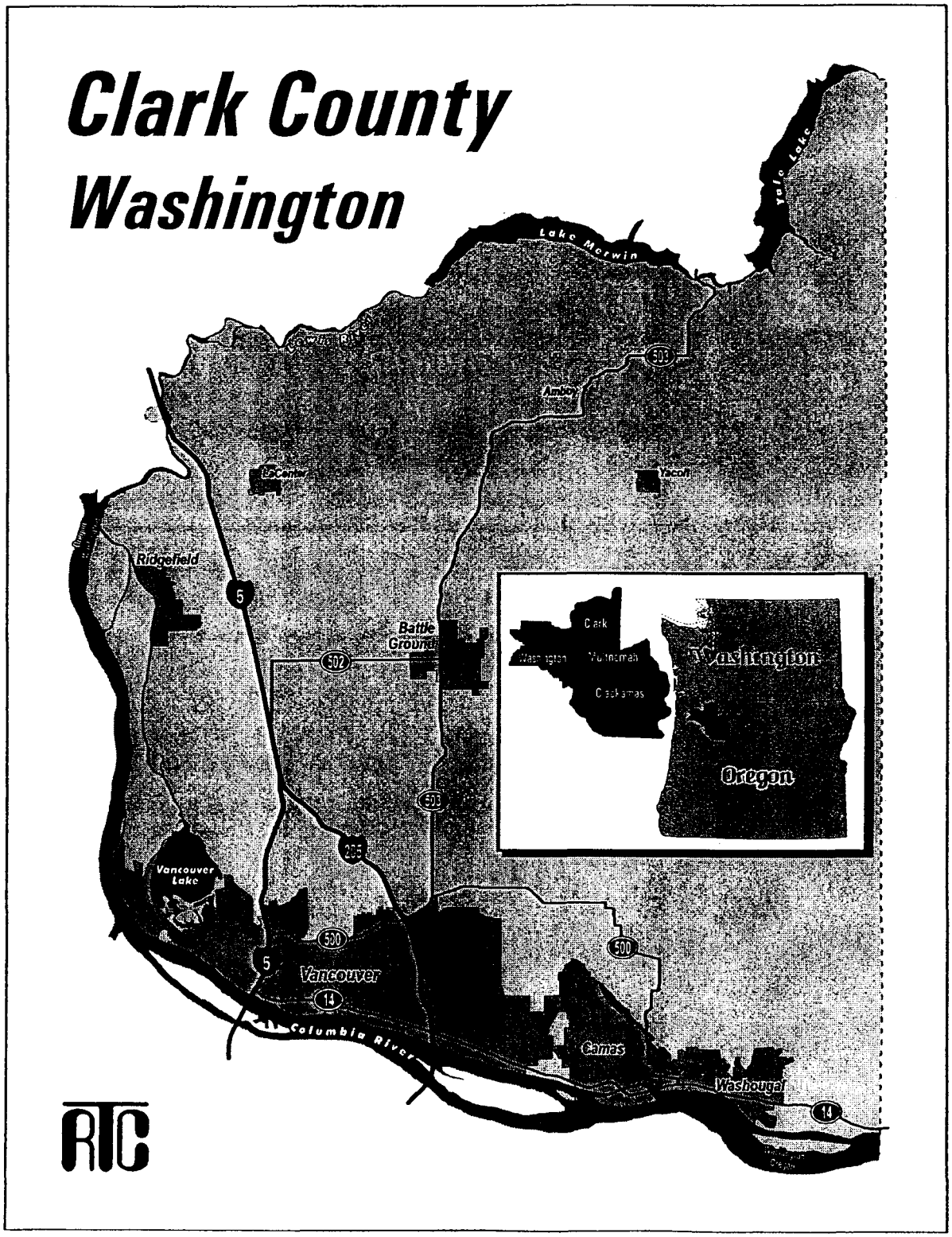
- Continue to plan for and provide transportation system improvements to accommodate the growth in Clark County. Between 1990 and 2001, Clark County's population grew by 48 percent from 238,053 to 352,600. Transportation system investments have not kept pace with this growth.
- Update the Metropolitan Transportation Plan for Clark County to incorporate recommendations from recent planning studies and reports (e.g. Washington Transportation Plan, MTP Prioritization of Projects, I-5 Partnership, I-5 North and I-205 corridor plans), to reflect work to date on the comprehensive Growth Management plan update for Clark County and to provide an update to the MTP's financial plan with revenue projections and cost estimates.
- Seek funding to proceed with potential Environmental Impact Statement (EIS) work on the I-5 Partnership, I-205 and I-5 North corridors (subject to FHWA acceptance of Access Decision Reports).
- Ensure that the region has transportation projects that are "ready to construct" should transportation funds become available. Projects have to be moved through the planning and environmental review phases before construction can proceed.
- Implement Transportation Demand Management and Transportation System Management measures and strategies to make the most efficient use of the existing transportation system.
- Deployment of Intelligent Transportation System (ITS) projects, measures and strategies through implementation of the Vancouver Area Smart Trek program developed cooperatively in the Clark County region.
- Work to address increasing bi-state transportation needs in cooperation with Metro, Portland, WSDOT and ODOT through the Bi-State Transportation Committee.
- Implement the recommendations of the Portland-Vancouver I-5 Transportation and Trade Partnership. The I-5 Corridor Strategy Plan, incorporating recommendations of the Governors' Task Force, is due for completion in June 2002.
- Invest in transportation infrastructure to support the growth in family wage jobs in the region.
- Continue to review and provide technical assistance for local transportation concurrency programs.
- Address environmental issues relating to transportation, including seeking ways to reduce the transportation impacts on air quality and water quality and addressing environmental justice issues.
- Respond to potential 2002 state legislative transportation initiatives dealing with regionalism.
- Continue the congestion management monitoring program.
- Involve the public in identifying transportation needs, issues and solutions in the region.

SOUTHWEST WASHINGTON REGIONAL TRANSPORTATION COUNCIL (RTC)
EXTENT OF RTC REGIONAL TRANSPORTATION PLANNING ORGANIZATION REGION



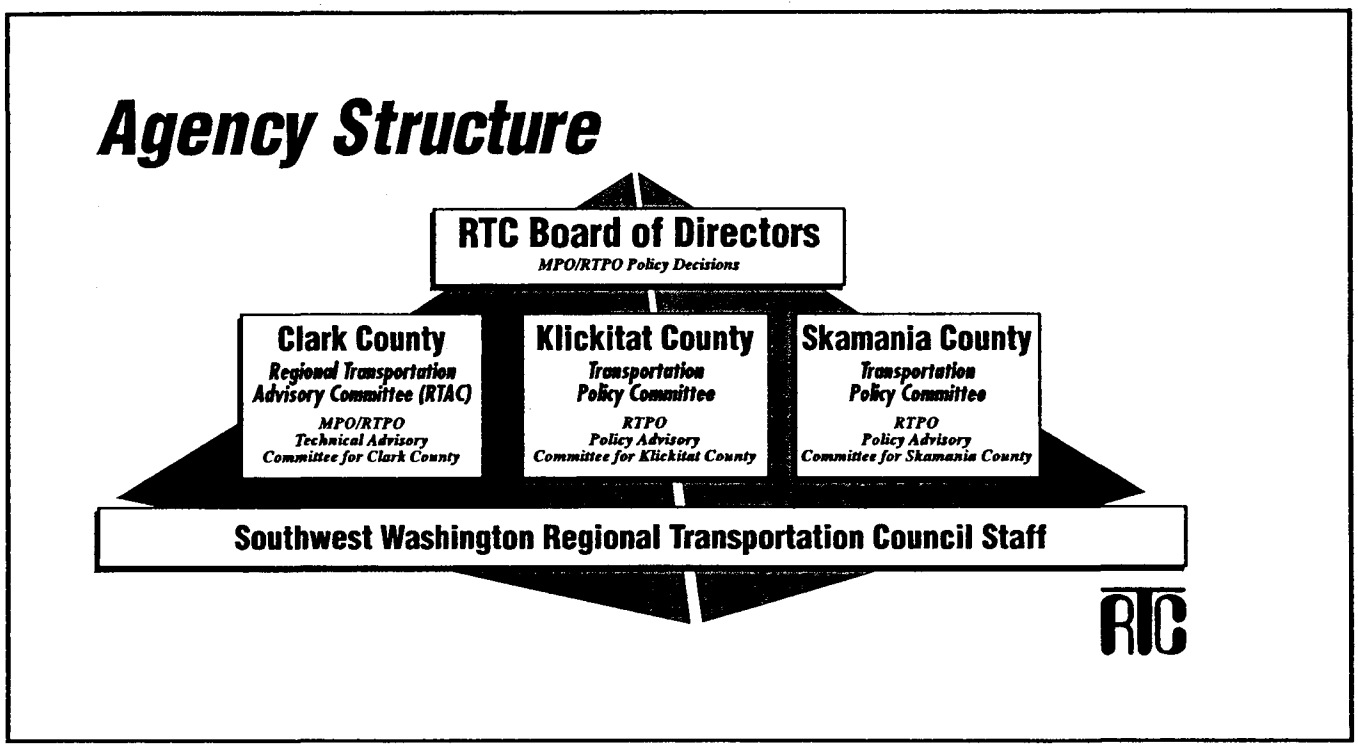
SOUTHWEST WASHINGTON REGIONAL TRANSPORTATION COUNCIL (RTC)

EXTENT OF RTC METROPOLITAN PLANNING ORGANIZATION REGION
SHOWING INCORPORATED AREAS WITHIN CLARK COUNTY



SOUTHWEST WASHINGTON REGIONAL TRANSPORTATION COUNCIL (RTC)

RTC: AGENCY STRUCTURE



RTC: TABLE OF ORGANIZATION	
Position	**Duties**
Transportation Director	Overall MPO/RTPO Planning Activities, Coordination, and Management
Sr. Transportation Planner	MTP, UPWP, I-205 and East-West Arterials Study
Sr. Transportation Planner	TIP, Project Programming, RTPO in Skamania and Klickitat Counties, traffic counts
Sr. Transportation Planner	HCT, Bi-State, Air Quality, Management Systems
Sr. Transportation Planner	HCT, Regional Travel Forecasting Model, Air Quality
Sr. Technical Transportation Planner	Regional Travel Forecasting Model
Sr. Technical Transportation Planner	Computer Systems, GIS, Cartography
Administrative Staff: 2½ Positions	General administrative and accounting duties

Participants, Coordination and Funding Sources

Consistent with the 1990 State Growth Management Act legislation, the Regional Transportation Council (RTC) Board of Directors has been established to deal with transportation policy issues in the three-county RTPO region. Transportation Policy Committees for Skamania and Klickitat Counties are in place and a Regional Transportation Advisory Committee (RTAC) for Clark County. (Refer to *Agency Structure* graphic, Page v).

A. Clark County

The primary transportation planning participants in Clark County include the following: the Southwest Washington Regional Transportation Council (RTC), C-TRAN, Washington State Department of Transportation (WSDOT), Clark County, the cities of Vancouver, Camas, Washougal, Ridgefield, Battle Ground and La Center and the town of Yacolt, the ports of Vancouver, Camas-Washougal, and Ridgefield, and two federal agencies, the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA). In addition, the Department of Ecology (DOE) is involved in the transportation program as it relates to the State Implementation Plan for carbon monoxide and ozone. As the designated MPO for the Clark County Urban Area, RTC annually develops the transportation planning work program and endorses the work program for the entire metropolitan area. RTC is also responsible for the development of the Regional Transportation Plan, the Transportation Improvement Program, and other regional transportation studies, operational and near-term transit planning. C-TRAN regularly adopts a *Transit Development Plan* (TDP), which provides a comprehensive guide to C-TRAN's future development and has information regarding capital and operating improvements over the next six years. The TDP, required by RCW 35.58.2795, outlines those projects of regional significance for inclusion in the Transportation Improvement Program within the region. WSDOT is responsible for preparing *Washington's Transportation Plan*; the long-range transportation plan for the state of Washington. RTC cooperates and coordinates with WSDOT, at the Southwest Region and Headquarters' level, in ensuring that transportation needs identified in regional and local planning studies are incorporated into statewide plans. RTC and WSDOT also cooperate in involving the public in development of transportation policies, plans and programs. WSDOT, the Clark County Public Works Department and City of Vancouver Public Works Department conduct project planning for the highway and street systems related to their respective jurisdictions. The coordination of transportation planning activities includes local and state officials in both Oregon and Washington. Coordination occurs at the staff level through involvement on advisory committees (RTC's RTAC and Metro's TPAC). Mechanisms for local, regional and state coordination are described in a series of Memoranda of Agreement and Memoranda of Understanding (MOU). These memoranda are intended to assist and complement the transportation planning process by addressing:

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.

Memoranda of Understanding (MOUs) between RTC and Southwest Washington Air Pollution Control Authority (SWAPCA) now renamed the Southwest Clean Air Agency (SWCAA), and RTC and C-TRAN, the local public transportation provider, were adopted by the RTC Board on January 4, 1995 (Resolutions 01-95-02 and 01-95-03, respectively). A Memoranda of Understanding between RTC and Washington State Department of Transportation was adopted by the RTC Board at their August 1, 1995 meeting (RTC and WSDOT MOU; RTC Board Resolution 08-95-15). An MOU between RTC and Metro was adopted by the RTC Board at their April 7, 1998 meeting (RTC Board Resolution 04-98-08) and this agreement is ratified annually with adoption of the UPWP.

Issues of Interstate Significance

Both RTC and Metro have recognized that bi-state travel is an important part of the Portland-Vancouver regional transportation system and it is in the best interest of the region to keep this part of the system functioning efficiently. Currently, several locations on the I-5 and I-205 north corridors are at or near capacity during peak hours resulting in frequent traffic delays. The need to resolve increasing traffic congestion levels and to identify long-term solutions continues to be a priority issue. Also of bi-state significance is the continued implementation of air quality maintenance plans for ozone and carbon monoxide. The Bi-State Transportation Committee was established in 1999 to ensure that bi-state transportation issues are addressed.

RTC Board of Directors

City of Vancouver	Mayor Royce Pollard
Cities East	Mayor Jeff Guard (Washougal)
Cities North	City Council Member Bill Ganley (Battle Ground)
City of Vancouver	Thayer Rorabaugh (Transportation Services Manager)
Clark County	Commissioner Judie Stanton
Clark County	Commissioner Craig Pridemore [Vice-President]
Clark County	Commissioner Betty Sue Morris
C-TRAN	Lynne Griffith (Executive Director)
ODOT	Kay Van Sickel
Ports	Commissioner Arch Miller (Vancouver) [President]
WSDOT	Donald Wagner (Southwest Regional Administrator)
Metro	Metro Councilor Rod Monroe
Skamania County	Commissioner Bob Talent
Klickitat County	Commissioner Ray Thayer

Regional Transportation Advisory Committee Members

WSDOT Southwest Region	Deb Wallace
Clark County Public Works	Bill Wright
Clark County Planning	Patrick Lee
City of Vancouver, Public Works	Matt Ransom
City of Vancouver, Community Development	Tamara DeRidder
City of Washougal	Mike Conway
City of Camas	Eric Levison
City of Battle Ground	Paul Haines
City of Ridgefield	City Clerk
C-TRAN	Dale Miller
Port of Vancouver	David Blum
ODOT	Thomas Picco
Metro	Christina Deffebach
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 Bob Talent
City of Stevenson	Mary Ann Duncan-Cole, City Clerk
City of North Bonneville	John Kirk, Mayor
WSDOT, Southwest Region	Donald Wagner, SW Regional Administrator
Port of Skamania County	Anita Gahimer, Port Manager

C. Klickitat County

The Klickitat County Transportation Policy Committee was established in 1990 to oversee and coordinate transportation planning activities in the RTPO Klickitat region.

Klickitat County Transportation Policy Committee

Klickitat County	Commissioner Ray Thayer
City of White Salmon	Mayor Roger Holen
City of Bingen	Mayor Brian Prigel
City of Goldendale	Larry Bellamy, City Administrator
WSDOT, Southwest Region	Donald Wagner, SW Regional Administrator
Port of Klickitat	Dianne Sherwood, Port Manager

1 REGIONAL TRANSPORTATION PLANNING PROGRAM

1A. METROPOLITAN TRANSPORTATION PLAN

The Metropolitan Transportation Plan (MTP) serves as the Regional Transportation Plan (RTP) for the Clark County metropolitan region to promote and guide development of an integrated, multimodal and intermodal transportation system that facilitates the efficient movement of people and goods, using environmentally sound principles and fiscal constraint. The Plan for Clark County covers a county-wide-area, the area encompassed by the Metropolitan Area Boundary, and covers a 20-year planning horizon. The most recent update to the *Metropolitan Transportation Plan (MTP) for Clark County* was adopted in October, 1999 which extended the Plan's horizon year to 2020. A minor amendment to the Plan that added the I-5 HOV lane and updated the base year travel model information from 1996 to 1999 was adopted in December 2000. The MTP needs to be consistent with the Washington Transportation Plan (WTP) to provide a vision for an efficient future transportation system and to provide direction for sound transportation investments. An update to the MTP is scheduled in late 2002 to meet federal requirements. The update will be synchronized with update to the County's comprehensive plan that is due in mid-2003.

Work Element Objectives

(i) Plan Development, Review and Amendment

1. Regular MTP amendment and/or update to reflect changing trends, conditions, regulations and study results and to maintain consistency between state, local and regional plans. Regular update and amendment of the Metropolitan Transportation Plan (MTP) is a requirement of the state Growth Management Act (GMA) and federal TEA-21. The state requires that the Plan be reviewed for currency every two years and federal law requires the Plan to be updated at least every three years. Whenever possible, major update to the MTP for Clark County will be scheduled to coincide with update to the County and local jurisdictions' comprehensive growth management plans. Plan updates will also acknowledge federal transportation policy interests and reflect the latest version of the Washington Transportation Plan (WTP) and Highway System Plan (HSP). At each MTP amendment or update, the results of recent transportation planning studies are incorporated and identified and new or revised regional transportation system needs are documented. MTP development relies on analysis results from the 20-year regional travel forecasting model as well as results from a six-year highway capacity needs analysis. The Plan also reflects the transportation priorities of the region in that it contains a prioritized list of mobility projects.

2. Comply with state standards and incorporate the provisions of HB 1487 (the "Level of Service Bill") and revised RCW 47.80 (SHB 1928 codified) to have the MTP include the following components:

    a. A statement of the goals and objectives of the Plan. (See WAC 468.86.160)

    b. A statement of land use assumptions upon which the Plan is based.

    c. A statement of the regional transportation strategy employed within the region.

    d. A statement of the principles and guidelines used for evaluating and development of local comprehensive plans.

    e. A statement defining the least cost planning methodology employed within the region.

    f. Designation of the regional transportation system.

g. A discussion of the needs, deficiencies, data requirements, and coordinated regional transportation and land use assumptions used in developing the Plan.

h. A description of the performance monitoring system used to evaluate the plan, including Level of Service (LOS) parameters consistent with federal management systems, where applicable, on all state highways at a minimum. (See WAC 468-86-200, (2))

i. An assessment of regional development patterns and investments to ensure preservation and efficient operation of the regional transportation system.

j. A financial section describing resources for Plan development and implementation.

k. A discussion of the future transportation network and approach.

l. A discussion of high capacity transit and public transportation relationships, where appropriate.

3. To comply with TEA-21, seven general planning elements must be addressed in the regional transportation planning process. The planning process for a metropolitan area shall provide for consideration of projects and strategies that will:

a. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency

b. Increase the safety and security of the transportation system for motorized and nonmotorized users

c. Increase the accessibility and mobility options available to people and for freight

d. Protect and enhance the environment, promote energy conservation, and improve quality of life,

e. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight,

f. Promote efficient system management and operation; and

g. Emphasize the preservation of the existing transportation system. These will be addressed in the MTP.

4. Involve the public in MTP development and review.

5. Any amendment to the Plan will reflect updated results from the Congestion Management System process. The latest update to the Clark County region's *Transportation System Monitoring and Congestion Management Report* was adopted May 1, 2001 (RTC Board Resolution 05-01-06). Transportation Management Areas (TMAs), such as Clark County, must maintain a Congestion Management System (CMS) as part of the Metropolitan Planning Organization's (MPO) planning process.

6. The MTP will continue to address bi-state travel needs and review of major bi-state policy positions. Issues include High Occupancy Vehicle (HOV) policies and implementation, LRT expansion, Traffic Relief Options (TRO), congestion management policies and ongoing efforts to address transportation

needs in the I-5 corridor through the Portland-Vancouver I-5 Transportation and Trade Partnership and Bi State Transportation Committee.

7. The MTP addresses regional corridors, associated intermodal connections and statewide intercity mobility services.

8. The MTP should address any identified Transportation Control Measures (TCMs) to maintain federal clean air standards and the MTP should be evaluated for its conformity with the Clean Air Act Amendments of 1990.

9. The MTP addresses freight transportation issues and describes the State's Freight and Goods System.

10. The MTP considers concurrency management and its influence on development of the regional transportation system, system management and operations, Intelligent Transportation System (ITS) applications, and Transportation Demand Management (TDM) as a tool to allow for the most effective use of the existing transportation systems

(ii) SEPA/NEPA Review

11. Evaluation of the cumulative environmental impacts related to the developing regional transportation system as required by TEA-21, Clean Air Act and State law. This evaluation includes Clean Air Act conformity analysis.

12. Environmental review of the proposed MTP, prior to MTP adoption, as necessary.

13. Address the impacts of the Endangered Species Act as it related to transportation system development.

14. Coordination with environmental resource agencies in MTP development.

(iii) System Monitoring

15. The MTP is used as the document in which system performance monitoring is reported. System performance analysis is coordinated with WSDOT Southwest Region and Headquarters Service Center to provide input to statewide transportation plans and programs.

16. Progress on Plan implementation will be addressed.

Relationship To Other Work Elements

The MTP takes into account the reciprocal effects between land use, growth patterns and transportation system development. It also identifies the mix of transportation strategies needed to solve future transportation system problems. The MTP for Clark County is interrelated to all other work elements. In particular, the MTP provides planning support for the Metropolitan Transportation Improvement Program and relates to management systems.

FY 2003 Products

1. An update to the MTP is due in late 2002 to meet federal requirements. The MTP update will reflect the transportation planning process in the region and will address the seven planning factors (refer to listed factors on page 2) as required by federal law. This interim MTP update will precede the update to Clark County's Comprehensive Growth Management Plan now due in mid-2003. Following 2003 Comprehensive Plan adoption, the MTP will once again be updated to accurately reflect the latest land use and comprehensive plan vision. It is hoped the late 2002 MTP update can provide valuable input to

the Comprehensive Plan update process. RTC is working closely with the County in the Comprehensive Plan update process.

2. In summary the following list of items are anticipated to be included in the MTP update: 1) review of MTP Vision and Goals, 2) certification of transportation elements of local comprehensive growth management plans, 3) MTP base year update to 2000, 4) MTP horizon year update from 2020 to comply with federal requirements and the GMA process, 5) comprehensive revision of functional classification of the highway/arterial system, 6) review of the designated regional transportation system, 7) identification of transportation deficiencies in the 20-year horizon, 8) re-assessment of financial plan assumptions, 9) address maintenance, preservation, safety improvements and operating costs, 10) incorporate Intelligent Transportation System (ITS) and Transportation Demand Management (TDM) strategies into the plan, 11) incorporate results and recommendations from recent and ongoing transportation planning studies that affect the regional transportation system, and 12) update the list of transportation improvements to be included in the regional air quality conformity analysis.

3. The MTP update will incorporate recommendations from recent and ongoing transportation studies and programs such as adopted levels of service for the state system of regional significance (adopted by RTC Board in November 2001 to comply with requirements of HB 1487), the Portland-Vancouver I-5 Transportation and Trade Partnership, the Modified Access Decision Report at the I-5/NE 134th Street Interchange, the Modified Access Decision Report on I-5 between NE 179th Street and Ridgefield Interchanges, the SR-500 Corridor (from I-5 to Andresen Road) Environmental Assessment (EA), the Commute Trip Reduction program, Intelligent Transportation System (ITS) improvements recommended through the Vancouver Area Smart Trek (VAST), and local jurisdiction's transportation plans including the Vancouver Transportation System Plan. The updated MTP will also reflect the latest Washington Transportation Plan (WTP) due for adoption in February 2002 and Highway System Plan (HSP). The Plan update will acknowledge federal transportation policy interests, including safety and security of the transportation system, transportation planning for rural areas, reverse commute, welfare to work, environmental justice and integration of environmental review into the planning process.

4. A review of the prioritization of projects listed in the Metropolitan Transportation Plan was completed in December 2001. Results from this prioritization process will be incorporated into the MTP update.

5. An updated financial plan will describe the application of fiscal constraint in development of the MTP. The financial plan will provide an analysis of revenue estimation and clearly document operations, maintenance and system preservation costs as well as system improvement costs. The Blue Ribbon Commission on Transportation (BRCT) recommendations may have some impact in assessing finance options. Information from C-TRAN's Transit Development Plan (TDP) will be included with transit financing information.

6. Documentation of conformity with the requirements of the Clean Air Act Amendments (CAAA) will be provided with MTP update and/or amendment. Transportation improvement projects proposed in the MTP and assumed in air quality conformity analysis will be clearly listed in the MTP update.

7. A fully maintained Traffic Congestion Management System serves as a tool for performance evaluation and support for transportation policy decisions, as well as identification of transportation strategies to relieve and/or manage congestion. Latest results of Congestion Management Monitoring (CMM) work will be reflected in any MTP update or amendment. An annual report on Congestion Monitoring will be published by RTC and submitted to the WSDOT Planning Office by July 31 of each year (see Congestion Management Monitoring element).

8. Review of local jurisdictions' transportation plans and transit plans for consistency with MTP. A report will be submitted to WSDOT Planning Office by November 2002. Inconsistencies between local jurisdiction, transit, Metropolitan Transportation plans will be identified and programmed into the next update of the appropriate plan. Inconsistencies between MPO and Washington State Transportation Plans will also be identified and programmed into the next update of these plans.

FY 2003 Expenses:	$
RTC	100,481
Total	100,481

FY 2003 Revenues:	$
Fed. CPG	72,000
RTPO	14,000
Local	14,481
	100,481

1B. METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM

The Metropolitan Transportation Improvement Program (MTIP) is a three-year program of transportation projects having a federal funding component. In order for transportation projects to receive federal funds they must be included in the MTIP. Projects programmed in the MTIP should implement the Metropolitan Transportation Plan (MTP). The MTIP is developed by the MPO in a cooperative and coordinated process involving local jurisdictions, C-TRAN and the Washington State Department of Transportation (WSDOT)

. Projects listed in the MTIP should have financial commitment and meet the requirements of the Clean Air Act.

Work Element Objectives

1. Develop and adopt a Metropolitan Transportation Improvement Program (MTIP), consistent with the requirements of TEA-21.
2. Periodic review of the MTIP development process and project selection criteria used to evaluate, select and prioritize projects proposed for federal highway and transit funding. Project selection criteria reflect the multiple policy objectives for the regional transportation system (e.g. safety, maintenance and operation of existing system, reduction of Single Occupant Vehicles (SOVs), capacity improvements, transit expansion and air quality improvement).
3. Coordinate the grant application process for federal, state and regionally-competitive fund programs such as federal Surface Transportation Program (STP), state Transportation Improvement Board (TIB) programs, corridor congestion relief program and school safety program.
4. Address programming of Congestion Mitigation/Air Quality (CM/AQ) funds, with consideration given to emissions reduction benefits of such projects.
5. Coordinate with local jurisdictions as they develop their Transportation Improvement Programs and participate in Clark County's Transportation Improvement Program Involvement Team (TIPIT) Committee and the City of Vancouver's TIP process. The Clark County Committee is citizen-based and seeks public input on developing and funding of transportation projects.
6. Develop a realistic financial plan for the MTIP that addresses costs for operation and maintenance of the transportation system. The MTIP is to be financially constrained by year.
7. Analysis of MTIP air quality impacts and Clean Air Act conformity documentation.
8. Monitoring of MTIP implementation and obligation of project funding.
9. Ensure MTIP data is input into the State Transportation Improvement Program (STIP) program software and submitted to WSDOT for inclusion in the State Program and database.

Relationship To Other Work Elements

The MTIP provides the link between the MTP and project implementation. The process to prioritize MTIP projects will draw from data from the transportation database and regional travel forecasting model output. It relates to the Public Involvement element described in section 3 of the UPWP. The MTIP program requires special coordination with local jurisdictions and implementing agencies in the Clark County region.

FY 2003 Products

1. The 2002-2004 MTIP was scheduled for adoption in the spring of 2002 and will only be amended, as needed, in FY 2003.
2. MTIP amendments, as necessary.
3. Prioritization of regional transportation projects for the statewide competitive program conducted by the Transportation Improvement Board (TIB). The prioritized projects will be developed for recommendation by RTAC and adoption by the RTC Board.
4. MTIP Clean Air Act conformity analysis and documentation, as required.
5. Reports on tracking of MTIP implementation and on obligation of funding of MTIP projects.
6. Provide input to update the State Transportation Improvement Program (STIP).
7. Opportunity for public involvement in MTIP development.

FY 2003 Expenses:	$
RTC	29,022
Total	29,022

FY 2003 Revenues:	$
Fed. CPG	20,000
RTPO	5,000
Local	4,022
	29,022

1C. CONGESTION MANAGEMENT SYSTEM MONITORING

A Congestion Management System (CMS) was adopted by the RTC Board in May of 1995. ISTEA required that the Clark County region, as a Transportation Management Area (TMA), develop a Congestion Management System for the metropolitan area. The purpose of CMS was to develop a tool to provide information on the performance of the transportation system as well as identify strategies to alleviate congestion and enhance mobility. Traffic congestion negatively impacts the region's natural environment, economy, and quality of life. ISTEA required that facilities proposed for federal funding for additional general-purpose lanes should first be assessed through the CMS process. The regulations have been modified in TEA-21, but the new federal act continues to recognize the value of the CMS by directing TMAs to continue the data collection and monitoring elements of the CMS. It is also a requirement that a process be in place to assess transportation system performance and alternative strategies for addressing congestion. The CMS focuses on vehicular travel, auto occupancy, transit, and TDM performance in congested roadway corridors. Monitoring of the CMS continues with this work program element. Information produced as part of the CMS program provides valuable information to decision-makers in identifying the most cost-effective strategies to provide congestion relief.

Work Element Objectives

1. Provide a CMS structure to provide effective management of existing and future transportation facilities and to evaluate potential strategies for managing congestion. The CMS monitoring process should provide the region with a better understanding of how the region's transportation system operates. The CMS is intended to be a continuing, systematic process that provides information on transportation system performance.

2. The CMS monitoring program should continually enhance the traffic count data base and other elements, such as transit ridership and capacity, travel time and speed, auto occupancy information and vehicle classification data for the CMS corridors.

3. Publication of results of the Congestion Management Monitoring program through a System Performance Report that is updated periodically.

4. Incorporate CMS data into the regional traffic count database that, in turn, allows for refined calibration of the regional travel forecast model and provides input to the corridor congestion index update.

5. Analyze traffic count data, turn movements, vehicle classification counts and travel delay data to get an up-to-date representation of system performance, including evaluation of congestion on the Columbia River Bridges between Clark County and Oregon.

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

7. Collection, validation, factoring and incorporation of traffic count data into the existing count program.

8. Measure and analyze performance of the transportation corridors in the CMS network. This system performance information is used to help identify system needs and solutions. The data is also used to support Growth Management Act concurrency analysis.

9. Coordinate with Metro on development of CMS plans.

10. Coordinate with WSDOT on development of the Washington Transportation Plan (WTP) and Congestion Relief strategies.

11. Report on Congestion Monitoring efforts to the WSDOT Planning Office annually.

Relationship To Other Work

Congestion monitoring is a key component of the regional transportation planning process. The CMS for the Clark County region supports the long-term transportation goals and objectives defined in the Metropolitan Transportation Plan. It assists in identifying the most effective transportation projects to address congestion. The CMS also supports local jurisdictions in implementation of their concurrency management systems and transportation impact fee program. The Congestion Management System Monitoring element is closely related to the data management and travel forecasting model elements. The CMS also supports work by the state to update the WTP and congestion relief strategies.

FY 2003 Products

1. Update traffic counts, turning movements, vehicle classification counts, travel delay and other key data for numerous locations throughout Clark County. Data updates will come from new counts and the compilation of traffic count information developed by the state and local transportation agencies. New and historic data is made available on RTC's web site (http://www.wa.gov/rtc). Traffic count data is separated into 24 hour and peak one-hour (a.m. and p.m. peak) categories. In FY2003, two-hour peak period traffic counts will be collected, analyzed and stored to help future regional travel forecast model enhancement and update.

2. New traffic count data will be used to update the corridor congestion ratio for each of the CMS corridors. The congestion ratio is converted into a congestion index which works like the traditional level-of-service measure except that the index assesses the overall performance of a full corridor (which may include multiple intersections and parallel roads) instead of just a single intersection. The index is used to classify each corridor according its relative level of congestion, to identify the need for further evaluation, and to determine the effectiveness of alternative strategies.

3. Review and collect other data for CMS corridors including auto occupancy, roadway lane density, vehicle classification, transit ridership, transit capacity, travel time and speed. Any new data collected needs to support the CMS, concurrency and other regional transportation planning program should be identified.

4. Update of congestion ratio.

5. Comparison between most recent data and prior year data to support identification of system needs and solutions and monitoring of impacts of implemented improvements.

6. The first Transportation System Monitoring and Congestion Management Report was adopted by the RTC Board in April, 2000. The second report was published in April 2001. In FY2003, the Report will be reviewed and updated, as necessary, including a comparison to previous reports. In addition to a comprehensive summary of transportation data, the Report includes analysis and presentation of data to provide a better understanding of regional transportation system capacity and operations and potential for its improvement. It also includes analysis of the potential for transportation demand management to limit infrastructure needs and to improve transportation efficiency. The Report provides an update of performance information for the identified regionally-significant multimodal transportation corridors critical to the mobility needs of the region. Initially, there were twenty-one transportation corridors identified and monitored through the CMS, additional corridors were added in FY99.

7. Assess transportation system impact of Transportation Demand Management strategies.

8. Provide CMS data and system performance indicators to inform the WTP update process.

9. Provide a report on Congestion Monitoring to the WSDOT Planning Office by July 31 of each year.

10. Provide feedback to Metro on RTC CMS update and keep informed on Metro's CMS program.

FY 2002/03 Expenses:	$	FY 2002/03 Revenues:	$
RTC	126,850	CM/AQ	140,000
Consultant	35,000	Local	21,850
Total	161,850		161,850

1D. VANCOUVER AREA SMART TREK (VAST)

Traditionally, our region has met demand for mobility by building more highways and bridges and/or by adding more lanes to roads. Today, the urban area's highway system can no longer support a strategy that continues lane-capacity expansion into the indefinite future. While there may be no single solution, Intelligent Transportation Systems (ITS), offers a promising technological strategy to improve the efficiency of the total transportation system. ITS uses advanced electronics, communications, information processing, computers and control technologies to help manage congestion, improve the safety and efficiency of our transportation system.

RTC will continue coordination and management of the Vancouver Area Smart Trek (VAST) program that will result in implementation of ITS technologies in our region. The planning and management of the program by RTC was initiated in FY2002. The goal of VAST is to use ITS technologies for integration of all transportation information systems, management systems and control systems for the urbanized area of Clark County. RTC will be responsible for program management, program coordination and outreach/education. Participating agencies will jointly be responsible for ITS program implementation through the VAST Steering Committee. The deployment of ITS projects includes the use of federal CMAQ funds for transit management (communications network), freeway management (fiber optics cable, variable message signs, video cameras, data stations) and arterial management (signal timing/coordination).

Work Element Objectives

1. Continuation of the VAST program.

2. Continue implementation projects currently programmed for CMAQ funding in the MTIP which include: 1) a transit management system 2) a freeway operations/incident management program, 3) an arterial traffic signal integration program, 4) a traveler information system and business plan, and 5) management of the VAST program led by RTC. The Transit Management System will allow tracking of transit vehicle operation and maintenance, passenger counting, and real-time tracking of transit vehicle location. The freeway operations and incident management will enhance freeway operations by the implementation of a traffic management center (TMC), data stations, video cameras, variable message signs, and network communications with the ODOT TMC. Traffic Signal Integration will include the installation of fiber optics on important transportation corridors with a signal interconnect system and new controllers that will allow for bus signal preemption. The traveler information system component consists of participation with ODOT to develop a web based traveler information system that can provide real-time information on traffic conditions, incidents, and other transportation information.

3. Provide for ongoing planning, coordination and management of the VAST program by RTC. This will include ensuring the region is meeting federal requirements for ITS deployment for integration and interoperability.

4. Manage and provide support for the VAST Steering Committee for oversight in the development and deployment of projects contained in the 20-year VAST Implementation Plan. Ensure that VAST integration initiatives and consistency with the ITS architecture are addressed. The RTC Board established a Steering Committee that has executed a memorandum of understanding that defines how our region will work together to develop, fund, and deploy ITS projects contained in the 20-year plan. The Committee is comprised of Vancouver, Camas, Clark County, the Washington State Department of Transportation Southwest Region, the Southwest Washington Regional Transportation Council, C-TRAN and the Oregon Department of Transportation. The Committee's oversight role will include project review and endorsement prior to funding, and monitoring and tracking of projects during

implementation. The Steering Committee will also act as liaison with other key ITS stakeholders and assist in regional ITS policy formulation.

5. Expansion of ITS stakeholders to include emergency service providers, including police and fire to participate in the VAST process and begin discussion on the development of an incident management plan for the region.

6. Work to "institutionalize" the regional ITS program by incorporating ITS into the planning process and the Metropolitan Transportation Plan. Areas of mutual need, institutional issues, institutional opportunities, recommendations and strategies to reduce or eliminate barriers and optimize the success of strategic deployment opportunities and the Implementation plan are to be identified and followed through.

7. Participate in the Oregon Transport Project and other bi-state committees and groups for bi-state coordination of ITS activities.

8. Technical assistance in ITS implementation.

9. Develop strategies to secure appropriate funding for continuation of the VAST program.

Relationship To Other Work Elements

The Vancouver Area Smart Trek (VAST) work element relates to the MTP as one element to improve the efficiency of the existing transportation system and to the MTIP where ITS projects are programmed for funding and implementation.

FY 2003 Products

1. Coordination of ITS activities within Clark County and with Oregon.

2. Development of a VAST Operational Concept that identifies relationships and protocols in the exchange, sharing, and control of information between agencies that will serve as the foundation for the preparation of operation and maintenance agreements

3. Management of the VAST program including coordination of the preparation of the memoranda of understanding, interlocal agreements, and operational and maintenance agreements that are needed to support the implementation of the VAST program and the deployment of ITS projects.

4. Facilitation of the activities of the Steering Committee.

5. Management of consultant technical support activities as needed.

6. Complete the Communication Operations Plan for VAST that provides the specific detail needed to fully implement ITS. It will include defining the fiber optic needs and communication hubs required for ITS and providing the map of the communications network for ITS.

7. Regional ITS goals and policies for the Clark County region and for bi-state ITS issues.

8. Development of the ITS Business Plan and Implementation Plan updates.

9. Development of improved tools to analyze costs and benefits of ITS investment.

10. Development and management of an ITS data warehouse and maintenance of the VAST web site.

FY 2003 Expenses:		FY 2003 Revenues:	
	$		$
RTC: VAST Program Coordination/Management	112,243	CMAQ (2001 Carry-over)	40,000
		MPO Local Match (13.5%)	6,243
		CMAQ (33% of 2003)	52,800
		MPO Local Match (20%)	13,200
Total	**112,243**		**112,243**

Any federal funds for project implementation by WSDOT, C-TRAN and local agencies are programmed in the MTIP.

1E. PORTLAND-VANCOUVER I-5 TRANSPORTATION AND TRADE PARTNERSHIP

The Transportation Equity Act for the 21st Century (TEA-21) recognizes the importance of trade corridors to the national economy and has designated I-5 within the Portland/Vancouver region as a Priority Corridor under the National Trade Corridors and Borders Program. The Portland-Vancouver I-5 Transportation and Trade Partnership strategic planning effort for the I-5 corridor between I-84 in Portland and I-205 in Vancouver was initiated in response to recommendations of a bi-state Leadership Committee, which met over a nine-month period in 1999. The Committee found that the I-5 corridor is a critical economic lifeline for the region and the state, serving the Ports of Portland and Vancouver, two transcontinental rail lines, providing critical access to industrial land in both states, and facilitating through movement of freight. The Committee also concluded that there would be economic and livability consequences if nothing is done in the corridor, improvements will need to be multi-modal and solutions will be costly and require innovative funding. It was noted that congestion on I-5 affects goods moved by air, rail, barge and truck as well as passenger travel and that there are significant bottlenecks in this segment of I-5. In addition, the I-5 drawbridges crossing the Columbia River are some of the last and most active drawbridges on the interstate system. In FY 2001/2002, a Task Force appointed by Governors Gary Locke of Washington and John Kitzhaber of Oregon to guide both development of a corridor strategic plan and public involvement. The strategic plan that will contain recommendations for the corridor is scheduled for approval by the Task Force in June 2002. As part of the Partnership process there have been significant public outreach efforts and the public has participated in the development of the strategic plan through comments at Task Force meetings, open houses and other outreach activities.

ODOT and WSDOT are working in partnership with the cities of Vancouver and Portland, Metro and the Southwest Washington Regional Transportation Council, the ports of Vancouver and Portland, Tri Met and C-TRAN, Clark County in Washington, and Multnomah County in Oregon to help the Governors' Task Force in their work to arrive at a set of recommendations for the Corridor. ODOT and WSDOT received funding through the National Corridors and Borders Program for the Portland-Vancouver I-5 Transportation and Trade Partnership.

During FY 2003, the set of recommendations will need to be adopted as part of the regional transportation planning process and integrated into regional transportation plans. Also, efforts to improve the corridor's transportation system should proceed to analysis of environmental impacts of recommended projects should funding become available for the task. These are the next steps needed to carry forward I-5 corridor recommendations to implementation.

Work Element Objectives

1. To incorporate recommendations from the I-5 Corridor Development and Management Plan (CDMP) into the regional transportation plans and programs for the region ensuring that purpose and need is addressed as well as location.

2. To guide the MTP update, with I-5 recommendations, through the MTP update process including necessary public outreach.

3. To participate in meetings and work on efforts to move the recommendations forward for environmental impact analysis as the next step in corridor plan implementation.

4. To implement a bi-state strategic plan addressing multiple modes of transportation that will manage and improve transportation in the I-5 corridor between Portland and Vancouver to support land use goals and support the community's economic vision.

5. Coordinate with bi-state regional partners on land use policies and programs.

6. Refine a phasing and implementation plan.

Relationship To Other Work

Work in FY2003 builds upon work completed in previous years. Implementing a strategic plan for transportation improvements in the I-5 corridor is critical to the long-term development of the region's transportation system. Recommendations from the Partnership should be incorporated into the MTP for Clark County.

FY 2003 Products

1. Update to the MTP to include I-5 corridor recommendations.

FY 2003 Expenses:	$	FY 2003Revenues:	$
RTC	127,168	Federal STP (RTC TMA funds)	110,000
		Local Match	17,168
Total	127,168		127,168

1F. I-5 NORTH ACCESS MODIFICATIONS

In early 2002, WSDOT is to submit two Access Decision Reports for the I-5 North Corridor to the Federal Highway Administration (FHWA). The region awaits FHWA response to the "Modified Access at the NE 134th Street Interchange" and "Modified Access on I-5 between NE 179th Street and Ridgefield Interchanges". If FHWA accepts the modified access reports, then work would need to proceed on environmental analysis of the identified transportation improvements. This work would be contingent on FHWA acceptance of the modified access points and on funding availability for the work.

Undetermined Budget and no revenue source at this time

1G. I-205 ACCESS MODIFICATIONS

In early 2002, WSDOT is to submit an Access Decision Report for the I-205 Corridor between the Glenn Jackson Bridge and NE 83rd Street (Padden Parkways) to the Federal Highway Administration (FHWA). The region awaits FHWA response to the modified access request. If FHWA accepts the modified access report, then work would need to proceed on environmental analysis of the identified transportation improvements. This work would be contingent on FHWA acceptance of the modified access points and on funding availability for the work.

Undetermined Budget and no revenue source at this time

IH. 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. The SR-14 Corridor Management Plan was completed in FY98. The Skamania County Regional Transportation Plan (initially adopted in April, 1995) was reviewed and an update adopted by the Skamania County Transportation Policy Committee in March 1998 and by the RTC Board in April 1998. In 2000, a review of the adopted Regional Transportation Plan for Skamania County was carried out but no changes were made. In FY2003, a significant work activity will include update of the Regional Transportation Plan for Skamania County. In FY2003 development and traffic trends will be monitored and the regional transportation planning database for Skamania County will be further developed. RTC staff will continue to provide transportation planning technical assistance for Skamania County.

Work Element Objectives

1. Continue the regional transportation planning process.
2. Ensure the Skamania County Transportation Plan is regularly reviewed and provide opportunity for regular update if needed.
3. Gather growth and development data to reveal trends to report in the Regional Transportation Plan update.
4. Further develop the transportation database for Skamania County, for use in the Regional Transportation Plan update.
5. Ensure that components of the WTP are integrated into the regional transportation planning process and incorporated into the RTP update.
6. Review plans of local jurisdictions for consistency with RTP and WTP.
7. Continuation of transportation system performance monitoring program.
8. Assistance to Skamania County in implementing the Transportation Equity Act for the 21st Century (TEA-21). This will include continued assistance in development of federal and state-wide grant applications and, if there are regionally significant projects, development of the Regional TIP.
9. Work with Skamania County to ensure that TEA-21 High Priority Funding is used effectively and, where possible, is used to leverage additional funds for transportation projects in the region.
10. Implement HB 1487 (the Level of Service Bill), as it applies to Skamania County, based on the Guidance developed by the statewide Stakeholders Committee.
11. Continue assessment of public transportation needs, including specialized transportation, in Skamania County.
12. Liaison with Skamania County in conducting the SR-35 Columbia River Crossing Feasibility Study.
13. Consider the improvement of transportation for people with special needs as directed by the state's Agency Council on Coordinated Transportation (ACCT).
14. Assistance to Skamania County in conducting regional transportation planning studies.

15. Work with the Gorge Commission on updating the Management Plan for the Columbia River Gorge National Scenic Area.

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.

FY 2003 Products

1. Continued development of a coordinated, technically sound regional transportation planning process in Skamania County.
2. Continued development of a technical transportation planning assistance program.
3. Update to the Regional Transportation Plan for Skamania County.
4. Report to WSDOT Planning Office on consistency between RTP, WTP and local plans by November 1, 2002.

FY 2003 Expenses:

	$
RTC	16,915
Total	16,915

FY 2003 Revenues:

	$
RTPO	16,915
	16,915

1I. 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. The SR-14 Corridor Management Plan was completed in FY98. The Klickitat County Regional Transportation Plan (initially adopted in April, 1995) was reviewed and an update adopted by the Klickitat County Transportation Policy Committee in March 1998 and by the RTC Board in April 1998. In 2000, a review of the adopted Regional Transportation Plan for Klickitat County was carried out but no changes were made. In FY 2003 development and traffic trends will be monitored. In FY2003, significant work activities will include an update to the Regional Transportation Plan for Klickitat County. In 1998 Klickitat County established a Klickitat County Citizen Advisory and Public Transportation Benefit Authority (PTBA) Board who met to consider public transit in the County. A November 1998 vote for establishing a PTBA failed (48% to 52%) and currently the County is fulfilling transit needs through grant funding. The regional transportation planning database for Klickitat County will be further developed and RTC staff will continue to provide transportation planning technical assistance for Klickitat County.

Work Element Objectives

1. Continue regional transportation planning process.
2. Ensure the Klickitat County Transportation Plan is regularly reviewed and provide opportunity for regular update if needed.
3. Gather growth and development data to reveal trends to report in the Regional Transportation Plan update.
4. The transportation database for Klickitat County, developed since the inception of the RTPO, is used as input to the Regional Transportation Plan.
5. Ensure that components of the WTP are integrated into the regional transportation planning process and incorporated into the RTP update.
6. Review plans of local jurisdictions for consistency with RTP and WTP.
7. Work with Klickitat County to ensure that TEA-21 High Priority Funding is used effectively and, where possible, is used to leverage additional funds for transportation projects in the region.
8. Continuation of transportation system performance monitoring program.
9. Assistance to Klickitat County in implementing the Transportation Equity Act for the 21st Century (TEA-21). This will include continued assistance in development of federal and state-wide grant applications and, if there are regionally significant projects, development of the Regional TIP.
10. Implement HB 1487 (the Level of Service Bill), as it applies to Klickitat County, based on the Guidance developed by the statewide Stakeholders Committee.
11. Consider the improvement of transportation for people with special needs as directed by the state's Agency Council on Coordinated Transportation (ACCT).
12. Continue assessment of public transportation needs, including specialized transportation, in Klickitat County. A November, 1998 vote failed to gather sufficient public support to establish a Public Transportation Benefit Authority for public transit in Klickitat County (vote results: 48% for, 52% against). Currently, Klickitat County is fulfilling transit service needs through grant funding.

13. Coordination with Klickitat County in conducting the SR-35 Columbia River Crossing Feasibility Study.

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

15. Work with the Gorge Commission on updating the Management Plan for the Columbia River Gorge National Scenic Area.

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.

FY 2003 Products

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

2. Continued development of a technical transportation planning assistance program

3. Update to the Regional Transportation Plan for Klickitat County.

4. Report to WSDOT Planning Office on consistency between RTP, WTP and local plans by November 1, 2002.

FY 2003 Expenses:	$
RTC	18,723
Total	18,723

FY 2003 Revenues:	$
RTPO	18,723
	18,723

1J. STATE ROUTE 35 COLUMBIA RIVER CROSSING FEASIBILITY STUDY

The SR-35 Columbia River Bridge Feasibility Study is the result of a local grass roots effort by a wide range of individuals who are interested in the near and distant future of the White Salmon/Bingen, Washington and Hood River, Oregon region. The SR-35 Columbia River Crossing Feasibility Study will examine the feasibility of a future Columbia River crossing between White Salmon/Bingen and Hood River. The existing Columbia River Bridge is referred to locally as the Hood River Bridge and was built in 1924. The bridge spans the Columbia River connecting the cities of Bingen and White Salmon in Washington to Hood River in Oregon. This bridge is the second oldest Columbia River crossing and one of only three crossings in the Columbia River Gorge National Scenic Area. It provides a vital economic link between Washington and Oregon communities and commerce. The existing structure is 4,418 feet long with two 9.5-foot wide travel lanes and no pedestrian or bicycle facilities. It has open grid steel decking, which is known to adversely affect vehicle tracking. The first phase, the Scoping Phase, of this study was initiated in FY 1999. The Scoping Phase developed a scope for conducting the full feasibility study. The full feasibility study began in the summer of 2000. The State Route 35 Columbia River Crossing Feasibility Study received $942,000 of federal High Priority funding from the Transportation Equity Act for the 21st Century (TEA-21). The study is managed by RTC in partnership with WSDOT and ODOT and is being carried out in close coordination with the Klickitat and Skamania County Transportation Policy Committees. Parsons Brinckerhoff provides consultant assistance for the feasibility study. The study supports the regional goals contained in the Klickitat County Regional Transportation Plan.

Work Element Objectives

1. Provide an increased understanding of the current and future river crossing conditions and needs. Respond to local concerns about the functionality of the existing bridge.

2. Conduct an evaluation of the feasibility of an improved crossing, select a preferred crossing corridor and type, develop a preliminary design to a level needed to carry out NEPA environmental analysis and produce a Draft Environmental Impact Statement (DEIS). The feasibility study will be executed in a three-tier process, with the first two tiers concluding with a decision point determination. Advancement to each subsequent tier will generally involve higher levels of alternatives evaluation and refinement.

3. Conduct a public and agency participation program that builds a decision-making structure for selecting short term and long term solutions and builds local consensus and momentum to work toward long term crossing solutions

Relationship To Other Work Elements

The SR-35 Feasibility Study is most closely related to work under the Klickitat County RTPO work element and is also of significance to the Skamania County RTPO work element.

FY 2003 Products

1. Completion of Tier II Summary Report documenting the range of alternatives studied and analyzed.

2. Completion of a draft Type, Size, and Location report.

3. Completion of Project Newsletters

4. Completion of technical memorandums

FY 2003 Expenses:	$	FY 2003 Revenues:	$
RTC	79,975	Federal High Priority	310,100
Parsons Brinckerhoff	272,650	ODOT & WSDOT Match	77,525
ODOT	17,500		
WSDOT	17,500		
Total	387,625		387,625

Note: Assumes 35% of Study budget will be used in FY2003.

DATA MANAGEMENT, TRAVEL FORECASTING, AIR QUALITY AND TECHNICAL SERVICES

2A. REGIONAL TRANSPORTATION DATA, TRAVEL FORECASTING, AIR QUALITY AND TECHNICAL SERVICES

This element includes the development, maintenance and management of the regional transportation database to support the regional transportation planning program. Use of the data includes measuring system performance, evaluating level of service standards, calibration of the regional travel forecasting model, functional classification of roadways, routing of trucks, technical support for studies by local jurisdictions and air quality analysis. Work will continue on maintaining and developing a Geographic Information System (GIS) transportation database and technical assistance will be provided to MPO/RTPO member agencies and other local jurisdictions, as needed. RTC will continue to assist local jurisdictions in implementing and updating Growth Management Act (GMA) plans. The GMA requires that transportation infrastructure is provided concurrent with the development of land. The regional travel model serves as the forecasting tool to estimate and analyze future transportation needs. EMME/2 software is used to carry out travel demand and traffic assignment steps. RTC continues to use Metro's model with a refined zone system for Clark County and coordinates closely with Metro to ensure the model is kept up to date. As in FY2002, an important part of this element in FY2003 will be use of the 2000 census data to enhance regional travel data and forecasting.

The element also includes air quality planning. In an effort to improve and/or maintain air quality, the federal government enacted the Clean Air Act Amendments in 1990. The Southwest Clean Air Agency (SWCAA) has developed, as supplements to the State Implementation Plan, two Maintenance Plans; 1) for Carbon Monoxide (CO), and 2) for Ozone (O_3). In October 1996 the CO Maintenance Plan and in April 1997 the Ozone Maintenance Plan were approved by the Environmental Protection Agency (EPA). Mobile source strategies contained in the Maintenance Plans were endorsed for implementation by the RTC Board of Directors (Resolution 02-96-04). The Vancouver region is classified as a "maintenance" area for both carbon monoxide and ozone. Prior to this, the region was classified as a 'moderate' nonattainment area for carbon monoxide air pollutants and a 'marginal' nonattainment area for ozone. Mobile emissions are a significant source of the region's air quality problems. As a result, transportation planning and project programming cannot occur without consideration for air quality impacts; indeed, transportation conformity requirements contained in the Federal Clean Air Act Amendments and the State Clean Air Act mandate that transportation plans and programs are to be a part of air quality improvement strategies. The MPO will monitor federal and state activity on the Clean Air Act and seek to implement any necessary transportation measures to maintain national ambient air quality standards. RTC assists the region's air quality planning program in providing demographic forecasts, development of a Vehicle Miles Traveled (VMT) grid, and monitoring changes in VMT. RTC also analyzes air quality implications through the EPA Mobile Emissions model and measures project-level air quality impacts.

Work Element Objectives

1. Maintain an up-to-date transportation database and map file for transportation planning and regional modeling including maintenance and update of the region's highway network GIS layer, as necessary and incorporate transit ridership statistics and transit-related data developed by C-TRAN into the regional transportation database which are used for input to regional plans, travel forecasting model and for map-making. Collect, analyze and report on regional transportation data. Data sources include census data, Census Transportation Planning Package, Nationwide Personal Transportation Study (NPTS) data, travel behavior survey data, and County GIS information.

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

3. Analyze growth trends and relate these to future year population and employment forecasts. RTC coordinates with Metro on their work and procedures for forecasting the region's population and

employment data for future years and work with Clark County jurisdictions to allocate the region-wide growth total to Clark County's transportation analysis zones.

4. Continue to incorporate transportation planning data elements into the Arc/Info GIS system and use ArcView to enhance RTC's GIS capabilities.

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

6. Assist local jurisdictions in analyzing data and information from the regional transportation data base and in implementing and updating GMA plans, including implementation of Concurrency Management programs.

7. Update computer equipment and software, as needed to integrate into our new office location and to share networking with the County and City. Integrate into the County's Exchange system in order to share schedules region wide, facilitating meeting plans.

8. Continue use of the regional travel forecast model to identify deficiencies in the regional transportation system.

9. Work with local agencies to provide access to regional travel forecasting model and to expand model applications for use in regional plans, local plans, transportation demand management planning and transit planning. When local agencies and jurisdictions request assistance relating to use of the regional travel forecasting model for sub-area studies, procedures outlined in the adopted Sub-Area Modeling guide (February, 1997) is used.

10. Organize and hold meetings of the local Transportation Model Users' Group (TMUG) providing a forum for local model developers and users to meet and discuss model development and enhancement.

11. Increase the ability of the existing travel forecasting procedures to respond to information needs placed on the forecasting process. The model needs to be able to respond to emerging issues, including concurrency, peak hour spreading, latent/design demand, performance standards analysis, air quality, growth management, and life-style, as well as the more traditional transportation issues.

12. Develop and maintain the regional travel model to include: periodic update to provide recent base year, six year and twenty year horizons together with necessary re-calibration, network changes, speed-flow relationships, link capacity review, turn penalty review, land use changes, and interchange/intersection refinements.

13. Continue research into regional travel forecasting model enhancement.

14. Coordinate the utility, development and refinement of the Clark County regional travel forecasting model with Metro and other local agencies. RTC's model is consistent with Metro's. Metro participates in TRANSIM development and RTC will assist Metro to develop the model.

15. Expand RTC's travel modeling scope through development of micro-simulation model applications that are increasingly important in evaluating new planning alternatives, such as HOV operation and impact, ITS impact evaluation, and concurrency analysis.

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

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

18. Assist local agencies by supplying regional travel model output for use in local planning studies, development reviews, Capital Facilities Planning and Transportation Impact Fee program updates.

19. Assist local jurisdictions in conducting their Concurrency Management Programs by modifying the travel model to apply it to defined transportation concurrency corridors in order to determine available traffic capacity, development capacity and identify six-year transportation improvements.

20. Provide technical support for implementation of the Commute Trip Reduction program including geo-coding maps as requested by work-sites, site-specific survey evaluation and additional technical support as requested.

Air Quality Planning

21. Monitor federal guidance on the Clean Air Act and state Clean Air Act legislation. In FY2003 this may include dealing with issues concerning reverting to the one-hour from the eight-hour ozone standard and possible impact on AQMA status. The EPA has noted that the Portland-Vancouver area is affected by this change.

22. Develop an MTP that is responsive to mobile emissions budgets established in the Maintenance Plans. If needed, Transportation Control Measures (TCMs) will be identified in the MTP.

23. Program any identified TCMs in the Transportation Improvement Program (TIP), as necessary.

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

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

26. Coordinate and cooperate with air quality consultation agency on the review, update, and testing of new mobile emissions model to ensure accuracy and validity of mobile model inputs for the Clark County region and ensure consistency with state and federal guidance.

27. Tracking of mobile emission strategies required in the Maintenance Plans. Strategies equate to emissions benefits. If a strategy cannot be implemented then alternatives have to be sought and substituted.

28. Participate in discussions regarding RTC role and responsibility in upcoming update of the carbon monoxide and ozone maintenance plans for the air quality maintenance area.

29. Analyze transportation data as required by federal and state Clean Air Acts.

30. Prepare and provide data for DOE in relation to the vehicle exhaust and maintenance (I/M) program implemented in the designated portion of the Clark County region.

31. Use the upgraded Excel spreadsheet version of TCM Tools when evaluating TCMs. TCM Tools was developed for the Puget Sound region and allows for measurement of the effectiveness of potential TCMs in terms of travel and emissions reductions. In addition, TCM Tools can be used to quantify the Carbon Monoxide air quality benefits of projects proposed for TIP programming.

32. Carry out project level conformity analysis for local jurisdictions to provide for consistency within the region.

33. Work with local agencies in the summer to implement Clean Air Action Days, as necessary.

Transportation Technical Services

34. Enhance technical transportation services provided to member agencies. It is recognized that the management of traffic congestion is as important as planning/building additional highway lanes. In addition, the complexity of the analytical tools and need for comprehensive data lead to the concept of conducting this analysis on a coordinated regional basis. A proposed priority technical activity to be expanded includes utilizing the travel forecasting model to assist member jurisdictions in conducting concurrency analyses that would precede their issuing a concurrency permit. The groundwork for conducting this analysis was initiated in 1999 through a project with the City of Vancouver that modified the travel model and applied it to a set of defined transportation concurrency corridors. This analysis was used to determine available traffic capacity, development capacity and six-year transportation improvements. Additional technical services proposed for development, depending on financial resources may include population and employment forecasting, 20-year capital facilities analysis, impact fee analysis, and micro traffic simulation. In FY 2003, technical service activities will include the investigation of a micro traffic simulation model and process to be applied to concurrency analysis, updated population and employment transportation analysis zone forecasts matched to the new GMA forecast and their integration into the travel demand model

Relationship To Other Work Elements

This element is the key to interrelating all data activities. Output from the database is used by local jurisdictions and supports the development of the MTP, TIP and Transit Development Plan. Traffic counts are collected as part of the Congestion Management Monitoring program and are coordinated by RTC. This is an ongoing data activity that is valuable in understanding existing travel patterns and future travel growth. The program is also a source of county-wide historic traffic data, and is used to calibrate the regional travel forecasting model in EMME/2. Development and maintenance of the regional travel forecasting model is vital as the most significant tool for long-range transportation planning. It relates to the MTP, TIP, management systems, traffic count, transit planning, and air quality planning.

FY 2003 Products

1. Update of the regional transportation database with data from the 2000 US Census and its Census Transportation Planning Package (CTPP) as well as the Nationwide Personal Transportation Study (NPTS).

2. Report on Clark County transportation information. The main elements will include: transportation measures in the MTP, use of highway by travel length, peak spread, transit related data and information, and work trip analysis. Trip analysis that will include travel time calculations and will be one of the methods used to address environmental justice.

3. Metro's 2025 population and employment forecast and Clark County comprehensive plan update to 2023 will be used to update the regional travel forecasting model. Updated land use and demographic data will be input to the regional transportation database. RTC will assist in allocation of future population and employment forecast data to Clark County transportation analysis zones. The model base year will be updated to 2000 during FY2002/3. A six-year model is also updated regularly to help growth management planning efforts and concurrency program development. The twenty year horizon

currently is at 2020 (early 2002) but will be updated, along with Growth Management Act plans, for the region for years 2023 for land use planning and to 2025 for transportation planning efforts to ensure that the requirements of the state and federal agencies regarding planning horizon years are met.

4. Integrated transportation planning data and GIS Arc/Info data.

5. Maintenance and update of the geographically correct highway network and local street system in a GIS coverage. Review and update of the functional classification system will follow census data and federal Urban Area Boundary (UAB) revision that is anticipated in spring, 2002.

6. Integrate freight traffic data into the regional transportation database as it is collected and analyzed. Metro leads the commodity flow modeling in the region.

7. Update traffic count database.

8. Technical assistance to local jurisdictions.

9. Provide transportation data analysis to assist C-TRAN in planning for future transit service provision.

10. Purchase of updated computer equipment with RTPO revenues.

11. Continued implementation of interlocal agreement relating to use of model in the region and implementation of sub-area modeling .

12. Regular Transportation Model Users' Group (TMUG) meetings.

13. Refine travel forecast methodology using UFOSNET, the EMME/2 program and post-processing techniques using such tools as VISSIM for micro-simulation of traffic in selected corridors. The process to translate MTX travel demand models into UFOSNET will continue. Testing of the new model coding will be carried out throughout the year. Once the conversion is completed and validated, then the MTX will be replaced. Also, RTC will continue to utilize UFOSNET for GIS interface and GPS applications, as well as for more efficient and accurate network review.

14. Documentation of regional travel forecasting model procedures.

15. Re-calibration and validation of model as necessary.

16. Review and update of model transportation system networks, including highway and transit. A framework to estimate TDM and ITS impacts will be explored.

17. In 2003, work will continue on examining the threshold between one-hour peak auto assignment analysis and multiple-hour peak auto assignment analysis. Future year RTC models may shift to use of a multiple hour peak.

18. Use regional travel forecasting model data for MTP and MTIP development as well as for the Clark County Comprehensive Plan and state WTP/HSP.

Air Quality Planning

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

20. Implementation and tracking of Ten Year Air Quality Maintenance Plans.

21. Air quality conformity analysis and documentation for updates and/or amendments to the MTP and MTIP as required by the Clean Air Act Amendments of 1990.

22. Coordination with local agencies, Southwest Clean Air Agency (SWCAA), the Washington State Department of Ecology (DOE), Metro and Oregon Department of Environmental Quality (DEQ) relating to air quality activities.

23. Project level air quality conformity analysis as requested by local jurisdictions and agencies.

Transportation Technical Services

24. RTC will continue to serve local jurisdictions' needs in travel modeling and analysis. Coordination among all member jurisdictions is an important task.

25. An annual travel model update procedure for base year and six-year travel forecasts is now established to use for the concurrency programs of the City of Vancouver and Clark County. This requires update of the model base year annually.

26. Travel Demand Forecast Model Workshops will be held for planners and other staff, such as managers in Public Works at Cities and County, in order to improve their understanding of travel demand modeling issues and new advances to promote efficiencies in use of the model in our region, as the need arises.

27. Use of six-year (2008) model for concurrency management programs and six-year transportation strategy. Updating the intermediate year will include deriving population and housing forecasts from development already in place as well as approved development. Also, employment data will be updated to include permitted industrial and commercial development as well as inclusion of self-employed.

28. Use of model results for local development review purposes and air quality hotspot analysis.

29. Technical assistance to support update of the Growth Management Comprehensive Plan for Clark County due in mid-2003 and in development of the City of Vancouver's Transportation System Plan.

FY01 Element Expenses:	
	$
RTC	154,140
Computer Equipment (use of RTPO revenues)	7,000
Total	161,140

FY01 Element Revenues:	
	$
Fed. CPG	125,000
RTPO	11,000
Local	25,140
	161,140

2B. ANNUAL CONCURRENCY UPDATE

RTC's involvement in the Concurrency Programs of local jurisdictions is in using the travel forecasting model to assist in conducting their transportation concurrency analysis. RTC's role is in technical analysis. The local jurisdictions themselves are responsible for the overall Concurrency Program.

Work Element Objectives

1. Assist local jurisdictions in conducting their Concurrency Management Program.
2. Modify the travel model and apply it to the defined transportation concurrency corridors to determine available traffic capacity, development capacity and identify six-year transportation improvements.

Relationship To Other Work Elements

The Concurrency Program work element relates directly to RTC's Regional Transportation Database and Forecasting element.

FY 2003 Products

1. Technical analysis relating to local Concurrency Management Programs.

FY 2003 Expenses:		FY 2003 Revenues:	
	$		$
RTC	20,000	Clark County/City of Vancouver	20,000
Total	20,000		20,000

Note: Budget not yet determined.

REGIONAL TRANSPORTATION PROGRAM COORDINATION AND MANAGEMENT

3A. REGIONAL TRANSPORTATION PROGRAM COORDINATION AND MANAGEMENT

This element provides for overall coordination and management required of the regional transportation planning program. Ongoing coordination includes holding regular RTC Board and Regional Transportation Advisory Committee (RTAC) meetings. It also provides for bi-state coordination including partnering with Metro to organize and participate in the Bi-State Transportation Committee formed in 1999 through a joint resolution of RTC and Metro. In addition, it provides for public outreach and involvement activities. The fulfillment of federal and state requirements is also included in the element.

Work Element Objectives

Program Coordination and Management

1. Coordinate, manage and administer the regional transportation planning program.

2. Organize meetings and develop meeting packets, agenda, minutes, and reports/presentations for the RTC Board, Regional Transportation Advisory Committee (RTAC), Bi-state Transportation Committee Skamania County Transportation Policy Committee and Klickitat County Transportation Policy Committee.

3. Promote RTC Board interests through the participation on statewide transportation committees and advisory boards. Specific opportunities for this are through the legislative process that is expected to follow the Blue Ribbon Transportation Commission's recommendations, the Washington State Transportation Commission and the Statewide MPO/RTPO Coordinating Committee.

4. Provide leadership, coordination, and represent RTC Board positions on policy and technical committees within the Portland-Vancouver region that deal with bi-state, air quality, growth management, high capacity transit, and transportation demand management issues and programs. Specifically, the key committees include the following: C-TRAN Board, Metro's Joint Policy Advisory Committee on Transportation (JPACT), Metro's Transportation Policy Advisory Committee (TPAC) and the Bi-State Transportation Committee.

5. Coordinate and promote regional and bi-state transportation issues with the Washington State Legislative delegation and with the Washington State Congressional delegation. An emphasis is placed on involving our region's state or federal delegation in the RTC regional transportation process wherever possible. Resources would also be devoted to providing information and coordination on regional transportation issues, policies, and priorities with the individual lobbyists that represent our region in Olympia.

6. Represent RTC's interest in the following organizations: Greater Vancouver Chamber of Commerce, Columbia River Economic Development Council, and the Washington State Transit Association.

7. Coordinate regional transportation plans with local transportation plans and projects.

8. Coordinate with the Growth Management Act (GMA) planning process. In fall 2003, the local GMA plan update should be completed. The actions of the Western Washington Growth Management Hearings Board as they relate to transportation planning will be tracked. RTC will review and certify the transportation elements of local comprehensive plans to ensure they conform to the requirements of the Growth Management Act and are consistent with the MTP.

9. Coordinate with environmental resource agencies to ensure a coordinated approach to environmental issues relating to transportation is taken. The MPO should be represented at EIS scoping meetings relating to transportation projects and plans.

10. Monitor new legislative activities as they relate to regional transportation planning requirements.

11. Participate in transportation seminars and training.

12. Coordinate the movement of RTC office accommodation to the new Clark County Administration building where transportation staff from Clark County, City of Vancouver and RTC will work together. RTC's move is anticipated to be in March 2003.

13. Prepare RTC's annual budget and indirect cost proposal.

14. Maintain and upgrade the MPO/RTPO computer system, including review of hardware and software needs to efficiently carry out the regional transportation planning program. Provide computer training opportunities for MPO/RTPO staff.

15. Continue the Bi-State Memorandum of Understanding between Metro and RTC.

16. Coordinate with Metro's regional growth forecasting activities and in regional travel forecasting model development and enhancement.

17. Develop bi-state transportation strategies and participate in bi-state transportation studies. In FY 2003 this will include taking recommendations from the I-5 Partnership's Governors' Task Force and proceeding to the next step in implementing improvements in the I-5 north corridor between Portland and Vancouver.

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

Bi-State Transportation Committee

19. Hold meetings of the Bi-State Transportation Committee to serve as the communication forum to address all transportation issues of bi-state significance. The two interstates now serve the needs of over 56,000 daily commuters who travel from Clark County to Portland to work. In addition to the commuters, the two interstates must serve business, commercial, freight and other personal travel needs. The charge of the Committee is to insure that one to six-year transportation investments are identified, and that a consensus is reached on implementation and financing. The second element of the charge is to set a long-term strategy in place to meet future transportation system needs of the two corridors. The major topics to be addressed in 2002 include Delta Park, the Columbia River channel deepening and the recommendations of the I-5 Partnership Study.

Public Involvement

20. Increase public awareness and information provision of regional and transportation issues.

21. Involve and inform all sectors of the public, including the traditionally under-served and under-represented, in development of regional transportation plans, programs and projects. Incorporate public involvement at every stage of the planning process and actively recruit public input and consider public comment during the development of the MTP and MTIP.

22. Implementation of the adopted Public Involvement Program (update adopted by RTC Board Resolution 10-01-17; October 2, 2001). Any changes to the Program require that the MPO meet the procedures outlined in federal Metropolitan Planning guidelines.

23. Hold public meetings, including meetings relating to the MTP and MTIP, coordinated with local jurisdictions and WSDOT Southwest Region, WSDOT Headquarters and C-TRAN.

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

25. Continue to update the RTC web site (http://www.rtc.wa.gov) which allows the public to gain information about planning studies being developed by RTC, allows access to RTC's traffic count database and provides links to other transportation agencies and local jurisdictions.

26. Participate in the public involvement programs for transportation projects of the local jurisdictions of Clark County such as the County's Transportation Improvement Program Involvement Team and the City of Vancouver's TIP Committee.

27. Communicate with local media.

28. Maintain a mailing list of interested citizens, agencies, and businesses.

29. Ensure that the general public is kept well informed of developments in transportation plans for the region. Outreach may be at venues such as the annual Clark County Fair held in August or at Westfield Shoppingtown (Van Mall) weekend events.

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

Federal Compliance

31. Comply with federal laws that require development of a Regional Transportation Plan, Transportation Improvement Program, and development of a Unified Planning Work Program.

32. Annually develop and adopt a UPWP that describes transportation planning activities to be carried out in the Washington portion of the Portland-Vancouver metropolitan area. The UPWP identifies the key policy decisions for the year and provides the framework for RTC planning, programming, and coordinating activities. Each year a UPWP Annual Report is also produced.

33. Certification of the transportation planning process as required by federal law.

34. In 1990 the federal government enacted the Americans with Disabilities Act (ADA). The Act requires that mobility needs of persons with disabilities be comprehensively addressed. The MPO/RTPO undertakes planning activities, such as data gathering, data analysis and map-making, needed to support C-TRAN and local jurisdictions' implementation of ADA's provisions. C-TRAN published the 1997 C-TRAN ADA Paratransit Service Plan in January, 1997 and in 1997 achieved full compliance with ADA requirements.

35. 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.

36. Compliance with Title VI and related regulations such as the President's 1994 Executive Order 12898 on Environmental Justice. RTC will work to ensure that Title VI and environmental justice issues are addressed throughout the transportation planning and project development phases of the regional transportation planning program. Beginning with the transportation planning process, consideration is

given to identify and address where programs, policies and activities may have disproportionately high and adverse human health or environmental effects on minority and low-income populations. 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 FY 1992.

37. Continue to review Clean Air Act Amendments conformity regulations as they relate to regional transportation planning activities and the State Implementation Plan (SIP). Participation in SIP development process led by the Washington State Department of Ecology (DOE). Implementation of strategies for maintaining clean air standards by such means as Transportation Control Measures (TCMs) to promote emissions reductions. MTP updates address the need to ensure that mobile emissions budgets established in the Ten-Year Air Quality Maintenance Plan for Carbon Monoxide and the Ten-Year Air Quality Maintenance Plan for Ozone can be continue to be met.

38. Address environmental issues at the earliest opportunity in the transportation planning process. Participate in scoping meetings for National Environmental Policy Act (NEPA) process. RTC will endeavor to assess the distribution of benefits and adverse environmental impacts at both the plan and project level.

Relationship To Other Work Elements

Regional transportation coordination activities are vital to the success of the regional transportation planning program and interrelate with all UPWP work elements. Program management is interrelated with all the administrative aspects of the regional transportation planning program and to all the program activities. The UPWP represents a coordinated program that responds to regional transportation planning needs.

FY 2003 Products

Program Coordination and Management

1. Meeting minutes and meeting presentation materials for transportation meetings organized by RTC.
2. Year 2003 Budget and Indirect Cost Proposal.
3. Participation in relevant Metro's regional transportation planning activities.
4. RTC re-location to new office accommodations where Clark County, City of Vancouver and RTC transportation staff will be co-located.

Bi-State Transportation Committee

5. Continue partnership with Metro to organize meetings of the Bi-State Transportation Committee, host meetings in alternate months and host staff meetings in alternating months.

Public Involvement

6. Documentation of public involvement and public outreach activities carried out by RTC during FY 2003. The documentation can be made available to the public and interested agencies.
7. Ensure that the significant issues and outcomes relating to the regional transportation planning process are effectively communicated to the media, including local newspapers, radio and television stations through press releases and press conferences.

Federal Compliance

8. Certification of the MPO planning process. RTC usually signs annual certification documents and includes the certification statement in the MTIP.

9. An adopted FY2004 UPWP, annual report on the FY2002 UPWP and FY 2003 UPWP amendments, as necessary

10. Production of maps and data analysis, to assist C-TRAN in their efforts to implement ADA and for transportation planning Title VI and environmental justice compliance.

11. Title VI and Executive Order 12898 (Environmental Justice) compliance documentation, as required by federal agencies.

FY 2003 Expenses:	$
RTC	134,347
Total	134,347

FY 2003 Revenues:	$
Fed. CPG	97,278
RTPO	17,504
Local	19,565
	134,347

4. TRANSPORTATION PLANNING ACTIVITIES OF STATE AND LOCAL AGENCIES

Federal legislation requires that all regionally significant transportation planning studies to be undertaken in the region are included in the MPO's UPWP regardless of the funding source or agencies conducting the activities. Section 4 provides a description of identified planning studies and their relationship to the MPO's planning process. The MPO/RTPO and local jurisdictions coordinate to develop the transportation planning work programs.

4A. WASHINGTON STATE DEPARTMENT OF TRANSPORTATION, SOUTHWEST REGION

Washington State Department of Transportation, Southwest Region, publishes the *Washington State Department of Transportation, Southwest Region, FY 2003 Unified Planning Work Program* that provides details of each of their planning elements.

Key issues and planning activities for the WSDOT Southwest Region within the RTC's region are:

1. Complete the Access Decision Reports that resulted from the I-5/I-205 North Corridor Study, and initiate NEPA process at I-5 and NE 134th Street, NE 179th Street and NE 219th Street.
2. Work with RTC and the City of Vancouver to complete the I-205 Strategic Corridor Pre-Design Study (SR-14 to NE 83rd Street) to include an Access Decision Report, and initiate NEPA process when funded.
3. Investigate completion of the I-205 LRT Feasibility Study.
4. Complete Phase Two of the Portland-Vancouver I-5 Transportation and Trade Partnership, managed jointly by WSDOT and ODOT. The Study addresses problems related to I-5 Corridor freight movement. Secure funding for development of subsequent implementation analysis. (See additional explanation in RTC UPWP section).
5. Coordinate with local agencies, RTC and ODOT on I-5 HOV Operations Evaluation.
6. Work with RTC, ODOT and local governments on the SR-35 Bridge Study.
7. Coordinate with tribes located in the region on Washington Transportation Plan (WTP), Highway System Plan (HSP), Route Development Plans (RDPs), and other work plan elements.
8. Work with the RTPO's and MPO's on the refinement to the WTP and update of the HSP.
9. Continue multimodal and intermodal planning in coordination with the MPO's and transit agencies and tribes located in the region.
10. Conduct planning in partnership with the MPO's on air quality analysis, transportation system performance, congestion management, intelligent transportation systems (ITS), livable communities, least cost planning, and major investment studies.
11. Work with local agencies to review development proposals to assess and mitigate potential impacts on the transportation system.
12. Coordinate with local jurisdictions on Growth Management Area planning efforts to update comprehensive land use plans, transportation plans and capital facilities plans.
13. Research freight issues and coordinate with the State Freight Principals Group and the Office of Freight Strategies.
14. Coordinate with bi-state partners on policies and issues related to the regional transportation system.
15. Investigate SR-14 and additional RDP needs.
16. Provide data for the Transportation performance Measurement System (TPMS) being developed by WSDOT Headquarters Planning Office in coordination with regional planning offices.

17. Coordinate with RTC, C-TRAN, Clark County and cities on development of a transportation demand management program for inclusion in the MTP.
18. Work with the Program Management section in supporting development of the Capital Improvement and Preservation Program (CIPP).
19. Continue to analyze mobility and safety deficiencies, and mitigation implementation on the State Highway system.
20. Work closely with RTC and Clark County on integration of local updated comprehensive plans with the Metropolitan Transportation Plan.
21. Provide public information and opportunities for public involvement in elements of the WSDOT planning program.
22. Develop the local environmental justice plan in coordination with a statewide EJ program that may be developed.
23. Continue to implement elements of the local Commute Trip Reduction program.

WSDOT WORK ELEMENTS:

Planning and Administration
Washington Transportation Plan
Public Transportation Planning
Multimodal/Intermodal Planning/Coordination
High Occupancy Vehicle (HOV)/High Capacity Transportation (HCT) Coordination
Commute Trip Reduction Program
Transportation Demand Management (TDM)
State Highway System Plan
Deficiency Analysis
Benefit/Cost Analysis
MPO/RTPO Regional and Local Planning
MPO/RTPO Coordination and Planning
Regional or Local Studies
Development Review
Access/SEPA/NEPA
Local Comprehensive Plans/County Planning Policies and Other Policy Review
Route Development Planning
Route Development Planning
Corridor and Special Studies
Corridor Management Planning
Public Information/Community Involvement
Data and Research
Data Collection/Analysis
Travel Demand Forecasting
Commute Trip Reduction

4B. C-TRAN

In addition to coordinating work with RTC, C-TRAN has identified the following planning elements for FY2003:

Transit System Development

Service Planning: C-TRAN continuously strives to maximize efficiencies within the transit system. As a result, C-TRAN typically modified service delivery on a semi-annual basis.

Growth Management Act (GMA) Comprehensive Plan reviews are underway in Clark County at this time. C-TRAN continues to participate in the process on several levels, coordinating with jurisdictions to advocate for comprehensive plans that support multiple modes of transportation, including transit. The GMA review process also informs C-TRAN about areas of growth and future needs in the region in the next 20 years.

Transit-Oriented Development serves to make transit use more convenient for the passenger, thus encouraging transit ridership. Examples of such development include siting other services such as residences, daycare, banking, and/or shopping adjacent to transit facilities. C-TRAN is planning partnership activities with other public and private organizations to encourage the siting of transit-oriented development.

Fishers Landing Transit Center opened in the summer of 2000. This 560-space facility services transit for Eastern Clark County, and is already nearing capacity. The facility includes a community room, which is being used on a regular basis. Planning efforts will focus on the need for the second phase of development of the remaining available land, including additional parking capacity and transit-oriented development partnerships.

7th Street Transit Center Redevelopment: Current and planned development in the downtown Vancouver business district is creating a vibrant urban core, and the 7th Street Transit Center is strategically located to service this expanded need for transit and a pedestrian-oriented environment. Potential upgrades include bus scheduling, high capacity bus shelters and additional passenger amenities, increased through-pedestrian access, vendor activities, widened sidewalks or plaza space, public/private partnerships, and a potential connection to an I-5 pedestrian crossing, all encompassing the best use of C-TRAN property (including the pocket plaza and C-TRAN office/operations space) in the multi-block area. There is some discussion about opening up the transit center area for general purpose traffic.

Park and Ride Development: Consistent with the findings of the 1999 Park and Ride Study, the development of a Park and Ride facility in the I-5 corridor is progressing. C-TRAN has purchased land, may participate in a Clark County Road Improvement District (RID), and is pursuing public and public/private partnerships to establish transit-oriented development with the ultimate goal of including pedestrian/transit-friendly housing, shopping, commercial services, and support services.

Portland-Vancouver I-5 Transportation and Trade Partnership: Draft recommendations from the Governors' Task Force identify the desire to extend Tri-Met's MAX light rail system into and through the City of Vancouver. In addition, expanded express bus is desired as an interim measure. Finally, a supporting network of fixed route and paratransit service needs to be defined. Final recommendations, along with a financial plan, are expected in mid-2002. During FY 2003, I-5 Partnership recommendations may begin to be implemented.

Origin-Destination Study: Identification of the origins and destinations of transit riders will enable further efficiencies within the regional transit service structure. Future data from VAST will further contribute to identifying areas where additional efficiencies can be realized.

Transportation Demand Management

Commute Trip Reduction (CTR) Program: C-TRAN continues to be the lead agency for implementing the Washington State Commute Trip Reduction Program intended to reduce single occupant vehicle trips to Clark County's largest employers. Coordination with Clark County and other jurisdictions will continue. It is expected that new performance measures and program guidelines will be implemented state-wide during 2001, bringing new opportunities and challenges for CTR.

Job Access and Reverse Commute: C-TRAN coordinates with Clark County employment service providers to determine the transit needs to access work places, and is pursuing the development of a plan to augment countywide access for welfare to work programs. C-TRAN can coordinate fixed route bus service and vanpool service with employers, agencies, or individuals.

Intelligent Transportation System (ITS)

VAST (Vancouver Area Smart Trek) is a cooperative program by transportation agencies in Clark County (the Cities of Vancouver and Camas, Clark County, the Washington State Department of Transportation Southwest Region, the Southwest Washington Regional Transportation Council, the Port of Vancouver and C-TRAN) to develop and implement a 20-year Intelligent Transportation System (ITS) Plan. ITS uses advances in technology to improve the safety and efficiency of our transportation system. The VAST program partnership is being coordinated with similar efforts underway in the Portland metropolitan area to ensure ITS strategies throughout the region are integrated and complementary.

Transit Operations and Management: Individual C-TRAN components are as follows:

- Install Automated Vehicle Location (AVL) equipment on each bus to provide inputs into operations and traveler information systems. 2002/2003
- Provide transit traveler information on the Internet. 2003
- Provide transit traveler information at key bus stops. 2004+
- Install automated fleet maintenance management system. 2003/2004
- Integrate transit operations system with regional traffic management systems. 2003/2004
- Integrate paratransit service dispatch with fixed-route service dispatch. 2003/2004
- Install automated passenger counters on all vehicles to provide continual ridership data for planning. 2002/2003
- Provide transit traveler information to mobile devices including pagers and hand held PC's. 2004+
- Install automated fare system. 2004+
- Provide transit priority treatment to C-TRAN buses at traffic signals. 2003

4C. CLARK COUNTY AND OTHER LOCAL JURISDICTIONS

CLARK COUNTY has identified the following planning studies:

- Development of Transportation Improvement Program (TIP).

- Concurrency Management System: includes maintenance of the Concurrency Management System. The work program includes monitoring of existing capacity, capacity reserved for recently approved development and LOS in response to new development proposals. A "state of the system" report is issued periodically and full system evaluation and update is also carried out periodically.

- Update to the Comprehensive Plan for Clark County as required by the state's Growth Management laws. Adoption of a full update to the Plan, including re-consideration of Urban Growth Areas, is expected to be completed by fall, 2003. The County will be working with regional partners to fully meet the requirements of HB 1487 (the LOS Bill) as part of the Plan update.

- The County's "affordable" Transportation Capital Facilities Plan and associated Transportation Impact Fee program will be updated concurrently with the Comprehensive Plan Review to match adopted changes in the land use plans of Clark County (and the partner land use jurisdictions). Since one concept emerging in the Comprehensive Plan Review is "focused public investment" (targeting public investment in locations serving regionally significant employment centers), Clark County may seek to incorporate a freight mobility strategy in the transportation element of the Comprehensive Plan and provide a higher emphasis on funding freight mobility transportation improvements.

- An Arterial System Classification Map was adopted in 1996 and relates to the GMA to guide improvements required of developments for existing and future roadway cross-sections. The classification system will be updated as necessary concurrently with the Comprehensive Plan review to ensure transportation system and land use consistency.

- Balancing Transportation Concurrency and Growth Management: developing effective short-term strategies to implement long range transportation and land use plans in Clark County. This study is federally-funded through the Transportation and Community and System Preservation Pilot Program (TCSP) in the amount of $380,000.

- Working through the Vancouver Area Smart Trek (VAST) process to implement promising ITS strategies.

- A Bicycle Advisory Committee assisted Clark County in putting together the 1995-2001 Bikeways Program. Clark County will continue to carry out multi-modal transportation planning activities during FY2003.

- In connection with the on-going I-5 Transportation and Trade Partnership, Clark County will continue its work on developing land use amendment policies seeking to protect major investments in the regional transportation system.

- A transportation concurrency corridor in the Salmon Creek area of Clark County has failed under the weight of rapid and regionally significant land use development. In response, the Board of County Commissioners enacted a development moratorium and directed staff to conduct a planning study of possible solutions to the Salmon Creek concurrency failure.

- To protect the classified arterials and the serve local trips on the local street system, Clark County will examine local (non-arterial) circulation planning in several unincorporated urban areas. Clark County recently adopted such a plan for an industrial area near the Padden Parkway / Interstate 205 interchange.

- In order to improve the information base for transportation investment decisions and planning-level transportation improvement cost estimation, Clark County will start work on a Transportation System Database once the County Road Administration Board (CRAB) releases the new road information system to the county.

- On-going management of the Commute Trip Reduction contract between the State of Washington and Clark County for the provision of employer-assistance (by C-TRAN).

CITY OF VANCOUVER has identified the following planning studies:

- City of Vancouver Transportation System Plan (TSP).

- Development and adoption of Transportation Improvement Program.

- Development of Transportation Capital Facilities Plan to support comprehensive plan review and update.

- Access Management Code development and implementation.
- Southeast Neighborhood Traffic Management Plan (SENTMP).
- Annual Concurrency program review and development.
- Support for subarea analysis as needed for city comprehensive plan review effort.
- NE 18th Street Environmental Assessment and Design.
- Vancouver Area Smart Trek (VAST) coordination.
- Adaptive traffic signal control evaluation.
- Green Fleet Car Sharing pilot program evaluation.

CITY OF CAMAS has identified the following planning studies:

- Growth Management Plan Update.
- Transportation Impact Fees Update. .

CITY OF WASHOUGAL has identified the following planning studies:

- Growth Management Plan Update together with Capital Improvement Plan.

CITY OF BATTLE GROUND has identified the following planning studies:

- Transportation System Plan Update as part of the Growth Management Plan update. Work will include update to the traffic impact fees program, access management, identification of truck routes and update to the Capital Facilities Plan.
- Establish traffic calming standards.
- Battle Ground's Parks Plan Update that contains a pathways element.
- I-5 North Interchanges. WSDOT is to submit an Access Point Decision Report to Federal Highway Administration in early 2002 requesting FHWA acceptance of an additional interchange on I-5 at 219th Street and modification to the existing I-5/NE 179th Street interchange. The City of Battle Ground will participate in the planning process for these interchanges and, depending on the FHWA decision, will be prepared to participate in environmental analysis of the projects.

TRANSPORTATION ACRONYMS

ABBREVIATION	DESCRIPTION
AA	Alternatives Analysis
AADT	Annual Average Daily Traffic
AASHTO	American Association of State Highway and Transportation Officials
AAWDT	Annual Average Weekday Traffic
ACCT	Agency Council on Coordinated Transportation
ADA	Americans with Disabilities Act
ADT	Average Daily Traffic
AIP	Urban Arterial Trust Account Improvement Program
APC	Automatic Passenger Counter
APTA	American Public Transportation Association
APTS	Advanced Public Transportation System
AQMA	Air Quality Maintenance Area
AVL	Automated Vehicle Location
AVO	Average Vehicle Occupancy
BEA	Bureau of Economic Analysis
BMS	Bridge Management System
BRCT	Blue Ribbon Commission on Transportation
CAA	Clean Air Act
CAAA	Clean Air Act Amendments
CAC	Citizens' Advisory Committee
CBD	Central Business District
CBI	Coordinated Border Infrastructure Program
CDMP	Corridor Development and Management Plan
CFP	Capital Facilities Plan
CFP	Community Framework Plan
CIT	Community Involvement Team
CM/AQ	Congestion Mitigation/Air Quality
CMS	Congestion Management System
CO	Carbon Monoxide
CORBOR	Corridors and Borders Program (federal)
CREDC	Columbia River Economic Development Council
CTPP	Census Transportation Planning Package
CTR	Commute Trip Reduction
C-TRAN	Clark County Public Transportation Benefit Area Authority
DCTED	Washington State Department of Community, Trade and Economic Development
DEIS	Draft Environmental Impact Statement
DEQ	Oregon State Department of Environmental Quality
DLCD	Oregon Department of Land Conservation and Development
DNS	Determination of Non-Significance
DOE	Washington State Department of Ecology
DOL	Washington State Department of Licensing
DS	Determination of Significance
EA	Environmental Assessment
EAC	Enhancement Advisory Committee

TRANSPORTATION ACRONYMS

ABBREVIATION	DESCRIPTION
ECO	Employee Commute Options
EIS	Environmental Impact Statement
EJ	Environmental Justice
EMME/2	EMME/2 is an interactive graphic transportation planning computer software package distributed by INRO Consultants, Montreal, Canada.
EPA	Environmental Protection Agency
ETC	Employer Transportation Coordinator
ETRP	Employer Trip Reduction Program
FEIS	Final Environmental Impact Statement
FFY	Federal Fiscal Year
FHWA	Federal Highways Administration
FONSI	Finding of No Significant Impact
FTA	Federal Transit Administration
FY	Fiscal Year
GIS	Geographic Information System
GMA	Growth Management Act
GTF	Governors' Task Force
HCM	Highway Capacity Manual
HCT	High Capacity Transportation
HOV	High Occupancy Vehicle
HPMS	Highway Performance Monitoring System
I/M	Inspection/Maintenance
IMS	Intermodal Management System
IPG	Intermodal Planning Group
IRC	Intergovernmental Resource Center
ISTEA	Intermodal Surface Transportation Efficiency Act (1991)
ITS	Intelligent Transportation System
IV/HS	Intelligent Vehicle/Highway System
JPACT	Joint Policy Advisory Committee on Transportation
LAC	Local Advisory Committee
LAS	Labor Area Summary
LCDC	Oregon Land Conservation and Development Commission
LCP	Least Cost Planning
LMC	Lane Miles of Congestion
LOS	Level of Service
LPG	Long Range Planning Group
LRT	Light Rail Transit
MAB	Metropolitan Area Boundary
MIA	Major Investment Analysis
MOU	Memorandum of Understanding
MP	Maintenance Plan (air quality)
MPO	Metropolitan Planning Organization
MTIP	Metropolitan Transportation Improvement Program
MTP	Metropolitan Transportation Plan
MUTCD	Manual on Uniform Traffic Control Devices

TRANSPORTATION ACRONYMS

ABBREVIATION	DESCRIPTION
NAAQS	National Ambient Air Quality Standards
NCPD	National Corridor Planning and Development Program
NEPA	National Environmental Policy Act
NHS	National Highway System
NOX	Nitrogen Oxides
O/D	Origin/Destination
ODOT	Oregon Department of Transportation
OFM	Washington Office of Financial Management
OTP	Oregon Transportation Plan
PAG	Project Advisory Group
PCE	Passenger Car Equivalents
PE/DEIS	Preliminary Engineering/Draft Environmental Impact Statement
PHF	Peak Hour Factor
PM10	Fine Particulates
PMG	Project Management Group
PMS	Pavement Management System
PMT	Project Management Team
POD	Pedestrian Oriented Development
Pre-AA	Preliminary Alternatives Analysis
PSMP	Pedestrian, Safety & Mobility Program
PTBA	Public Transportation Benefit Area
PTMS	Public Transportation Management System
PTSP	Public Transportation Systems Program
PVMATS	Portland-Vancouver Metropolitan Area Transportation Study
RACMs	Reasonable Available Control Measures
RACT	Reasonable Available Control Technology
RID	Road Improvement District
ROD	Record of Decision
ROW	Right of Way
RPC	Regional Planning Council
RTAC	Regional Transportation Advisory Committee
RTC	Southwest Washington Regional Transportation Council
RTFM	Regional Travel Forecasting Model
RTP	Regional Transportation Plan
RTPO	Regional Transportation Planning Organization
RUGGO	Regional Urban Growth Goals and Objectives
SCP	Small City Program
SEIS	Supplemental Environmental Impact Statement
SEPA	State Environmental Policy Act
SIC	Standard Industrial Classification
SIP	State Implementation Plan
SMS	Safety Management System
SOV	Single Occupant Vehicle
SPG	Strategic Planning Group
SPUI	Single Point Urban Interchange

TRANSPORTATION ACRONYMS

ABBREVIATION	DESCRIPTION
SR-	State Route
SSAC	Special Services Advisory Committee
STIP	State Transportation Improvement Program
STP	Surface Transportation Program
SWCAA	Southwest Clean Air Agency
TAZ	Transportation Analysis Zone
TCM's	Transportation Control Measures
TCSP	Transportation and Community and System Preservation Pilot Program
TDM	Transportation Demand Management
TDP	Transit Development Program
TEA-21	Transportation Equity Act for the 21st Century
TF	Task Force
TIB	Transportation Improvement Board
TIMACS	Transportation Information, Management, and Control System
TIP	Transportation Improvement Program
TIPIT	Transportation Improvement Program Involvement Team
TMA	Transportation Management Area
TMC	Traffic Management Center
TMS	Transportation Management Systems
TMZ	Transportation Management Zone
TMUG	Transportation Model Users' Group
TOD	Transit Oriented Development
TPAC	Transportation Policy Advisory Committee
TPP	Transportation Partnership Program
TPR	Transportation Planning Rule (Oregon)
Tri-Met	Tri-county Metropolitan Transportation District
TRO	Traffic Relief Options
TSM	Transportation System Management
TSP	Transportation System Plan
UAB	Urban Area Boundary
UGA	Urban Growth Area
UGB	Urban Growth Boundary
UPWP	Unified Planning Work Program
USDOT	United States Department of Transportation
V/C	Volume to Capacity
VAST	Vancouver Area Smart Trek
VHD	Vehicle Hours of Delay
VISSIM	Traffic/Transit Simulation Software (a product of PTV AG of Karlsruhe, Germany)
VMT	Vehicle Miles Traveled
VOC	Volatile Organic Compounds
WAC	Washington Administrative Code
WSDOT	Washington State Department of Transportation
WTP	Washington Transportation Plan

FY 2003 SUMMARY OF EXPENDITURES AND REVENUES: RTC

SOUTHWEST WASHINGTON REGIONAL TRANSPORTATION COUNCIL
FY 2003 UNIFIED PLANNING WORK PROGRAM - SUMMARY OF REVENUES/EXPENDITURES BY FUNDING SOURCE

	Work Element	FY 2003 Federal CPG	FY 2003 State RTPO	Federal CM/AQ	Federal High Priority	Federal STP	State	Local Funds	Other Match	MPO Funds (RTC Local Match)	RTC TOTAL
I	**REGIONAL TRANSPORTATION PLANNING PROGRAM**										
A	Metropolitan Transportation Plan	72,000	14,000							14,481	100,481
B	Metropolitan Transportation Improvement Program	20,000	5,000							4,022	29,022
C	Congestion Management System Monitoring 1			140,000						21,850	161,850
D	Vancouver Area Smart Trek 2			92,800						19,443	112,243
E	I-5 Transportation Partnership 3					110,000			17,168		127,168
F	I-5 North Corridor Access Modifications 4										
G	I-205 Corridor Access Modifications 5										
H	Skamania County RTPO		16,915							0	16,915
I	Klickitat County RTPO		18,723							0	18,723
J	SR-35 Study 6				310,100		77,525				387,625
	Sub-Total	92,000	54,638	232,800	310,100	110,000	77,525	0	17,168	59,796	954,026
II	**DATA MANAGEMENT, TRAVEL FORECASTING, AIR QUALITY AND TECHNICAL SERVICES**										
A	Reg. Transp. Data, Forecast, Air Quality & Tech. Services	125,000	11,000							25,140	161,140
B	Annual Concurrency Update 7							20,000			20,000
	Sub-Total	125,000	11,000	0	0	0	0	20,000	0	25,140	181,140
III	**TRANSPORTATION PROGRAM COORDINATION AND MANAGEMENT**										
A	Reg. Transp. Program Coord. & Management	97,278	17,504							19,565	134,347
	TOTALS	**314,278**	**83,142**	**232,800**	**310,100**	**110,000**	**77,525**	**20,000**	**17,168**	**104,500**	**1,269,513**

Jan. 30, 2002

NOTE

1 Assumes use of 2002/03 CMAQ funds, $35,000 of which is used for data collection by contractor.

2 Assumes $40,000 carried-over 2001 CM/AQ funds and 1/3 of $160,000 2003 CM/AQ funds will be used in FY2003. 2001 CM/AQ is matched 13.5%, 2003 CM/AQ is matched 20%.

3 Assumes use of 2003 STP TMA funds.

4 No budget yet identified for this element.

5 No budget yet identified for this element.

6 Assumes 35% of Study budget available in FY2003.

7 Study budget assumed to be $20,000 for FY2003

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. 02-3168 Introduced by Councilor Rod Monroe, JPACT Chair

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

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

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

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

ADOPTED by the Metro Council this _____ day of _____, 2002.

_____
Carl Hosticka, Presiding Officer

Approved as to form:

_____
Daniel B. Cooper, General Council

APPROVED by the Oregon Department of Transportation State Highway Engineer this _____ day of _____, 2002.

_____
State Highway Engineer

Attachment: Exhibit A – Metro Self-Certification

KT:rc

Metro Self-Certification

1. Metropolitan Planning Organization (MPO) Designation

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

Metro is a regional government with seven directly elected Councilors and an elected Executive Officer. Local elected officials are directly involved in the transportation planning/decision process through the Joint Policy Advisory Committee on Transportation (JPACT) (see membership roster, Attachment 1). JPACT provides the "forum for cooperative decision-making by principal elected officials of general purpose governments" as required by USDOT and takes action on the Regional Transportation Plan (RTP), the Metropolitan Transportation Improvement Program (MTIP) and the Unified Work Program (UWP). The Metro Policy Advisory Committee deals with non-transportation-related matters with the exception of adoption and amendment to the Regional Transportation Plan (RTP). Specific roles and responsibilities of the committees are described on page 2.

2. Geographic Scope

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

3. Agreements

a. A basic memorandum of agreement between Metro and the Regional Transportation Council (Southwest Washington RTC) delineates areas of responsibility and coordination. Executed December 1997 and renewed yearly as part of the Unified Work Program adoption.

b. An agreement between Tri-Met and Metro implementing the Intermodal Surface Transportation Efficiency Act of 1991. Executed May 2001.

c. An agreement between ODOT and Metro implementing the Intermodal Surface Transportation Efficiency Act of 1991. Executed May 2001.

d. Yearly agreements are executed between Metro and ODOT defining the terms and use of FHWA planning funds.

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

f. An agreement between Metro and the Department of Environmental Quality (DEQ) describing each agency's responsibilities and roles for air quality planning. Executed May 2001.

4. Responsibilities, Cooperation and Coordination

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

Transportation Policy Alternatives Committee (TPAC) and the Metro Technical Advisory Committee (MTAC).

JPACT

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

Bi-State Transportation Committee

The Bi-State Transportation Committee was created by joint resolution of the RTC Board and Metro in May 1999. The Committee is charged with reviewing all issues of bi-state significance for transportation and presenting any recommended action to RTC and JPACT. The intergovernmental agreement between RTC and Metro states that JPACT and the RTC Board "shall take no action on an issue of bi-state significance without first referring the issue to the Bi-State Transportation Committee for their consideration and recommendation."

MPAC

This committee was established by the Metro Charter to provide a vehicle for local government involvement in Metro's planning activities. It includes eleven local elected officials, three appointed officials representing special districts, Tri-Met, a representative of school districts, three citizens, two non-voting Metro Councilors, two Clark County, Washington representatives and a non-voting appointed official from the State of Oregon. Under the Metro Charter, this committee has responsibility for recommending to the Metro Council adoption of or amendment to any element of the Charter-required Regional Transportation Plan.

The Regional Framework Plan was adopted on December 11, 1997, and addresses the following topics:

- Transportation
- Land use (including the Metro Urban Growth Boundary and urban reserves)
- Open space and parks
- Water supply and watershed management
- Natural hazards
- Coordination with Clark County, Washington
- Management and implementation

In accordance with this requirement, the transportation plan developed to meet TEA-21 Rule 12 and Charter requirements will require a recommendation from both MPAC and JPACT. This will ensure proper integration of transportation with land use and environmental concerns.

5. Metropolitan Transportation Planning Products

   a. Unified Work Program (UWP)

The Unified Work Program is adopted annually by JPACT, the Metro Council and the Southwest Washington Regional Transportation Council. It fully describes work projects planned for the Transportation Department during the fiscal year and is the basis for grant and funding applications. The UWP also includes federally funded major projects being planned by member jurisdictions.

b. Regional Transportation Plan (RTP)

The 2000 Regional Transportation Plan was adopted in August 2000, culminating a two-phase, five-year effort to reorient the plan to Metro's 2040 Growth Concept. The updated plan contains a new emphasis on implementing key aspects of the 2040 land use plan with strategic transportation infrastructure improvements and programs. The plan is fully organized around these land use goals, with modal systems for motor vehicles, transit, freight, bicycles and pedestrians geared to serve the long-term needs called for in the 2040 plan.

The 2000 RTP also includes a new level of detail, prescribing a number of new performance measures and system design standards for the 24 cities and three counties in the Metro region to enact. These include: new requirements for local street connectivity; modal orientation in street design; 2040-based level-of-service policy for sizing roads; targets for combined alternative modes of travel; and, parking ratios for new developments. The plan contains nearly 900 individual projects totaling $7.2 billion in system improvements, and a corresponding series of financing scenarios for funding these projects. It also calls for more than a dozen corridor studies to define specific projects for many of the major corridors where more analysis is needed to determine which improvements best respond to expected demand. The next periodic update to the RTP is scheduled for 2004.

c. Metropolitan Transportation Improvement Program (MTIP)

The Metropolitan Transportation Improvement Program will be updated in Spring 2002 and incorporated into Oregon Department of Transportation's (ODOT) 2002-2005 State Transportation Improvement Program (STIP). The 2002 update includes projects or project phases with prior funding commitments and allocated $50 million of State Transportation Program (STP) and Congestion Mitigation Air Quality Program (CMAQ). The adopted MTIP features a three-year approved program of projects and a fourth "out-year." The first year of projects are considered the priority year projects. Should any of these be delayed for any reason, projects of equivalent dollar value may be advanced from the second and third years of the program without processing formal Transportation Improvement Program (TIP) amendments. This flexibility was adopted in response to Intermodal Surface Transportation Efficiency Act (ISTEA) (now Transportation Efficiency Act of the 21st Century {TEA-21}) planning requirements. The flexibility reduces the need for multiple amendments throughout the year. The FY 2000-2003 MTIP was completed in FY 2000.

FY 2002-2003 will see development of the FY 2004-2007 joint MTIP/ STIP and implementation of priority FY 2002 projects. The TIP air quality conformity determination is undergoing joint United States Department of Transportation (USDOT) and Environmental Protection Agency (EPA) review. Approval of both the 2002 MTIP and its air quality conformity determination is expected by mid March 2002.

6. Planning Factors

Metro's planning process addresses the seven TEA-21 planning factors in all projects and policies. The table below describes this relationship. The TEA-21 planning factors are:

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency;
- Increase the safety and security of the transportation system for motorized and non-motorized users;
- Increase the accessibility and mobility options available to people and for freight;
- Protect and enhance the environment, promote energy conservation and improve quality of life;
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- Promote efficient management and operations; and
- Emphasize the preservation of the existing transportation system.

Factor	System Planning (RTP)	Funding Strategy (MTIP)	High Capacity Transit (HCT)
1. Support Economic Vitality	• RTP Policies linked to land use strategies that promote economic development. • Industrial areas and intermodal facilities identified in policies as "primary" areas of focus for planned improvements. • Comprehensive, multimodal freight improvements that link intermodal facilities to industry are detailed for 20-year plan period. • Highway LOS policy tailored to protect key freight corridors. • RTP recognizes need for freight linkages to destinations beyond the region by all modes.	• All projects subject to consistency with RTP policies on economic development and promotion of "primary" land use element of 2040 development such as industrial areas and intermodal facilities. • Special category for freight improvements calls out the unique importance for these projects. • All freight projects subject to funding criteria that promote industrial jobs and businesses in the "traded sector".	• HCT plans designed to support continued development of regional centers and central city by increasing transit accessibility to these locations. • HCT improvements in major commute corridors lessen need for major capacity improvements in these locations, allowing for freight improvements in other corridors.

Factor	System Planning (RTP)	Funding Strategy (MTIP)	High Capacity Transit (HCT)
2. Increase Safety	• The RTP policies call out safety as a primary focus for improvements to the system. • Safety is identified as one of three implementation priorities for all modal systems (along with preservation of the system and implementation of the region's 2040-growth management strategy).	• All projects ranked according to specific safety criteria. • Road modernization and reconstruction projects are scored according to relative accident incidence. • All projects must be consistent with regional street design guidelines that provide safe designs for all modes of travel.	• Station area planning for proposed HCT improvements is primarily driven by pedestrian access and safety considerations.
3. Increase Accessibility	• The RTP policies are organized on the principle of providing accessibility to centers and employment areas with a balanced, multi-modal transportation system. • The policies also identify the need for freight mobility in key freight corridors and to provide freight access to industrial areas and intermodal facilities.	• Measurable increases in accessibility to priority land use elements of the 2040-growth concept is a criterion for all projects. • The MTIP program places a heavy emphasis on non-auto modes in an effort to improve multi-modal accessibility in the region.	• The planned HCT improvements in the region will provide increased accessibility to the most congested corridors and centers. • Planned HCT improvements provide mobility options to persons traditionally underserved by the transportation system.
4. Protect Environment and Quality of Life (*continued*)	• The RTP is constructed as a transportation strategy for implementing the region's 2040-growth concept. The growth concept is a long-term vision for retaining the region's livability through managed growth.	• The MTIP conforms to the Clean Air Act. • The MTIP focuses on allocating funds for clean air (CMAQ), livability (Transportation Enhancement) and multi- and alternative – modes (STIP).	• Light rail improvements provide emission-free transportation alternatives to the automobile in some of the region's most congested corridors and centers.

Factor	System Planning (RTP)	Funding Strategy (MTIP)	High Capacity Transit (HCT)
4. Protect Environment and Quality of Life *(continued)*	• The RTP system has been "sized" to minimize the impact on the built and natural environment. • The region has developed an environmental street design guidebook to facilitate environmentally sound transportation improvements in sensitive areas, and to coordinate transportation project development with regional strategies to protect endangered species. • The RTP conforms to the Clean Air Act. • Many new transit, bicycle, pedestrian and TDM projects have been added to the plan in recent updates to provide a more balanced multi-modal system that maintains livability. • RTP transit, bicycle, pedestrian and TDM projects planned for the next 20 years will complement the compact urban form envisioned in the 2040 growth concept by promoting an energy-efficient transportation system.	• Bridge projects in lieu of culverts have been funded through the MTIP.	• HCT transportation alternatives enhance quality of life for residents by providing an alternative to auto travel in congested corridors and centers.

Factor	System Planning (RTP)	Funding Strategy (MTIP)	High Capacity Transit (HCT)
4. Protect Environment and Quality of Life *(continued)*	• Metro coordinates its system level planning with resource agencies to identify and resolve key issues.		
5. System Integration / Connectivity	• The RTP includes a functional classification system for all modes that establishes an integrated modal hierarchy. • The RTP policies and UGMFP* include a street design element that integrates transportation modes in relation to land use for all regional facilities. • The RTP policies and UGMFP include connectivity provisions that will increase local and major street connectivity. • The RTP freight policies and projects address the intermodal connectivity needs at major freight terminals in the region. • The intermodal management system identifies key intermodal links in the region.	• Projects funded through the MTIP must be consistent with regional street design guidelines. • Freight improvements are evaluated according to potential conflicts with other modes.	• Planned HCT improvements are closely integrated with other modes, including pedestrian and bicycle access plans for station areas and park-and-ride and passenger drop-off facilities at major stations.

Factor	System Planning (RTP)	Funding Strategy (MTIP)	High Capacity Transit (HCT)
6. Efficient Management & Operations	• The RTP policy chapter includes specific system management policies aimed at promoting efficient system management and operation. • Proposed RTP projects include many system management improvements along regional corridors. • The RTP financial analysis includes a comprehensive summary of current and anticipated operations and maintenance costs.	• Projects are scored according to relative cost effectiveness (measured as a factor of total project cost compared to measurable project benefits). • TDM projects are solicited in a special category to promote improvements or programs that reduce SOV pressure on congested corridors. • TSM/ITS projects are funded through the MTIP.	• Proposed HCT improvements include redesigned feeder bus systems that take advantage of new HCT capacity and reduce the number of redundant transit lines.
7. System Preservation	• Proposed RTP projects include major roadway preservation projects. • The RTP financial analysis includes a comprehensive summary of current and anticipated operations and maintenance costs.	• Reconstruction projects that provide long-term maintenance are identified as a funding priority.	• The RTP financial plan includes the 20-year costs of HCT maintenance and operation for planned HCT systems.

* UGMFP is the acronym for the Urban Growth Management Functional Plan, an adopted regulation that requires local governments in Metro's jurisdiction to complete certain planning tasks.

7. Public Involvement

Metro maintains a proactive public involvement process that provides complete information, timely public notice, full public access to key decisions and supports early and continuing involvement of the public in developing its policies, plans and programs. Public Involvement Plans are designed to both support the technical scope and objectives of Metro studies and programs while simultaneously providing for innovative, effective and inclusive opportunities for engagement. Every effort is made to employ broad and diverse methods, tools and activities to reach potentially impacted communities and other neighborhoods and to encourage the participation of low-income and minority citizens and organizations.

All Metro UWP studies and projects that have a public involvement component require a Public Involvement Plan (PIP) that meets or exceeds adopted public involvement procedures. Included in individualized PIPs are strategies and methods to best involve a diverse citizenry. Some of these may include special public opinion survey mechanisms, custom citizen working committees or advisory committee structures, special task forces, web instruments and a broad array of public information materials. For example, given the geographically and philosophically diverse make-up of the South Corridor Study, it was determined that the traditional single citizens advisory committee would not prove effective. Hence, the study incorporated area specific working committees, local advisory committees and assemblies as well as corridor-wide all-assemblies. Hearings, workshops, open houses, charrettes and other activities are also held as needed.

The MTIP relies on early program kick-off notification, inviting input on the development of criteria, project solicitation, project ranking and the recommended program. Workshops, informal and formal opportunities for input as well as a 45-day + comment period are repetitive aspects of the MTIP process.

Finally, the Transportation Policy Alternatives Committee (TPAC) includes six citizen positions. TPAC makes recommendations to JPACT and the Metro Council.

8. Title VI – The current formal submittal to the Federal Transit Administration (FTA) was approved through September 2002. In addition, the Federal Highway Administration (FHWA) and FTA recently completed and certified Metro's Public Involvement, Title VI and Environmental Justice processes as part of the October 2001 Metropolitan Transportation Planning and Programming USDOT Certification Review.

9. Disadvantaged Business Enterprise (DBE)

   A revised DBE program was adopted by the Metro Council in June 1997 (Ordinance 97-692A); 49CFR 26 allows recipients to use the DBE goal of another recipient in the same market. Metro's Executive Officer approved an overall DBE annual goal for in accordance with the Oregon Department of Transportation. This goal was established utilizing ODOT's methodology to determine DBE availability of "ready, willing and able" firms for federally funded professional and construction projects. The current goal is 12.4%.

   Metro's DBE program was reviewed and determined to be in compliance by FTA after conducting a Triennial Review in August 1999.

10. Americans with Disabilities Act (ADA)

    The Americans with Disabilities Act Joint Complementary Paratransit Plan was adopted by the Tri-Met Board in December 1991 and was certified as compatible with the RTP by Metro Council in January 1992. The plan was phased in over five years and Tri-Met has been in compliance since January 1997. Metro approved the 1997 plan as in conformance with the Regional Transportation Plan. FTA audited and approved the plan in summer 1999.

KT:rc

JPACT Members and *Alternates*

	FIRST_NAME	LAST_NAME	ORGANIZATION	REPRESENTING	CITY	STA	ZIPCODE	SALUTATION	PHONE	FAX
1.	Rod	Monroe	Metro	Chair	Portland	OR	97232-27	Councilor Monroe	503-797-1588	503-797-1793
2.	Rex	Burkholder	Metro	Metro	Portland	OR	97232-27	Councilor Burkholder	503-797-1546	503-797-1793
3.	Rod	Park	Metro	Mero	Portland	OR	97232-27	Councilor Park	503-797-1547	503-797-1793
	Carl	*Hosticka*	*Metro*	*Metro*	*Portland*	*OR*	*97232-27*	*Councilor Hosticka*	*503-797-1549*	*503-797-1793*
4.	Bill	Kennemer	Clackamas County	Clackamas County	Oregon City	OR	97045-18	Commissioner Kennemer	503-655-8581	503-650-8944
	Michael	*Jordan*	*Clackamas County*	*Clackamas County*	*Oregon City*	*OR*	*97045-16*	*Commissioner Jordan*	*503-655-8581*	*503-650-8944*
5.	Maria	Rojo de Steffey	County	Multnomah County	Portland	OR	97214	Commissioner Roho de Steffey	503-988-5220	503-988-5440
	Lonnie	*Roberts*	*Multnomah County*	*Multnomah County*	*Portland*	*OR*	*97214-35*	*Commissioner Roberts*	*503-988-5213*	*503-988-5262*
6.	Roy	Rogers	Washington County	Washington County	Portland	OR	97223-83	Commissioner Rogers	503-620-2632	503-693-4545
	Tom	*Brian*	*Washington County*	*Washington County*	*Hillsboro*	*OR*	*97124-30*	*Commissioner Brian*	*503-846-8681*	*503-693-4545*
7.	Charlie	Hales	City of Portland	City of Portland	Portland	OR	97204-19	Commissioner Hales	503-823-4682	503-823-4040
	Vera	*Katz*	*City of Portland*	*City of Portland*	*Portland*	*OR*	*97204-19*	*Mayor Katz*	*503-823-4120*	*503-823-3588*
8.	Karl	Rohde	City of Lake Oswego	County	Lake Oswego	OR	97034-03	Councilor Rohde	503-636-2452	503-636-2532
	Brian	*Newman*	*City of Milwaukie*	*County*	*Milwaukie*	*OR*	*97222*	*Councilor Newman*	*503-652-5298*	*503-654-2233*
9.	Larry	Haverkamp	City of Gresham	County	Gresham	OR	97030-38	Councilor Haverkamp	503-618-2584	503-665-7692
	James	*Kight*	*City of Troutdale*	*County*	*Troutdale*	*OR*	*97060-21*	*Councilor Kight*	*503-667-0937*	*503-667-8871*
10.	Robert	Drake	City of Beaverton	County	Beaverton	OR	97076-47	Mayor Drake	503-526-2481	503-526-2479
	Lou	*Ogden*	*City of Tualatin*	*County*	*Tualatin*	*OR*	*97062-93*	*Mayor Ogden*	*503-692-0163*	*503-692-0163*
11.	Fred	Hansen	Tri-Met	Tri-Met	Portland	OR	97202	Mr. Hansen	503-962-4831	503-962-6451
	Neil	*McFarlane*	*Tri-Met*	*Tri-Met*	*Portland*	*OR*	*97232*	*Mr. McFarlane*	*503-962-2103*	*503-962-2288*
12.	Kay	Van Sickel	ODOT	ODOT	Portland	OR	97209-40	Ms. Van Sickel	503-731-8256	503-731-8259
	Bruce	*Warner*	*ODOT*	*ODOT*	*Salem*	*OR*	*97301-38*	*Mr. Warner*	*503-986-3435*	*503-986-3432*
13.	Stephanie	Hallock	DEQ	Oregon DEQ	Portland	OR	97204	Ms. Hallock	503-229-5300	503-229-5850
	Andy	*Ginsburg*	*DEQ*	*Oregon DEQ*	*Portland*	*OR*	*97204*	*Mr. Ginsburg*	*503-229-5397*	*503-229-5675*
	Annette	*Liebe*	*DEQ*	*Oregon DEQ*	*Portland*	*OR*	*97204-13*	*Ms. Liebe*	*503-229-6919*	*503-229-5675*
14.	Don	Wagner	WSDOT	Washington State DOT	Vancouver	WA	98668	Mr. Wagner	360-905-2001	360-905-2222
	Mary	*Legry*	*WSDOT*	*Washington State DOT*	*Vancouver*	*WA*	*98668*	*Ms. Legry*	*360-905-2014*	*360-905-2222*
15.	Bill	Wyatt	Port of Portland	Port of Portland	Portland	OR	97208	Mr. Wyatt	503-944-7011	503-944-7042
	David	*Lohman*	*Port of Portland*	*Port of Portland*	*Portland*	*OR*	*97208*	*Mr. Lohman*	*503-944-7048*	*503-944-7222*
16.	Royce	Pollard	City of Vancouver	City of Vancouver	Vancouver	WA	98668	Mayor Pollard	360-696-8484	360-696-8049
	Dean	*Lookingbill*	*SW Washington RTC*	*SW Washington RTC*	*Vancouver*	*WA*	*98661*	*Mr. Lookingbill*	*360-397-6067*	*360-696-1847*
17.	Craig	Pridemore	Clark County	Clark County	Vancouver	WA	98666-50	Commissioner Pridemore	360-397-2232	360-397-6058
	Peter	*Capell*	*Clark County*	*Clark County*	*Vancouver*	*WA*	*98666-95*	*Mr. Capell*	*360-397-6118,*	*360-397-6051*

Attachment 1 to Exhibit A of Resolution 02-3168

STAFF REPORT

CONSIDERATION OF RESOLUTION NO. 02-3168 FOR THE PURPOSE OF CERTIFYING THAT THE PORTLAND METROPOLITAN AREA IS IN COMPLIANCE WITH FEDERAL TRANSPORTATION PLANNING REQUIREMENTS.

Date: February 15, 2002 Presented by: Andrew C. Cotugno

PROPOSED ACTION

This resolution certifies that the Portland metropolitan area is in compliance with federal transportation planning requirements as defined in Title 2.3, Code of Federal Regulations, Part 450 and Title 49, Code of Federal Regulations, Part 613.

EXISTING LAW

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

FACTUAL BACKGROUND AND ANALYSIS

Required self certification areas include:

- Metropolitan Planning Organization (MPO) designation
- Geographic scope
- Agreements
- Responsibilities, cooperation and coordination
- Metropolitan Transportation Planning products
- Planning factors
- Public Involvement
- Title VI
- Disadvantaged Business Enterprise (DBE)
- Americans with Disabilities Act (ADA)

Each of these areas is discussed in Exhibit A to Resolution 02-3168.

BUDGET IMPACT

Approval of this resolution is a companion to the Unified Work Program. It is a prerequisite to receipt of federal planning funds and is, therefore, critical to the Metro budget. The UWP matches the projects and studies reflected in the proposed Metro budget submitted by the Metro Executive Officer to the Metro Council and is subject to revision in the final adopted Metro budget.

Approval will mean that grants can be submitted and contracts executed so work can commence on July 1, 2002, in accordance established Metro priorities.

KT:rc

STAFF REPORT

DRAFT

IN CONSIDERATION OF RESOLUTION NO. 02-____ FOR THE PURPOSE OF ADOPTING THE FY 2002-2005 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) AND CONSOLIDATING ACTIONS OF RESOLUTION NO. 01-3029A (2002 MTIP PROJECT SELECTION PROCEDURES) AND NO. 01-3098A (ALLOCATION OF FY 2004-2005 STP/CMAQ FUNDS)

Date: February 21, 2002

Prepared by: Mike Hoglund
Planning Department

This resolution would approve the FY 2002-2005 Metropolitan Transportation Improvement Program (MTIP). It would integrate the Priorities 2002 allocations of FY 2004-2005 Surface Transportation Improvement Program (STP) funds ($30.8 million) and Congestion Mitigation/Air Quality (CMAQ) funds ($19.8 million), with funds already programmed in the FY 2000-2003 MTIP. It would approve ODOT programming of freeway expansion, pavement preservation, bridge rehabilitation, safety and operations funds proposed for obligation on projects within the Portland urban area. It would also approve programming of transit funds proposed by Tri-Met, including fixed guideway New Start funds (e.g., Interstate MAX and South Corridor planning and engineering), rail and bus maintenance funds and other miscellaneous transit categories (but excluding the bulk of Tri-Met general funds).

BACKGROUND AND ANALYSIS

Content and Timing of the MTIP.

Metro is the Portland-area's designated Metropolitan Planning Organization (MPO). Under federal regulations, Metro must develop an MTIP every two years. The MTIP must identify all projects that are approved to obligate federal transportation funds, their phases, the type of funds authorized for expenditure and the year in which each phase of work is approved to spend money. The MTIP must also describe "significant" non-federally funded transportation projects in sufficient detail that their potential negative or positive regional air quality effects can be modeled.

The MTIP covers four federal fiscal years of funding (October 1, 2001 to September 30, 2005). The first three years of projects rely on funding that is "reasonably anticipated." Federal regulations allow a fourth year to be included for information purposes. The fourth year does not need to be constrained to expected funding. The 2002 MTIP includes a fourth year of programming and, although some degree of overprogramming occurs, projects approved are considered to be regional commitments that will be honored with the next available regional funds. Tables listing the total program of regionally approved projects are shown in Section 2 of the MTIP that is included as Exhibit 1 of the Resolution.

Federally Mandated MTIP Elements

Federal planning regulations stipulate that a number of issues must be addressed in the MTIP, including:

- MTIP constraint to reasonably anticipated revenue;
- Project Prioritization (i.e., project selection criteria);
- Basis for project selection (i.e., how projects are chosen to advance each year);
- Air Quality Conformity;
- Environmental Justice;
- Public involvement opportunities; and

- MTIP relationship to implementation of Regional Transportation Plan (RTP) policies and reconciliation of competing RTP modal trade-offs.

The first 30 pages of the MTIP address these requirements and will not be further summarized here. The 2002 MTIP is constrained to reasonably anticipated revenue. Its project prioritization criteria fully reflect regional transportation and land use policies. Annual selection of projects to advance is achieved by a consensus process in consultation with ODOT and all the region's effected operating agencies. All project allocations have been found to conform with quantitative and qualitative considerations of the State Air Quality Implementation Plan. The current MTIP allocations reflect consideration of federally mandated Environmental Justice factors and have been made with ample opportunity for agency and public review and comment. Finally, the history of MTIP allocations and project implementation show a distinct record of consistent, focussed progress in achievement of RTP multi-modal system goals.

RECOMMENDED ACTION

Approval of Resolution No. 02-____.

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BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADOPTING THE FY 2002-2005 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) AND CONSOLIDATING ACTIONS OF RESOLUTION NO. 01-3029A (2002 MTIP PROJECT SELECTION PROCEDURES) AND NO. 01-3098A (ALLOCATION OF FY 2004-2005 STP/CMAQ FUNDS)	))))))	RESOLUTION NO. 02-____ Introduced by: Councilor Rod Monroe JPACT Chair

WHEREAS, Planning regulations of the U.S. Department of Transportation identify Metro as the Metropolitan Planning Organization (MPO) for the Portland urban area; and

WHEREAS, Pursuant to federal regulations Metro, acting as the Portland-area MPO, has prepared an FY 2002-2005 Metropolitan Transportation Improvement Program (MTIP) that is shown in Exhibit A; and

WHEREAS, The MTIP lists all projects authorized to obligate federal funds in the following three years for improvement and maintenance of transportation facilities according to project, or project category, funding type, phase of work and year of intended obligation; and

WHEREAS, Metro has also approved a fourth year of projects for federal informational purposes; and

WHEREAS, Metro recognizes the fourth year of projects as regional commitments; and

WHEREAS, Projects included in the first three years must rely only upon funds which the MPO reasonably anticipates will be available; and

WHEREAS, The fourth year of an MTIP may exceed reasonably anticipated revenues; and

WHEREAS, The MTIP schedule of projects assumes availability of carryover funds and limitation from prior years of the program, including repayment to the region of $1.275 million of STP funds, at 100 percent limitation, borrowed from the region by ODOT at the end of FY 1992 and $2.8 million of Transportation Enhancement authority, also at 100 percent limitation, assigned by ODOT for Metro allocation in the 2000 MTIP, and against which project authority was programmed but was deferred in FY 2002 and FY 2003 until FY 2004 or later, in order to increase statewide funding of urgent maintenance activity; and

WHEREAS, Metro expects approximately $30.9 million of Regional Surface Transportation Program funds (STP) and $19.8 million of Congestion Mitigation/Air Quality funds (CMAQ) to be appropriated over federal fiscal years 2004 and 2005; and

WHEREAS, ODOT has requested that the Region 1 local program exceed limitation authority in FY 2002 and potentially in FY 2003 to assist with timely drawdown of statewide federal aid funding; and

WHEREAS, Some projects intended for early obligation have slipped and projects intended to rely on later appropriations are ready to advance; and

WHEREAS, The MTIP must also describe significant transportation projects reliant on non-federal funds in sufficient detail to permit modeling of potentially adverse or beneficial air quality effects; and

WHEREAS, Metro has prepared an air quality Conformity Determination showing that all funds approved in the MTIP conform to the State (Air Quality) Implementation Plan for attainment and maintenance of air quality standards; and

WHEREAS, The Conformity Determination has been the subject of a 30-day public comment period in which no significant public or agency comments have been received to dispute the Conformity finding; and

WHEREAS, Metro has provided opportunity for public involvement at all significant points during its development of the MTIP; and

WHEREAS, The MPO must consider the relationship of the MTIP to Environmental Justice policies issued by Executive Order 12898; and

WHEREAS, The MTIP must describe the project selection procedures which implement policies and priorities of the Regional Transportation Plan during MTIP project selection; and

WHEREAS, The MPO is required to list major projects implemented from the previous MTIP and to discuss obstacles to planned implementation of major projects; now, therefore

BE IT RESOLVED:

1. The lists of regional and state highway and transit projects and obligation authority shown in Exhibit A, including its text and appendices, is approved as the Portland-area FY 2002-2005 MTIP.
2. The Priorities 2002 allocations of regional flexible funds approved in the MTIP are conditioned upon terms listed in Appendix 10 of the MTIP.
3. The revenue projections shown on page 3 of the MTIP, and which are discussed in greater detail in Appendix 2 of the MTIP demonstrate fiscal constraint of the approved program, knowing that programming intentionally exceeds projected revenue due to ODOT's commitment of statewide revenue and limitation.
4. The Conformity Determination included in Appendix 6 of the MTIP is approved.
5. The Public Involvement summary shown in Appendix 3 of the MTIP shows that its adoption complies with both federal planning regulations and Metro's own public involvement policies.
6. Appendix 7 of the MTIP shows that the MTIP allocations address federal Environmental Justice mandates, as well as can be determined at this time, given limited demographic data and absence of approved policy guidance.
7. The MTIP discussion of Project prioritization and project selection contained in pages 7-9 of the MTIP and in Appendix 4, adequately summarize JPACT and Metro Council approved MTIP project selection procedures that were formally approved in Metro Resolution No. 01-3025A and which are designed to reinforce Metro's 2040 Growth Concept land use objectives and RTP multimodal transportation system objectives.

8. Metro staff are authorized to coordinate final programming of projects and project phases with ODOT and local agency staff within dollar limits herein approved, consistent with adopted MTIP Management Guidelines.

ADOPTED by the Metro Council this _____ day of _____, 2002.

_____
Carl Hosticka, Presiding Officer

APPROVED AS TO FORM:

_____
Dan Cooper, General Counsel

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