DRAFT 2

SOUTHWEST WASHINGTON REGIONAL TRANSPORTATION COUNCIL (RTC)

UNIFIED PLANNING WORK PROGRAM

FOR

FISCAL YEAR 2002

DRAFT 2

January, 2001

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FISCAL YEAR 2002 UNIFIED PLANNING WORK PROGRAM: INTRODUCTION

Purpose of UPWP

The Unified Planning Work Program (UPWP) is prepared annually by the Southwest Washington Regional Transportation Council (RTC), as designated Metropolitan Planning Organization (MPO) for the Clark County urban area. 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 the FY2002 WSDOT Southwest Region transportation planning program. 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, 2001 through June 30, 2002.

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 important to the Regional Transportation Plans (RTPs) for the three-county region and the Metropolitan Transportation Plan (MTP) for the Clark County region. Direction for regional transportation planning activities for FY 2002 and beyond is provided by the federal Transportation Equity Act for the 21st Century (TEA-21) passed in 1998. TEA-21 is the successor to the Intermodal Surface Transportation Efficiency Act (ISTEA) passed in 1991.

Since RTC was established in 1992, the agency's role and program of planning activities has continually evolved. In FY2001 RTC has continued to work closely with local jurisdictions on concurrency, congestion monitoring and Transportation Impact Fee program development. Also in FY2001 the Bi-State Transportation Committee, established in 1999, continued its work to facilitate dialogue and recommendations on bi-state transportation issues. As FY 2002 begins, a large portion of the interstate system in Clark County is still undergoing transportation planning studies through the I-5 Trade Corridor Study, the I-5/I-205 North Corridor Study and the I-205 Strategic Corridor Pre-Design Study.

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.

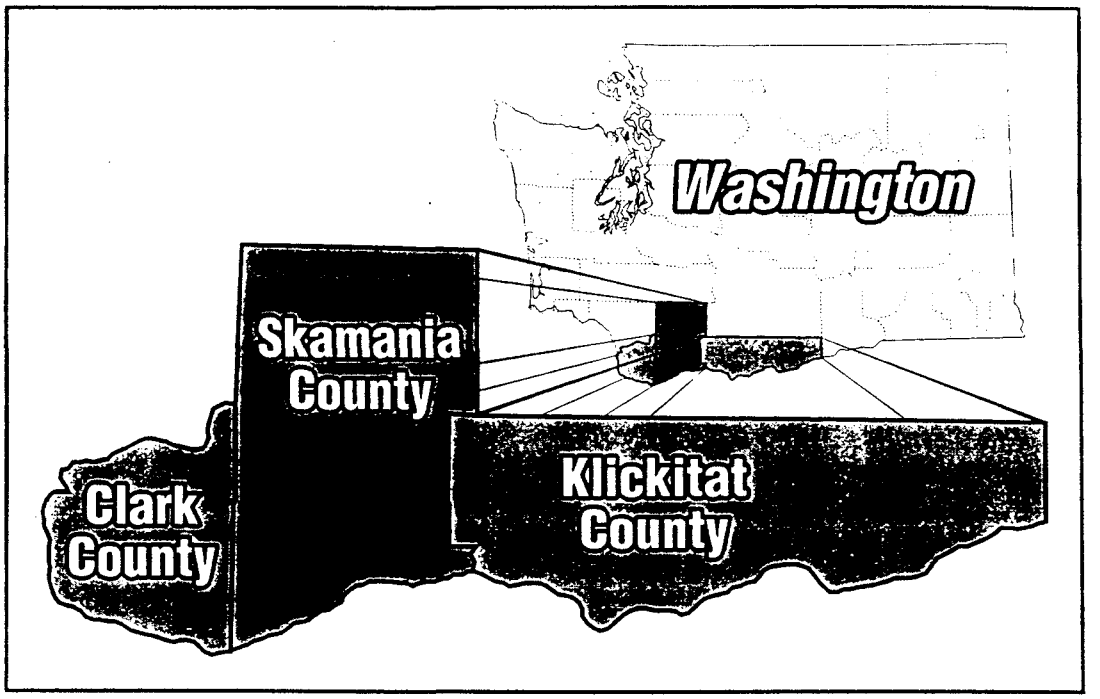
During 2000, the impact of Initiave-695 passed by voters in 1999, began to be felt. The Initiative resulted in the loss of motor vehicle excise tax revenues to transportation which decreased WSDOT's biennial budget by about one-third and C-TRAN's annual operating budget by 40%. City and County local governments, along with other special service districts, also lost revenues. It is possible and even quite likely that state/local transportation funding levels and the decision-making process will again change dramatically in 2001. The Blue Ribbon Commission on Transportation (BRCT) report was released late in 2000 and presented to the Governor and Legislature. The BRCT's recommendations reach across a wide spectrum of transportation policies and focus on funding and the institutional structure that plans, programs and builds transportation projects. The package of recommendations include a set of reforms, actions, and priorities that will meet the common needs and varying challenges of our growing state. The recommendations of the Commission center around six critical elements: 1) establishing benchmarks and performance standards then measuring progress; 2)

increasing accountability and implementing aggressive efficiencies; 3) investing in the basics to keep the statewide transportation system functioning well; 4) empowering regions to fix their own problems by managing and funding improvements; 5) ensuring funding will address needs; and 6) adopting an early action legislative package. How the Legislature may implement the recommendations and how this will affect transportation funding for the next 2001 to 2003 biennium remains to be seen. Regardless of discussions in Olympia and potential legislative changes, the economic growth in our region and the resulting transportation infrastructure investment needs will continue to grow. The transportation infrastructure investment challenges facing our region demand that we continue an aggressive position toward bringing transportation revenues into our region.

Key transportation issues facing the region in FY2002 include:

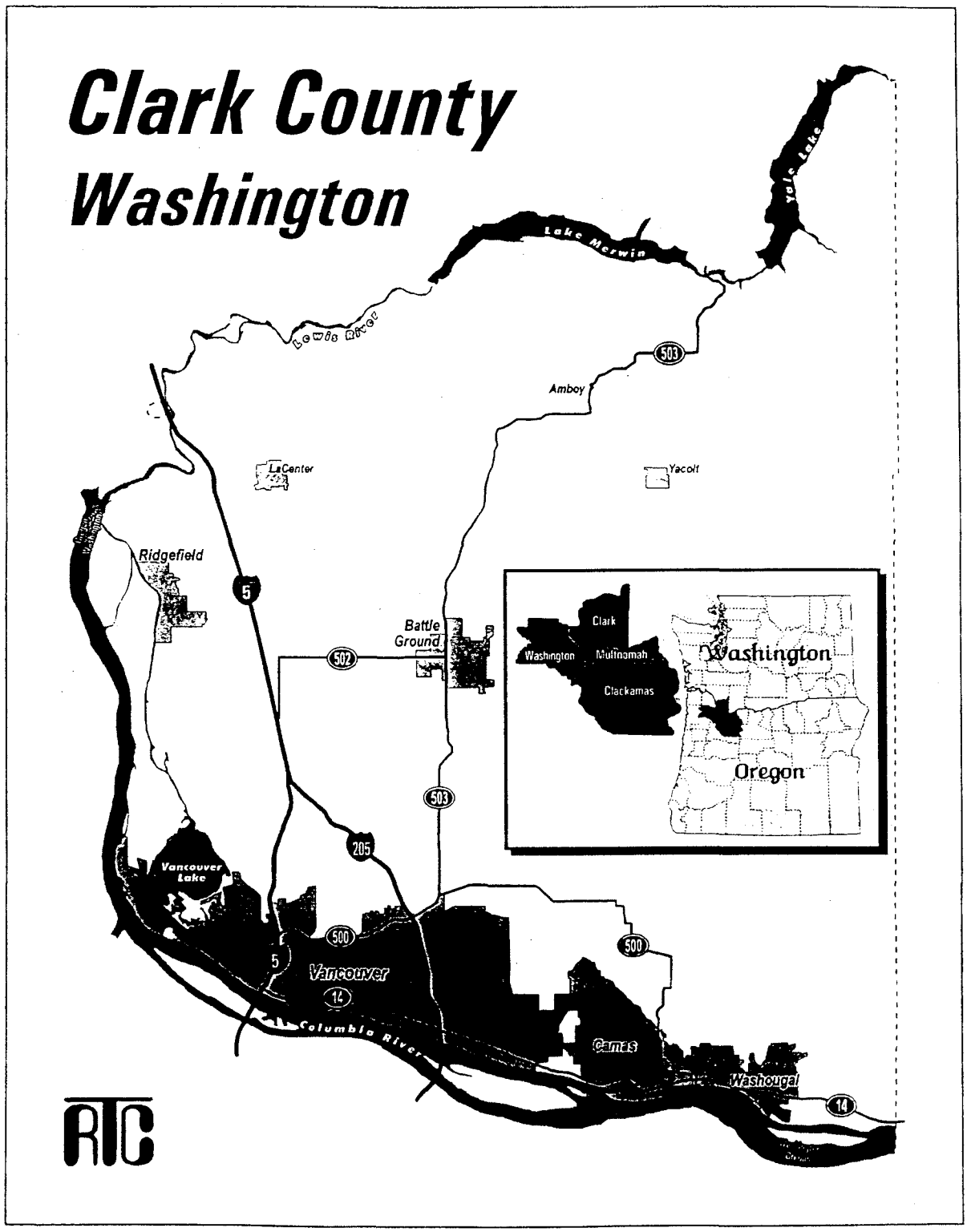
- Continuing to provide for the rapid growth that the Clark County region is experiencing. Between 1990 and 2000, Clark County's population grew by 45 percent from 238,053 to 345,000. The result of fast-paced growth and slow transportation system investment is a loss of mobility for people and goods due to increasing levels of traffic congestion. The region needs to ensure that the most cost-effective transportation projects are prioritized and moved forward for funding. Successfully competing for funding for the region's priority transportation projects is of paramount importance to the region.
- Implementing the legislature's actions relating to the Blue Ribbon Commission on Transportation recommendations.
- Continuing to face the challenges presented to our state and region caused by the dramatic reduction in transportation funding that has resulted from passage of Initiative 695. The region is faced with reduced transportation revenues to meet growing transportation needs.
- Working to address increasing bi-state transportation needs in cooperation with Metro, Portland, WSDOT and ODOT through the Bi-State Transportation Committee.
- Determining the long-term strategy to provide adequate transportation capacity in the I-5 corridor through the Portland-Vancouver I-5 Transportation and Trade Partnership.
- Updating the Metropolitan Transportation Improvement Program (MTIP) to reflect programming of the region's priority projects.
- Incorporating results of the I-205 Corridor Study and I-5/I-205 North Corridor Study into the Metropolitan Transportation Plan.
- Implementing plans adopted under the Washington State Growth Management Act and implementing the federal Transportation Equity Act for the 21st Century (TEA-21).
- Coordinating with Washington State Department of Transportation on completion of the Washington Transportation Plan update.
- Reviewing and providing technical assistance for local transportation concurrency programs.
- Addressing environmental issues relating to transportation, including seeking ways to reduce the transportation impacts on air quality and water quality.
- Continuing the congestion management monitoring program.
- Further developing and implementing ITS programs within the region including following the Vancouver Area Smart Trek (VAST) program
- Involving 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



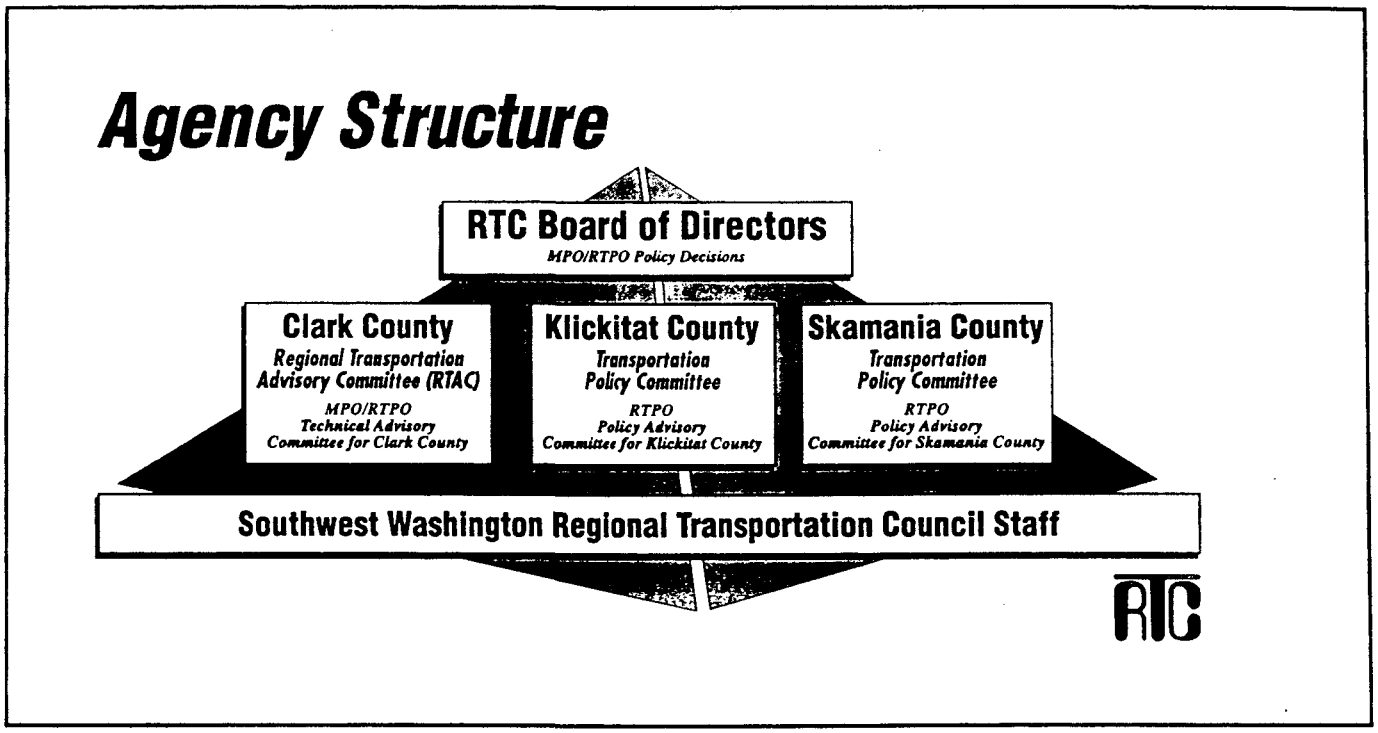
SOUTHWEST WASHINGTON REGIONAL TRANSPORTATION COUNCIL (RTC)

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 results from regional and local planning studies are incorporated into Statewide plans. RTC and WSDOT also cooperate in involving the public in development of transportation policies, plans and programs. WSDOT, the 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:

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); the 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 significance is the 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 Charles Crumpacker (Washougal) [President]
Cities North	Mayor Bill Ganley (Battle Ground)
City of Vancouver	Thayer Rorabaugh (Transportation Services Manager)
Clark County	Commissioner Judie Stanton
Clark County	Commissioner Craig Pridemore
Clark County	Commissioner Betty Sue Morris
C-TRAN	Lynne Griffith (Executive Director)
ODOT	Kay Van Sickel
Ports	Commissioner Arch Miller (Vancouver) [Vice-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	Michael Haggerty
Port of Vancouver	Christine Wamsley
ODOT	Fred Eberle
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	Jim Amundsen, City Council Member
WSDOT, Southwest Region	Donald Wagner, SW Regional Administrator
Port of Klickitat	Dianne Sherwood, Port Manager

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 mesh with the Washington Transportation Plan (**WTP**) to provide a vision for an efficient future transportation system and to provide direction for sound transportation investments.

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. 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**). 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 (adopted by the RTC Board at their May 2, 1995 meeting; RTC Board Resolution 05-95-14). 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**.

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.

(iv) System Monitoring

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

Relationship To Other Work Elements

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

FY 2002 Products

1. The fast pace of growth in the Clark County region along with the changing comprehensive land use plans, requires that the MTP be updated to reflect the latest impacts of that growth on the regional transportation system. A full MTP update, based on the updated Comprehensive Growth Management Plan for Clark County due in December 2001, will be developed during FY2002.

   The MTP update will incorporate recommendations from recent and ongoing transportation studies and programs such as the **I-5/I-205 North Corridor Study**, the **I-205 Strategic Corridor Pre-Design Study**, the **SR-500 Corridor** (from I-5 to Andresen Road) **Environmental Assessment** (EA), Commute Trip Reduction program, the **Vancouver Transportation System Plan** and Vancouver Area Smart Trek **(VAST)** dealing with Intelligent Transportation System (ITS) recommendations. The updated MTP will also reflect the latest **Washington Transportation Plan (WTP),** an update to which is currently in progress. Established levels of service and system performance analysis will be described. The Plan update will acknowledge federal transportation policy interests, including transportation planning for rural areas, reverse commute, welfare to work, social justice programs and integration of environmental review into the planning process.

2. The prioritization of projects listed in the Metropolitan Transportation Plan was last completed in 1998. An update to the **MTP Project Prioritization** is scheduled for completion in early FY2002. Since the 1998 prioritization, some projects are now funded and need to be taken off of the priority list, the MTP was amended to include a new interchange at I-5/219th Street, and projects need to be re-evaluated per updated regional travel forecast model data and prioritization criteria.

3. 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.

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

5. 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 CMS work will be reflected in any MTP update or amendment.

FY 2002 Expenses:	$
RTC	89,995
Total	89,995

FY 2002 Revenues:	$
Fed. CPG	63,000
RTPO	12,000
Local	14,995
	89,995

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, the Washington State Department of Transportation (WSDOT) and C-TRAN. 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 should reflect the multiple policy objectives of the regional transportation system (e.g. maintenance and operation of existing system, reduction of Single Occupant Vehicles (SOVs), capacity improvements, transit expansion and air quality improvement).
3. 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 FY2002 UPWP. The MTIP program requires special coordination with local jurisdictions and implementing agencies in the Clark County region.

FY 2002 Products

1. The 2001-2003 MTIP, adopted by the RTC Board in October 2000, may be updated during FY2002 rather than a full 2002-2004 MTIP being developed.

2. MTIP amendments, as necessary.

3. Develop for recommendation by RTAC and for adoption by the RTC Board, the prioritization of regional transportation projects for the statewide competitive program conducted by the Transportation Improvement Board (TIB).

4. MTIP Clean Air Act conformity analysis and documentation, as required.

5. Reports on obligation of funding of MTIP projects.

6. Provide input to update the State Transportation Improvement Program (STIP) database.

7. Opportunity for public involvement in MTIP development.

FY 2002 Expenses:	$
RTC	37,950
Total	37,950

FY 2002 Revenues:	$
Fed. CPG	25,000
RTPO	7,000
Local	5,950
	37,950

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 which, 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.

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 2002 Products

1. Updated 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 FY2002, 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 of 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 index.

5. Identification of system needs and solutions.

6. The first Transportation System Monitoring and Congestion Management Report was adopted by the RTC Board in April, 2000. In FY2002, the Report will be reviewed and updated, as necessary. 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. Provide CMS data and system performance indicators to inform the WTP update process.

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

FY 2001/02 Expenses:	
	$
RTC	161,850
Total	161,850

FY 2001/02 Revenues:	
	$
CM/AQ	140,000
Local	21,850
	161,850

1D. 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 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. As part of the I-5 Trade Corridor Study, the Committee found that:

- This 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.
- There will be economic and livability consequences if we do nothing in the corridor.
- There is no silver-bullet. A solution for the corridor will need to include highway and transit improvements, demand management strategies, and freight rail improvements. Even substantial improvements will only maintain today's level of congestion.
- Those physical solutions will be costly, and will require innovative funding solutions in order to succeed.

The Leadership Committee recommended that the region undertake a public process to develop a strategic plan for the corridor. In response to this recommendation, Governors Gary Locke of Washington and John Kitzhaber of Oregon have appointed a Task Force to guide the public planning process and to develop the strategic plan.

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 CTRAN, Clark County, Washington, and Multnomah County, Oregon to complete this Plan. The Plan is scheduled for completion by fall 2002.

Work Element Objectives

1. To build upon work of the I-5 Trade Corridor Study conducted in 1999 and resulting recommendations from the Leadership Committee.
2. To develop a bi-state strategic plan on how to manage and improve transportation in the I-5 corridor between Portland and Vancouver that will support land use goals and support the community's economic vision. The corridor stretches between I-84 in Oregon and I-205 in Washington.
3. The strategic plan will address freeway, transit, heavy rail, and arterial street needs in the corridor. The plan will also address how to manage demand for transportation in the corridor.
4. Conduct a comprehensive public outreach, involvement and information program in development of the Plan.

Relationship To Other Work

A strategic plan for transportation improvements in the I-5 corridor is critical to the long-term development of the region's transportation system. Any recommendations and decisions of this Study will be incorporated into the MTP for Clark County.

FY 2002/3 Products

1. A strategic plan in the form of a Corridor Development and Management Plan (CDMP) needed prior to submitting a federal request for final design, environmental, and construction funding for identified improvements.
2. A program for managing travel demand in the corridor.
3. The Plan will also develop funding and phasing strategies.

RTC Budget is part of full Study budget of $3.5 million:

FY 2002 Expenses:		**FY 2002Revenues:**	
	$		$
Consultant	57,861	Federal STP (RTC TMA funds)	162,500
RTC	130,000	WSDOT Local Match	23,361
Total	187,861		185,861

Note: Assumes 65% of budget will be used in FY2002.

1E. 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 is to coordinate deployment 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, begun under Vancouver's leadership, will be continued. 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. Continue the VAST program.

2. Implement Phase I project recommendations of VAST. These projects have CMAQ funding programmed in the MTIP and 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, transit signal priority 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.

4. Form a VAST Steering Committee to provide oversight for ITS project coordination and integration and to ensure consistency with the ITS architecture. The Committee is comprised of the City of Vancouver, Clark County, the Washington State Department of Transportation, C-TRAN, City of Camas, Port of Vancouver, and RTC. The Committee will provide primary oversight for ITS project implementation to ensure consistency with the ITS architecture and integration between ITS projects. 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. 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.

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

7. Technical assistance in ITS implementation.

8. 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 2002 Products

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

2. Management of the VAST program including coordination of the preparation of the Memorandums of Understanding, Interlocal Agreements, and Operational Agreements that are needed to support the implementation of the VAST program and the deployment of ITS projects.

3. Facilitation of the activities of the Steering Committee.

4. Management of consultant technical support activities as needed. Assistance will be required in the development of an Operations and Management (O&M) plan which will provide a detailed breakdown of the O&M costs by jurisdiction for the proposed VAST projects. The O&M plan will consider all system components with respect to the required personnel skill level and staffing costs, recurring and life cycle costs for capital facilities and space, equipment, material, software support, supplies, procurement, and installation.

5. 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.

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

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

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

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

FY 2002 Expenses:		**FY 2002 Revenues:**	
	$		$
RTC: VAST II Program Deployment/Management	100,000	CMAQ	86,500
		MPO Local Match	13,500
Total	**100,000**		**100,000**

Note: Assumes 50% of budget will be used in FY2002
CMAQ funds for project implementation by WSDOT, C-TRAN and local agencies as described above are programmed in the MTIP.

1F. I-205 STRATEGIC CORRIDOR PRE-DESIGN STUDY

The I-205 Strategic Corridor Pre-Design Study signifies commitment to move forward with identification and implementation of transportation improvements in the I-205 corridor. The need for improvements in the I-205 corridor is a high priority for the Clark County region. Traffic congestion is recognized as a significant problem in the corridor with current peak period traffic operations at or near failure in several locations. The key objective of the I-205 Strategic Corridor Study is to recommend a set of projects to improve mainline I-205 operations and its east/west arterial connections between the Columbia River and Padden Parkway. The study is looking at all options to resolve traffic congestion problems. Examples of options and issues being explored include the impacts of Padden Parkway on the I-205 corridor, the conceptualized split diamond at I-205 and NE 18th Street/NE 28th Street, Ellsworth connections to I-205 and SR-14, the feasibility of improvements at the I-205 and Mill Plain interchange, collector/distributor system operation, the potential impact of enhanced alternative transportation modes, transportation demand management, transportation system management and high capacity transportation options. The Study began in March 1999, was delayed due to I-695 project funding uncertainties and will run through summer, 2001. Following conclusion of the access decision, the next step in the I-205 corridor will be to fulfill environmental analysis prior to any identified transportation improvements moving forward toward construction.

Work Element Objectives

1. The Study will review and expand upon the I-205 and East-West Arterials Study conducted in 1995/96 to identify and recommend a set of projects to improve mainline I-205 operations and its east/west arterial connections along the I-205 corridor between the Columbia River and Padden Parkway.

2. The Study will focus on options to manage congestion problems in the corridor.

3. Tasks for the I-205 Strategic Corridor Study include: Public Involvement and Communications, Data Collection, Analysis of Existing Conditions and Deficiencies, Transportation Modeling Parameters/Process, Twenty Year Conditions and Deficiencies, Development of Alternatives, Operational Analyses and Evaluation, Develop Preferred Alternative and Evaluation of Preferred Alternative, Report Preparation including Route Development Plan, and Initiation of a Draft Environmental Impact Statement.

4. Evaluation of all points necessary to satisfy the federal new or revised access criteria.

5. To prepare an Access Decision Report to submit to the Federal Highway Administration if the Study continues to show validation of an additional interchange, additional access breaks or modifications as part of the optimal transportation solution to congestion problems in the corridor. The study will need to include an

Relationship To Other Work

The I-205 Strategic Corridor Pre-Design Study relates to MTP development and programming of projects in the Metropolitan Transportation Improvement Program (TIP). It also relates closely to the City of Vancouver's Transportation System Plan work element.

FY 99/2001/02 Products

1. Technical Memoranda relating to the I-205 Strategic Corridor Pre-Design Study.

2. Study report in a format consistent with a state Route Development Plan.

3. A draft New or Revised Access Decision Report describing how an additional access point would meet the federal requirements to provide new access onto the nation's Interstate system.

FY 2002 Expenses:		**FY 2002 Revenues:**	
	$		$
HDR (Study Consultant)	0	City of Vancouver	15,000
RTC	15,000		
Total	15,000		15,000

Note: *I-205 Study is due for completion with draft Access Decision Report available by mid-2001.*

1G. I-5 NORTH ACCESS DECISION REPORTS

Following conclusion of the corridor planning phase of the I-5/I-205 North Corridor Study, WSDOT is leading the development of access decision reports covering the interchanges at I-5/134th Street and a potential new interchange at I-5/219th Street. The Access Decision Reports will be prepared for submittal to the Federal Highway Administration. RTC will use the regional travel forecast model to provide data for use in the access decision report phase. RTC staff will participate in Access Decision Report Steering Committee meetings. The policy and funding priority issues will be presented to the RTC Board.

Budget to be determined.

1H. VANCOUVER TRANSPORTATION SYSTEM PLAN

In 2000, the City of Vancouver initiated a comprehensive transportation system planning process, the Transportation System Plan (TSP). The TSP is to pick up where the recently completed Downtown Transportation Master Plan left off. The TSP process is to include a city-wide discussion about transportation. The study area will be the existing city limits. The Transportation System Plan will provide the vision and technical framework to guide transportation policy, investment strategy, facility design, and implementation decisions well into the future. It will reaffirm the principles of the Comprehensive Plan, provide for additional discussion of the linkage between transportation and land use and will reinforce the need to have transportation system policies and implementation programs be reflective of the City's future vision. As such, the TSP process will include an intensive public outreach program. RTC's involvement in the City of Vancouver's Concurrency Program is in using the travel forecasting model to assist the City of Vancouver in conducting transportation analysis of the TSP. The role is in providing technical analysis. The City of Vancouver is responsible for the overall TSP Program.

Work Element Objectives

1. Assist City of Vancouver in conducting their Transportation System Plan by representing RTC at Technical Advisory Committee meetings.
2. Provide travel model related data and analysis for travel demand analysis for the base year, travel demand forecasts for the year 2022, and environmental analysis.

Relationship To Other Work Elements

The TSP work element relates directly to RTC's Regional Transportation Database and Forecasting element. It also relates to the MTP, long-range transportation planning and Regional Transportation Coordination and Management elements.

FY 2002 Products

1. Technical analysis for the City of Vancouver's Transportation System Plan (TSP).
2. Travel Demand Analysis for 1999 Base Year. This includes refinement of the travel model and validation of the base year model with data collected for the TSP. It also includes preparation of input data elements for the macro/micro simulation analyses, conducting the AM/PM peak highway analysis and initial corridor evaluation and analysis, summarizing the travel model results including land use, project lists, mode share, regional transportation data (trip length, v/c ratio, VMT, VHD, etc.) and assisting with transit analysis, TDM impact analysis and others.
3. Travel Demand Forecasts for the Year 2022. This will use the revised 2020 OFM forecast as a basis with new land use allocation, travel demand analysis and alternatives analysis. Travel model inputs for 2022 will be prepared, including land use allocation, highway/transit system updates and other model inputs. Output from the travel demand forecast baseline condition alternative will be analyzed to provide regional transportation data, including land use, project lists, mode share, and regional transportation data (trip length, v/c ratio, VMT, VHD, etc.).
4. Analysis and evaluation of concurrency corridor capacities for Transportation Management Zones (TMZs).

5. Preparation of the necessary transportation input data for use of the VISSIM traffic microsimulation tool for selected corridor analysis.
6. Assist in analyzing the urban design options with mode share analysis.
7. Analysis of land use alternatives with redevelopment options.
8. Evaluation of 2022 transportation system alternatives.
9. Regional air quality conformity analysis for the 2022 forecast travel demand.
10. Necessary data for the EIS and SEPA/NEPA process.

FY 2002 Expenses:		**FY 2002 Revenues:**	
	$		$
	6,760	City of Vancouver	6,760
Total	6,760		6,760

Note: Assumes 20% of funds will be used in FY2002.

II. 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 FY2002 development and traffic trends will be monitored and the regional transportation planning database for Skamania County will be further developed. In FY2002, significant work activities will include coordination with the state on completion of the Washington Transportation Plan (WTP) as it relates to Skamania County and review and update to the Regional Transportation Plan for Skamania County. 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 future Regional Transportation Plan updates.
5. Coordinate with WSDOT in completing the Washington Transportation Plan (WTP) update and ensure that components of the WTP are integrated into the regional transportation planning process and incorporated into future RTP updates.
6. Continuation of transportation system performance monitoring program.
7. 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.
8. 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.
9. Implement HB 1487 (the Level of Service Bill), as it applies to Skamania County, based on the Guidance developed by the statewide Stakeholders Committee.
10. Continue assessment of public transportation needs, including specialized transportation, in Skamania County.
11. Liaison with Skamania County in conducting the SR-35 Columbia River Crossing Feasibility Study.
12. Consider the improvement of transportation for people with special needs as directed by the state's Agency Council on Coordinated Transportation (ACCT).
13. Assistance to Skamania County in conducting regional transportation planning studies.
14. 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 2002 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. Materials and data to help WSDOT complete the WTP update.

FY 2002 Expenses:

	$
RTC	16,915
Total	16,915

FY 2002 Revenues:

	$
RTPO	16,915
STP	0
	16,915

1J. 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 2002 development and traffic trends will be monitored. In FY2002, significant work activities will include coordination with the state on completion of the Washington Transportation Plan (WTP) as it relates to Klickitat County and review and 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. Coordinate with WSDOT in completing the Washington Transportation Plan (WTP) update and ensure that components of the WTP are integrated into the regional transportation planning process and incorporated into future RTP updates.
6. 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.
7. Continuation of transportation system performance monitoring program.
8. 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.
9. Implement HB 1487 (the Level of Service Bill), as it applies to Klickitat County, based on the Guidance developed by the statewide Stakeholders Committee.
10. Consider the improvement of transportation for people with special needs as directed by the state's Agency Council on Coordinated Transportation (ACCT).
11. 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 are fulfilling transit service needs through grant funding.
12. Coordination with Klickitat County in conducting the SR-35 Columbia River Crossing Feasibility Study.

13. Assistance to Klickitat County in conducting regional transportation planning studies.
14. Work with the Yakama Nation to work on the SR-97 Corridor Study.
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 2002 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. Materials and data to help WSDOT complete their WTP update.

FY 2002 Expenses:	$
RTC	18,723
Total	18,723

FY 2002 Revenues:	$
RTPO	18,723
	18,723

1K. 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 in Phase II. 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 2002 Products

1. Completion of Tier I Summary Report and Tier II Summary Report.
2. Completion of a Type, Size, and Location report.
3. Completion of a Draft Environmental Impact Statement report.

FY 2002 Expenses:	$	**FY 2002 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 FY2002.

DATA MANAGEMENT, TRAVEL FORECASTING AND TECHNICAL SERVICES

2A. REGIONAL TRANSPORTATION DATA, TRAVEL FORECASTING 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. An important part of this element in FY2002 will be use of the 2000 census data to enhance regional travel data and forecasting.

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.

8. 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.

9. 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.

10. 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.

11. 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.

12. Continue research into regional travel forecasting model enhancement.

13. 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.

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

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

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

17. 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.

18. 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.

19. 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.

Transportation Technical Services

20. Enhance technical transportation services provided to member agencies. The need arises out of a recognition that the management of traffic congestion issues 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.

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 2002 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.

3. Metro's 2025 population and employment forecast and Clark County comprehensive plan update to 2022 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. Model base year is updated annually so will be updated to 2001 during FY2002. 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 2001) but will be updated, along with Growth Management Act plans, for the region for years 2022 for land use planning and to 2025 for transportation planning efforts to ensure that the requirements of state and federal laws 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.

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. Quarterly 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 2002, work will continue on examining the threshold between one-hour peak auto assignment analysis and two-hour peak auto assignment analysis. Future year RTC models may shift to use of a multiple hour peak. Use regional travel forecasting model data for MTP and MTIP development.

18. Use of model data for input to the Washington Transportation Plan update.

19. Data for air quality data analysis and documentation.

Transportation Technical Services

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

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

22. Travel Demand Forecast Model Workshops can 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.

23. Use of six-year (2007) 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.

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

25. Technical assistance in update of the Growth Management Comprehensive Plan for Clark County, due in late 2001/early 2002 and in development of the City of Vancouver's Transportation System Plan.

FY01 Element Expenses:	
	$
RTC	130,516
Computer Equipment (use of RTPO revenues)	7,000
Total	137,516

FY01 Element Revenues:	
	$
Fed. CPG	103,000
RTPO	10,000
Local	24,516
	137,516

2B. 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). Prior to this, the Vancouver 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.

In FY2001, a Clean-Fuel Vehicle Forum was supported by the RTC Board as a means for the region to demonstrate leadership in helping to solve air quality problems through the application of clean-fuel technology. The Forum's objective is to make recommendations toward possible purchase of hybrid electric-gasoline vehicles. The intent is to generate public agency interest and coordination toward the purchase of clean-fuel-vehicles.

Work Element Objectives

1. Monitor federal guidance on the Clean Air Act and state Clean Air Act legislation. In FY2002 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.

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

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

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

5. 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.

6. 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.

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

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

9. Use the upgraded Excel spreadsheet version of TCM Tools when evaluating TCM's. 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.

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

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

Relationship to Other Work Elements

This work element relates to the Metropolitan Transportation Plan, the Metropolitan Transportation Improvement Program (MTIP), Transit Development Program activities and planning for high occupancy vehicle modes of travel.

FY 2002 Products

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

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

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

4. 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.

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

FY 2002 Expenses:

	$
RTC	14,618
Total	14,618

FY 2002 Revenues:

	$
Fed. CPG	11,000
RTPO	1,000
Local	2,618
	14,618

2C. COMMUTE TRIP REDUCTION

In 1991, the Washington State legislature passed the Commute Trip Reduction (CTR) Law as a Transportation Demand Management (TDM) tool. The law requires that local jurisdictions with major employers adopt a Commute Trip Reduction Ordinance and that employers who have 100 or more employees arriving at work between 6 a.m. and 9 a.m. should establish a commute trip reduction program for their employees. All affected Clark County jurisdictions have adopted CTR ordinances. The Law's established goals were amended by the 1997 state legislature. The defined goals were to have major employers reduce commute trips by 15% by 1995, 20% by 1997, 25% by 1999 and to achieve 35% reduction over the base year by 2005. Currently, there are fifty affected employers in Clark County. RTC's role in the CTR program includes providing technical assistance to jurisdictions in implementing and measuring the impacts of CTR programs.

Work Element Objectives

1. Provide technical assistance to local jurisdictions in implementing, measuring and evaluating CTR impacts and to the local participants in Partners for Smart Commuting.
2. Assist Employer Transportation Coordinators (ETCs).
3. Continue to integrate CTR into the regional transportation planning process including MTP, TIP, Transportation Management Systems, Washington Transportation Plan and Regional Transportation Data Base and Forecasting Model.
4. Coordination with local jurisdictions, participation in the Clark County Regional TDM Planning Team and coordination with Oregon TDM activities, notably the Transportation Planning Rule (TPR) requirements.
5. Participate in Clark County Regional TDM Planning Team.
6. Continue to monitor implementation of Washington State's CTR program.

Relationship To Other Work Elements

CTR is a Demand Management (TDM) tool and relates to MTP development, the MTIP and uses data from the regional transportation database. TDM provides strategies for reducing trips on the transportation system and is addressed in the adopted Congestion Management System.

FY 2002 Products

1. Review of CTR survey results and comparison with prior years to help evaluate the impact of CTR in Clark County.
2. Site profiles for affected work-sites, as requested.
3. Geo-coding and mapping of employees at work-sites, as requested.
4. Continue to use the travel model and Transportation Control Measure (TCM) Tools planning software, in conjunction with CTR survey results, to determine the impacts of employer programs on CTR zone and regional Single Occupant Vehicle (SOV) usage, Vehicle Miles Traveled (VMT), as well as travel speed impacts and air quality impacts.

5. Report on RTC's CTR activities to the lead Clark County agency for this work activity.

FY 2002 Expenses:		**FY 2002 Revenues:**	
	$		$
RTC	18,000	WA State (via Clark County)	18,000
Total	18,000		18,000

NOTE: Budget Not Yet Determined
Clark County and other local jurisdictions also receive and use money for commute trip reduction planning and implementation (see Section 4 of this FY 2002 UPWP)

2D. 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 2002 Products

1. Technical analysis relating to local Concurrency Management Programs.

FY 2002 Expenses:		FY 2002 Revenues:	
	$		$
RTC		Clark County/City of Vancouver	
Total			0

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. Continue to 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 Executive Guidance Committee for the Washington Transportation Plan, the Washington State Transportation Commission and the Statewide MPO/RTPO Coordinating Committee.

4. Continue to 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/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. A major emphasis is placed on further engaging the legislative delegation in the RTC regional transportation process wherever possible. Information and coordination on regional transportation issues, policies and priorities will also be provided to lobbyists that represent our region in Olympia.

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

7. Coordinate with the Growth Management Act (GMA) planning process. In FY2002, 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.

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

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

10. Participate in transportation seminars and training.

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

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

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

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

15. Develop bi-state transportation strategies and participate in bi-state transportation studies. In FY2002/2003 this includes participation in the I-5 Partnership and HOV demonstration program monitoring.

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

Bi-State Transportation Committee

17. Continue 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 55,000 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 the needed 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.

Public Involvement

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

19. 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 RTP and MTIP.

20. Implementation of the adopted Public Involvement Program (adopted by RTC Board Resolution 07-94-18; July 5, 1994). Any changes to the Program requires that the MPO meet the procedures outlined in federal Metropolitan Planning guidelines.

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

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

23. 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.

24. 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.

25. Communicate with local media.

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

27. 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.

28. 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

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

30. 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 the RTC planning, programming, and coordinating activities. Prepare UPWP Annual Report.

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

32. In 1990 the federal government enacted the Americans with Disabilities Act (ADA). The Act requires that mobility needs of persons with disabilities are comprehensively addressed. The MPO/RTPO 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.

33. 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.

34. Compliance with Title VI and related regulations such as the President's Executive Order on Environmental Justice. RTC will work to ensure that Title VI and environmental justice concerns are addressed throughout the transportation planning and project development phases of the regional transportation planning program. Beginning with the transportation planning process, appropriate consideration should be given to identify and address where programs, policies and activities may have a 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 FY92.

35. 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.

36. 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 2002 Products

Program Coordination and Management

1. Meeting minutes and meeting presentation materials for transportation meetings organized by RTC.
2. Year 2002 Budget and Indirect Cost Proposal.
3. Participation in relevant Metro's regional transportation planning activities.

Bi-State Transportation Committee

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

Public Involvement

5. Documentation of public involvement and public outreach activities carried out by RTC during FY 2002. The documentation can be made available to the public and interested agencies.
6. Ensure that the significant issues and outcomes relating to the regional transportation planning process are effectively communicated with the media, including local newspapers, radio and television stations through press releases and press conferences.
7. Review of the Public Involvement Program for adequacy. RTC relies on a menu of public involvement techniques used to implement its public involvement program. If changes to the Public Involvement Program are proposed there would be a public notification process and comment period.

Federal Compliance

8. An adopted FY2003 UPWP, annual report on the FY2001 UPWP and FY 2002 UPWP amendments, as necessary
9. Production of maps and data analysis, to assist C-TRAN in their efforts to implement ADA and for transportation planning Title VI compliance.
10. Title VI documentation as required by federal agencies.
11. Review the public involvement program to ensure environmental justice issues are adequately addressed.

REGIONAL TRANSPORTATION PROGRAM COORDINATION AND MANAGEMENT

FY 2002 Expenses:	$
RTC	126,548
Total	126,548

FY 2002 Revenues:	$
Fed. CPG	88,528
RTPO	16,949
Local	21,071
	126,548

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 2002 Unified Planning Work Program* which 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 which resulted from the **I-5/I-205 North Corridor Study** at NE 179th and NE 219th Streets.
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.
3. Participate in the development of the Portland/Vancouver **Portland-Vancouver I-5 Transportation and Trade Partnership** jointly managed by WSDOT and ODOT. The Study addresses problems related to I-5 corridor freight movement. (See additional explanation in RTC UPWP section).
4. Coordinate with local agencies, RTC and ODOT on **I-5 HOV Operations**.
5. Work with RTC, ODOT and local governments on the **SR-35 Bridge Study**.
6. Coordinate with tribes located in the region on WTP, HSP, Route Development Plans, and other work plan elements.
7. Work with the RTPO's and MPO's on the refinement of the **Washington Transportation Plan** (WTP) and continue refinement of the State Highway Systems Plan (HSP).
8. Continue multimodal/intermodal planning in coordination with the MPO's and transit agencies and tribes located in the region.
9. Partnership planning with the MPOs on air quality, system performance, congestion management, Intelligent Transportation Systems (ITS), livable communities, least cost planning, and major investment studies and development review.
10. Coordinate with local jurisdictions on Growth Management planning efforts to update comprehensive land use and transportation plans.
11. Research freight issues and coordinate with the State Freight Principals Task Force.
12. Coordinate with Bi-state partners on policies and issues related to the regional transportation system.
13. Investigate future Route Development Plan needs.

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

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

4B. C-TRAN

In addition to coordinating work with RTC C-TRAN has identified the following planning elements for FY2002:

Transit System Development

Service Planning will continue to ensure the best use of C-TRAN resources as well as responsiveness to local and regional needs. The new system of service implemented in July 2000 has provided a more efficient base system. C-TRAN is now monitoring the performance of these routes and evaluating options for improvements to the existing service to be made in September 2001. Also underway is the planning and coordination to connect C-TRAN commuter service with Tri-Met's MAX at the Parkrose LRT station opening in September 2001.

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. In addition, C-TRAN is participating on the City of Vancouver Code Update Technical Advisory Committee to advocate for code language that supports transit-friendly 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 park and C-TRAN office/operations space) in the multi-block area.

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 is purchasing land, participating in a Clark County Road Improvement District (RID), and pursuing public/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. Park and Ride development of other sites will be dependent on new information gleaned from the 2001 update to the Park and Ride Study, to be performed by C-TRAN and RTC.

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 either employers, agencies, or individuals.

Intelligent Transportation System (ITS)

AVL / APC (Automatic Vehicle Location / Automatic Passenger Counter Pilot Project): In partnership with Tri-Met, C-TRAN is engaged in a fixed route pilot program. This pilot program is a unique opportunity for C-TRAN to test some of the Automatic Vehicle Location technologies while also establishing a collaborative work relationship with Tri-Met. The project has been in process for over a year. In 2001, it is planned to be expanded to ten coaches with Tri-Met processing the data collected and preparing the statistical reports.

VAST (Vancouver Area Smart Trek) is a new 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 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: Based on stakeholder input and current industry trends, the Steering Committee included the need for Advanced Public Transportation System (APTS) components as part of the VAST project. APTS technologies address two major aspects of transit operations: (1) transit traveler information systems and (2) transit agency operations and management. Individual components are as follows:

- Install Automated Vehicle Location (AVL) equipment on each bus to provide inputs into operations and traveler information systems
- Provide transit traveler information on the Internet

- Provide transit traveler information at key bus stops
- Install automated fleet maintenance management system
- Integrate transit operations system with regional traffic management systems
- Integrate paratransit service dispatch with fixed-route service dispatch
- Install automated passenger counters on all vehicles to provide continual ridership data for planning
- Provide transit traveler information to mobile devices including pagers and hand held PC's
- Install automated fare system
- Provide transit priority treatment to C-TRAN buses at traffic signals

4C. CLARK COUNTY AND OTHER LOCAL JURISDICTIONS

The following planning studies have been identified by CLARK COUNTY:

- 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.

- **Capital Facilities Plan** and **Transportation Impact Fees** program update, as needed.

- Update to the **Comprehensive Plan for Clark County** as required by the state's Growth Management laws. A Plan update is due in December, 2001 or early 2002. 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.

- 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.

- **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 strategies 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 FY2002.

- Interstate interchange area land use planning.

The following planning studies have been identified by CITY OF VANCOUVER:

- **Concurrency Management System** implementation by corridor travel time methodology.

- **Capital Facilities Plan** and **Transportation Impact Fees** program update.

- The **City of Vancouver Transportation System Plan** should be finalized in FY2002. RTC provides technical assistance, modeling and regional policy direction for the Plan. Results of the TSP will, in turn, be incorporated into the MTP for Clark County.

- **Neighborhood Transportation Program.**

- **City Commute Trip Reduction Program:** This program is designed to assist affected employers in reducing single occupant vehicle trips to and from work. Work program tasks for the City include liaison work, task oversight and reporting, identification of new CTR affected employers, and employer program review.

- Work initiated by the City of Vancouver as Transportation Information, Management, and Control System (TIMACS) has been renamed the **Vancouver Area Smart Trek (VAST)** program. RTC will administer the program in FY2002. The City will coordinate with regional partners to implement recommendations of VAST.

The following planning studies have been identified by CITY OF CAMAS:

- **Growth Management Plan Update** together with Capital Improvement Plan.

- **Neighborhood Traffic Management Study.**

The following planning studies have been identified by CITY OF WASHOUGAL:

- **Growth Management Plan Update** together with Capital Improvement Plan.

TRANSPORTATION GLOSSARY

ABBREVIATION	DESCRIPTION
AA	Alternatives Analysis
AADT	Annual Average Daily Traffic
AASHTO	American Association of State Highway and Transportation Officials
AAWDT	Annual Average Weekday Traffic
ADA	Americans with Disabilities Act
ADT	Average Daily Traffic
AIP	Urban Arterial Trust Account Improvement Program
APTA	American Public Transit Association
AQMA	Air Quality Maintenance Area
AVO	Average Vehicle Occupancy
BEA	Bureau of Economic Analysis
BMS	Bridge Management System
CAA	Clean Air Act
CAAA	Clean Air Act Amendments
CBD	Central Business District
CBI	Coordinated Border Infrastructure Program
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
DOT	Department of Transportation
DS	Determination of Significance
EAC	Enhancement Advisory Committee
ECO	Employee Commute Options
EIS	Environmental Impact Statement
EPA	Environmental Protection Agency
ETRP	Employer Trip Reduction Program
FEIS	Final Environmental Impact Statement
FFY	Federal Fiscal Year
FHWA	Federal Highways Administration
FONSI	Finding of No Significant Impact
FTA	Federal Transit Administration

TRANSPORTATION GLOSSARY

ABBREVIATION	DESCRIPTION
FY	Fiscal Year
GIS	Geographic Information System
GMA	Growth Management Act
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
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
MP	Maintenance Plan (air quality)
MPO	Metropolitan Planning Organization
MTP	Metropolitan Transportation Plan
MUTCD	Manual on Uniform Traffic Control Devices
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
PCE	Passenger Car Equivalents
PE/DEIS	Preliminary Engineering/Draft Environmental Impact Statement
PHF	Peak Hour Factor
PM10	Fine Particulates
PMG	Project Management Group
PMS	Pavement Management System
POD	Pedestrian Oriented Development
Pre-AA	Preliminary Alternatives Analysis
PSMP	Pedestrian, Safety & Mobility Program

TRANSPORTATION GLOSSARY

ABBREVIATION	DESCRIPTION
PTBA	Public Transportation Benefit Authority
PTMS	Public Transportation Management System
PTSP	Public Transportation Systems Program
PVMATS	Portland-Vancouver Metropolitan Area Transportation Study
RACM's	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
SR-	State Route
SSAC	Special Services Advisory Committee
STIP	State Transportation Improvement Program
STP	Surface Transportation Program
SWAPCA	Southwest Washington Air Pollution Control Authority
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
TIB	Transportation Improvement Board
TIP	Transportation Improvement Program
TIPIT	Transportation Improvement Program Involvement Team
TMA	Transportation Management Area
TMS	Transportation Management Systems
TOD	Transit Oriented Development
TPAC	Transportation Policy Advisory Committee
TPP	Transportation Partnership Program
TPR	Transportation Planning Rule
Tri-Met	Tri-county Metropolitan Transportation District

TRANSPORTATION GLOSSARY

ABBREVIATION	DESCRIPTION
TSM	Transportation System Management
UAB	Urban Area Boundary
UGA	Urban Growth Area
UGB	Urban Growth Boundary
UPWP	Unified Planning Work Program
V/C	Volume to Capacity
VHD	Vehicle Hours of Delay
VMT	Vehicle Miles Traveled
VOC	Volatile Organic Compounds
WAC	Washington Administrative Code
WSDOT	Washington State Department of Transportation
WTP	Washington Transportation Plan

FY 2002 SUMMARY OF EXPENDITURES AND REVENUES: RTC

SOUTHWEST WASHINGTON REGIONAL TRANSPORTATION COUNCIL
FY 2002 UNIFIED PLANNING WORK PROGRAM - SUMMARY OF REVENUES/EXPENDITURES BY FUNDING SOURCE

		Work Element	FY 2002 Federal CPG	FY 2002 State RTPO	Federal CM/AQ	Federal High Priority	Federal STP	State	Other	FY 2002 MPO Funds*	RTC TOTAL
I		REGIONAL TRANSPORTATION PLANNING PROGRAM									
	A	Metropolitan Transportation Plan	63,000	12,000						14,995	89,995
	B	Metropolitan Transportation Improvement Program	25,000	7,000						5,950	37,950
	C	Congestion Management System Monitoring			140,000					21,850	161,850
	D	I-5 Transportation and Trade Partnership 1					162,500	25,361			187,861
	E	Vancouver Area Smart Trek 2			86,500					13,500	100,000
	F	I-205 Strategic Corridor Pre-Design Study 3							15,000		15,000
	G	I-5 North Access Decision Reports 4									0
	H	Vancouver Transportation System Plan 5							6,760		6,760
	I	Skamania County RTPO		16,915						0	16,915
	J	Klickitat County RTPO		18,723						0	18,723
	K	SR-35 Study 6				310,100		77,525			387,625
		Sub-Total	88,000	54,638	226,500	310,100		102,886	21,760	56,295	1,022,679
II		DATA MANAGEMENT, TRAVEL FORECASTING AND TECHNICAL SERVICES									
	A	Reg. Transp. Data Base, Forecasting & Tech. Services	103,000	10,000						24,516	137,516
	B	Air Quality Planning	11,000	1,000						2,618	14,618
	C	Commute Trip Reduction 4						18,000			18,000
	D	Annual Concurrency Update 4									
		Sub-Total	114,000	11,000	0	0		0	0	27,134	152,134
III		TRANSPORTATION PROGRAM COORDINATION AND MANAGEMENT									
	A	Reg. Transp. Program Coord. & Management	88,528	16,949						21,071	126,548
		TOTALS	**290,528**	**82,587**	**226,500**	**310,100**		**102,886**	**21,760**	**104,500**	**1,301,361**

Jan. 26, 2001

NOTES

1 Assumes 65% of RTC STP funds will be used in FY2002. This is a portion of the full ODOT/WSDOT/Metro/RTC Partnership budget.

2 Assumes 50% of Study funds will be used in FY2002.

3 Assumes 17% of RTC's budget available in FY2002.

4 Budget not yet determined.

5 Assumes 20% of Study funds will be used in FY2002.

6 Assumes 35% of Study funds will be used in FY2002.

STAFF REPORT

CONSIDERATION OF RESOLUTION NO. 01-3039 FOR THE PURPOSE OF CERTIFYING THAT THE PORTLAND METROPOLITAN AREA IS IN COMPLIANCE WITH FEDERAL TRANSPORTATION PLANNING REQUIREMENTS.

Date: February 16, 2001 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 01-3039.

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, 2001, in accordance established Metro priorities.

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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. 01-3039 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 _____, 2001.

_____
David Bragdon, Presiding Officer

APPROVED by the Oregon Department of Transportation State Highway Engineer this _____ day of _____, 2001.

_____
State Highway Engineer

Attachment: Exhibit A – Metro Self-Certification

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Metro Self-Certification

1. Metropolitan Planning Organization Designation

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

   Metro is a regional government with seven directly elected Councilors and an elected Executive Officer. Local elected officials are directly involved in the transportation planning/decision process through the Joint Policy Advisory Committee on Transportation (JPACT) (see attached membership). JPACT provides the "forum for cooperative decision-making by principal elected officials of general purpose 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.

   b. An agreement between Tri-Met and Metro implementing the Intermodal Surface Transportation Efficiency Act of 1991. Executed April 1998.

   c. An agreement between ODOT and Metro implementing the Intermodal Surface Transportation Efficiency Act of 1991. Executed April 1998.

   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 1998.

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

Bi-State Committee

The Bi-State Transportation Committee was created by joint resolution of the RTC Board and Metro in May of 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 local elected officials (11), appointed officials representing special districts (three), Tri-Met, a representative of school districts, citizens (three), Metro Councilors (two with non-voting status), Clark County, Washington (two) and an appointed official from the State of Oregon (with non-voting status). Under the Metro Charter, this committee has responsibility for recommending to the Metro Council adoption of or amendment to any element of the Charter-required Regional 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. The Unified Work Program (UWP) 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 major projects being planned by member jurisdictions, particularly if federal funds are involved.

   b. Regional Transportation Plan (RTP)

      An Interim Federal Regional Transportation Plan was adopted in July 1995 to meet ISTEA planning requirements, including an air quality conformity determination. An updated conformity determination on that plan was made in 1998. A major update to the plan is underway which is intended to complement the Region 2040 Growth Concept for land use and to address key state Transportation Planning Rule requirements. The current update began in late 1995 and has included extensive public involvement and inter-governmental review. The regional policy piece of the current update has been adopted and has set the direction for regional transportation system development and funding decisions since 1996. The proposed RTP update was adopted by Resolution No. 99-2878B in December 1999. The current update will conclude in mid-2000. At that time, the updated RTP will fully comply with all relevant federal and state planning requirements.

   c. Transportation Improvement Program

      The Metropolitan Transportation Improvement Program (MTIP) was last updated in 1999 and incorporated into ODOT's 2000-2003 STIP. The 1999 update completed projects or project phases with prior funding commitments and allocated $75 million of STP, CMAQ and Enhancement funds. 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 TIP amendments. This flexibility was adopted in response to ISTEA (now 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 2000-2001 will see development of the FY 2002-2005 joint MTIP/ STIP and implementation of priority FY 2001 projects. The TIP and air quality conformity determination were approved by FHWA and FTA on January 31, 2000.

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)	HCT Planning
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, multi-modal freight improvements that link intermodal facilities to industry are detailed for 20-year plan period	• 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	• 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)	HCT Planning
1. Support Economic Vitality (continued)	• Highway LOS policy tailored to protect key freight corridors • RTP recognizes need for freight linkages to destinations beyond the region by all modes	• All freight projects subject to funding criteria that promote industrial jobs and businesses in the "traded sector"	
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 improves 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

Factor	System Planning (RTP)	Funding Strategy (MTIP)	HCT Planning
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 RTP system has been "sized" to minimize the impact on the built and natural environment • The region will be developing an environmental street design guidebook to facilitate making 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	• 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) • Bridge projects in lieu of culverts have been funded through the MTIP	• Light rail improvements provide emission-free transportation alternatives to the automobile in some of the region's most congested corridors and centers • 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)	HCT Planning
4. Protect Environment and Quality of Life *(continued)*	• 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 • Metro is coordinating 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 elements 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 a major stations

Factor	System Planning (RTP)	Funding Strategy (MTIP)	HCT Planning
6. Efficient Management & Operations	• The RTP policy chapter includes specific system management policies aimed at promoting efficient system management and operation • Proposed RTP projects includes 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	• 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 includes 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 continuous involvement process which provides public access to key decisions and supports early and ongoing development. The Metro Council adopted public involvement procedures for Metro and area governments to follow for any activities that will result in modification to the MTIP or the RTP. The procedures reflect ISTEA public involvement with adequate notice and broad participation. Metro actively seeks means to involve and recruit transportation underserved for its numerous studies and project committees.

All Metro UWP studies and projects that have a public comment period require an approved public involvement plan (PIP). Included in every PIP are creative strategies, tools and methods to best involve its diverse citizenry. Some of these may include citizen committees, task forces, newsletters, public opinion survey techniques, and media relations.

Both the RTP update and the South/North Environmental Impact Statement (EIS) had citizen advisory committees to help with key decisions. The South Willamette River Crossing Study utilized stakeholder groups and numerous community outreach activities. The Traffic Relief Options Study included a 12-member citizen Task Force and held a substantial number of focus group stakeholder workshop sessions. The MTIP does not have a formal citizen oversight committee, but hearings and workshops are held related to actions on the criteria, project solicitation, project ranking, and the recommended program. For FY 00-01, two new citizen committees are likely for the Highway 217 and I-5 corridor studies.

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

8. Title VI – The last formal submittal was June 1999 to the Federal Transit Administration. No response was received. An in-house review with the ODOT Title VI Coordinator was held in June 1997. Based on that review, Metro was found in compliance. The next ODOT review will be in 2001.

9. Disadvantaged Business Enterprise

   A revised DBE program was adopted by the Metro Council in June 1997 (Ordinance 97-692A); 49CFR 26 allows for 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.

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M E M O R A N D U M

600 NORTHEAST GRAND AVENUE PORTLAND, OREGON 97232-2736
TEL 503-797-1755 FAX 503-797-1930

METRO

Via Fax and E-mail

Date: March 13, 2001

To: JPACT Members and Alternates

From: Councilor Rod Monroe, JPACT Chair

Re: Discussion Item – South Corridor Project

I would like to add an item for discussion at the JPACT meeting this Thursday. The item is how to pay for environmental and engineering work for the South Corridor Project, the region's adopted priority for authorization in the next federal Transportation Bill. The need is currently estimated at $6 million, of which $4 million will be needed in the next two years.

Staff from the participating jurisdictions have been discussing several options, all of which have their pros and cons. I would like some feedback Thursday morning on two possibilities:

1. Take $4 million from this MTIP process and not apply that amount to any jurisdiction's cap. Given the regional nature of this project, it could make sense to treat it as a regional project.

2. Is there any jurisdiction that could delay a committed project for several years and get repaid with interest from the already committed South/North Corridor revenue stream? If so, the need for an allocation out of this process can be avoided.

I hope you have time to think about this prior to the meeting. But, again, I'll reiterate that this is only a discussion item for this meeting.

If you have any questions, please call me at 503-797-1552 or Richard Brandman at 503-797-1749.

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CLACKAMAS COUNTY

Board of Commissioners

MICHAEL J. JORDAN
CHAIR

BILL KENNEMER
COMMISSIONER

LARRY SOWA
COMMISSIONER

MAR 0 8 2001

February 28, 2001

The Honorable Mary King, Council President and
Honorable Members of the Milwaukie City Council
10722 SE Main Street
Milwaukie OR 97222

Dear Council President King and Council Members:

Thank you for your letter of February 8 regarding the City Council's concern about a potential County request in the Metro MTIP allocation process.

Clackamas County and our staff have been very clear from the beginning of the MTIP process, which involved extensive discussion (with your staff present) at TPAC and JPACT, of our desire to make eligible regional federal funds for planning and engineering on highway projects. In January 2001 JPACT endorsed the eligibility of regional federal funds in the MTIP process for financing planning and engineering on the Sunrise Corridor. At every Clackamas Transportation Coordinating Committee (CTCC) meeting our staff indicated that the priority of the County was to start financing the planning and engineering on the Sunrise Corridor and that we would accomplish this through substituting the Sunrise Corridor project for the previous County Linwood/Harmony grade crossing project. We did not hear at these county/cities meetings any major opposition to a new priority for the County in our pursuit of MTIP funds. We intended and trust that we have been both open and up front in our stated priority to finance planning and engineering on the Sunrise Corridor through the JPACT approved MTIP process.

We remain committed with you that the Linwood/Harmony intersection is a critical transportation project for both of our jurisdictions. We currently have funds to do the environmental document that should start this year. In addition, the County plans to continue working on this project by doing the final design using funds from the previous MTIP allocation process. We expect other sources of revenue (South Corridor transit project, Federal Railroad Administration grade crossing funds and/or potential new Amtrak capital funds) will be available in the future to assist in financing the estimated $16 million needed to build a grade separated facility. The County does not have $16 million to build this project; so we hope that by working together and with our regional partners, the funds will be identified to build this essential project.

The Board of County Commissioners has scheduled March 13 for a work session on the draft list of MTIP requested projects and March 29 for a final decision on countywide MTIP lists of requests.

906 Main Street • Oregon City, OR 97045-1882 • (503) 655-8581 • FAX (503) 650-8944
WEB ADDRESS: www.co.clackamas.or.us • E-MAIL: bcc@co.clackamas.or.us

Your second point concerns the scope of the Sunrise Corridor planning and engineering project. Our potential request of MTIP funds for this project is for a 30 percent design level of the project from I-205 to the Rock Creek junction. This is Unit 1 as identified in the 2000 Regional Transportation Plan. This planning and engineering work on Unit 1 is applied toward the project that is totally within the Urban Growth Boundary (UGB). This phase will relieve existing safety and capacity problems as well as provide better access to the distribution centers. We are not pursuing funding at this time for any portion of this project as you describe it "east of the existing developed areas". We agree with you that the planning for the Damascus area needs to occur first before we pursue any improvements for Unit 2 (Rock Creek to US 26) of the Sunrise Corridor. Please be aware that the 2001 JPACT Federal Priorities paper states that the Sunrise Corridor - Unit 1 "is a likely priority for earmarking in the next authorization bill".

Regarding your suggestion that we meet to discuss our vision for Damascus and the role and phasing of the Sunrise Corridor and the potential impact it may have on communities west of I-205, we are delighted to meet with you. Please call Terry Ferrucci in our office to arrange such a meeting.

Again, thank you for your letter. We know that our continuing discussions of critical issues will enable all of us to better understand and support each jurisdiction's priorities.

Sincerely,

Michael J Jordan
Chair

c: Metro Council & staff
JPACT
Cam Gilmour, Director Transportation and Development

CITY OF
MILWAUKIE

February 8, 2001

The Honorable Michael Jordan, Chair
The Honorable Bill Kennemer
The Honorable Larry Sowa
Clackamas County Commission
906 Main Street
Oregon City, Oregon 97045

Dear Commissioners:

On behalf of the City Council, I am writing to express Milwaukie's concern about a potential Clackamas County request in the upcoming MTIP allocation process. We understand the County is considering substituting the majority of the Linwood/Harmony intersection request, which is on the 150 percent cut list from the 1998 MTIP round, to fund $4 million in preliminary engineering for the Sunrise Corridor. Although we realize this substitution falls within the parameters for this year's MTIP process, we are concerned about this potential substitution for two reasons.

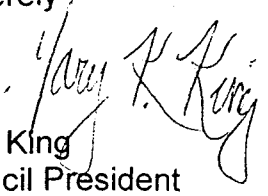
First, the Linwood/Harmony/Railroad intersection is a critical transportation project for both Milwaukie and Clackamas County. It is the primary route for people driving east on Highway 224 to reach Clackamas, Happy Valley, and other areas along Sunnyside Road. The intersection is severely congested, and the alignment of the intersection is unsafe for vehicles, pedestrians, bicyclists, and trains. Grade separation will alleviate these safety concerns and improve train travel speeds through Milwaukie. In addition, the County's long-term plan to widen Harmony Road to five lanes will place significant pressure on this intersection, and we need to deal with the added vehicles long in advance of the road project.

Second, we are concerned about the scope of the Sunrise Corridor preliminary engineering project. While it is important to improve the Highway 224 and Interstate-205 industrial connections, we believe decisions about the Sunrise Corridor east of the existing developed areas need to be made after planning for the Damascus area is complete, not before. We would like to talk with you in detail about your vision for Damascus, the role and phasing of the Sunrise Corridor, and the potential impact on the areas west of I-205, including Milwaukie.

MILWAUKIE CITY HALL
10722 SE MAIN STREET
MILWAUKIE, OREGON 97222
PHONE: (503) 786-7555 • FAX: (503) 652-4433

Thank you for considering these concerns.

Sincerely,



Mary King
Council President

c. Milwaukie City Council
Metro Council
JPACT

M E M O R A N D U M

600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232-2736
TEL 503-797-1755 | FAX 503-797-1930

METRO

Date: March 8, 2001

To: JPACT and Interested Parties

From: Bill Barber, Metro Alternative Mode Implementation Program
Dave Williams, ODOT TPAC Representative

Subj: Endorsement of ODOT Pedestrian and Bicycle Grant Applications

The ODOT Bicycle and Pedestrian Program has limited funding available for pedestrian and bicycle projects. About $1.5 million is available statewide. Eligible projects include sidewalk in-fill, ADA upgrades, pedestrian crossings, intersection improvements, and minor roadway widening for bikeways. The maximum ODOT Bicycle and Pedestrian Program grant amount available per project is $200,000.

As part of the ODOT application process, grant applicants are required to obtain endorsement of their projects by the appropriate "Area Commission on Transportation" (ACT) prior to submittal of the application. For the Metro region, JPACT acts as the "ACT."

Metro and ODOT developed the following process for moving city and county bicycle and pedestrian projects from TPAC to JPACT:

1. Metro and ODOT staff gathered and reviewed City and County bicycle and pedestrian project descriptions from February 12, 2001 through February 22, 2001. Portland, Multnomah County, Washington County, Cornelius, Clackamas County, Hillsboro and Milwaukie submitted project descriptions for Metro and ODOT staff review. The list of project descriptions was reviewed by TPAC at the February meeting.

2. At TPAC on February 23, 2001, the committee approved the list of bicycle and pedestrian projects to be forwarded to JPACT for endorsement. TPAC also recommended that new project descriptions and any changes to project descriptions reviewed by TPAC at the February meeting be forwarded to JPACT for approval. Lake Oswego has since submitted a pedestrian project, and it was reviewed favorably by Metro and ODOT staff.

3. JPACT endorsement of bicycle and pedestrian projects will be forwarded to ODOT Bicycle and Pedestrian Program staff in Salem immediately following the March 15th JPACT meeting.

Metro and ODOT staff reviewed ten project proposals submitted by nine jurisdictions. The City of Portland is allowed to submit to proposals. The proposals were screened for eligibility for ODOT's grant program, and staff recommends that all of the projects be endorsed by JPACT. The projects are listed below by jurisdiction, and described in more detail in the attachment.

- City of Portland:
  1. Spokane/Umatilla Bicycle Boulevard Project
  2. Hawthorne Boulevard Improvements from SE 47th Ave. to SE 49th Ave.
- Washington County: SW Walker Road and SW 158th Ave. Intersection Improvement Project
- Clackamas County: Bike and Pedestrian Improvements on Park Avenue (Hwy. 99E to Oatfield Road)
- Hillsboro: Grant Area School Safety Enhancement Project
- Gresham: Improve Bike Access to the Springwater Trail at Regner Road
- Milwaukie: 42nd Ave. (Johnson Creek Boulevard to Olsen Street) Sidewalk Improvements
- Multnomah County: ADA Improvements on Division Street between Cleveland Avenue and Burnside Road
- Cornelius: Install Sidewalks from 4th Avenue to 10th Avenue on the north side of Adair
- Lake Oswego: Meadows Road Pedestrian Enhancement Project

ODOT BICYCLE AND PEDESTRIAN PROGRAM
PROJECTS ELIGIBLE IN THE METRO REGION

PORTLAND

Spokane/Umatilla Bicycle Boulevard Project

This approximate 1 mile project will provide a needed pedestrian and bicycle link between 19 plus miles of existing and under construction trails (the Springwater Corridor and OMSI-Springwater Trail, respectively). The bicycle boulevard streets will also serve local bicycle transportation needs in the Sellwood neighborhood, which currently has no developed bicycle routes. Existing conditions along the streets necessitate providing bicycle boulevard features. These existing conditions include the current difficulty experienced by pedestrians and cyclists wishing to cross 13th and 17th Avenues, and traffic volumes and speeds higher than appropriate for comfortable riding. The project will slow traffic speeds, provide good arterial crossings at 13th and 17th, and look at ways to discourage and perhaps divert traffic from Spokane Street, which currently experiences some level of cut-through traffic. The project will also stripe bike lanes on a segment of Tacoma Street (17th to 21st) that serves as a final connection to the existing Springwater Trail.

This project is proposed as a bicycle boulevard couplet because of the high traffic volumes on Tacoma Street and the lack of adequate crossing opportunities along much of the street. Developing the project as a couplet provides the needed trail connections and neighborhood bikeways without requiring pedestrians or cyclists to cross Tacoma Street.

Hawthorne Boulevard: Improvements from SE 47th Ave to SE 49th Ave

The Hawthorne Boulevard Plan was adopted by Portland's City Council in 1997 with wide community support. The goal of the plan was to create a public environment and transportation system that supports Hawthorne's role as a vital neighborhood main street. Hawthorne Boulevard is served by Tri-Met line 14 - one of the region's highest demand routes - and is a Metro 2040 main street. The project is truly multi-modal in scope and will mitigate factors that act as deterrents to bicycling, walking and transit use. This grant application is specifically for planned improvements from SE 47th Avenue to SE 49th Avenue to be built as part of the Hawthorne Boulevard Project.

Existing high traffic volumes and the existing three-lane cross section in this area of Hawthorne make crossing difficult for pedestrians. The project will construct median islands and curb extensions to provide safe and visible pedestrian crossings. Transit curb extensions will reduce bus travel times by allowing buses to stop in the travel lane to pick up and drop off passengers. The transit curb extensions will also create space to provide passenger amenities, such as transit shelters. Covered bike parking - called a Bike Oasis - will include a bike route map and neighborhood kiosk. The Bike Oasis concept was developed to provide end-of-trip facilities for cyclists and, perhaps more importantly, convey a message that bicyclists belong on Hawthorne and are welcomed.

The Hawthorne Boulevard Project will build improvements from SE 20th Avenue to SE 55th Avenue. Preliminary engineering and public involvement is currently underway and the project is expected to go to construction in fall 2002. The project is funded with $1.5 million of TEA-21 funding, $600,000 of city Transportation Systems Development Charge funding and $200,000 of

Tri-Met funding. Current project estimates are at $3.2 to $3.6 million dollars and the project is facing a budget shortfall of $900,000 to $1.3 million dollars.

Although critical to the success of the project, the improvements proposed in this grant will likely not be built without this grant support. Request from ODOT is $180,000, with a local contribution of $13,715 and a CMAQ funding contribution of $60,000. Total project cost is $253,715.

WASHINGTON COUNTY

SW Walker Road and SW 158th Avenue Intersection Improvement Project

Washington County's Planning Division is preparing to submit an application to ODOT for a pedestrian/bicycle project grant for $170,000. The grant funds would help pay for a $210,000 intersection improvement project at SW Walker Road and SW 158th Avenue.

With consideration of the ODOT Grant approval criteria, County staff reviewed the entire list of pedestrian and bicycle projects identified in the County's Capital Improvement Program as well as other potential pedestrian/bicycle improvement projects and narrowed the field to 16. However, none of these projects could meet all of the ODOT requirements.

Staff identified one project likely to qualify for grant funding, and for which matching County (MSTIP) funds are expected to be available upon approval of the Washington County Coordinating Committee. As mentioned above, the project is located on the east leg of the intersection of Walker Road and 158th Avenue, which is within the City of Beaverton. Both 158th Avenue and Walker Road are County facilities.

The Walker Road/158th Avenue intersection currently has several characteristics that compromise bicyclist, pedestrian and motorist safety. The problems are due to the geometry of the east leg (for westbound traffic) of the intersection. The existing right-turn lane needs to be pulled towards the north, to avoid creating the impression that it can be used for through traffic movements. This impression is strengthened by the presence of two WB receiving lanes on the west leg of the intersection. WB vehicles that improperly move from the exclusive right-turn lane through the intersection create a hazard for bicyclists and pedestrians that may also be in the intersection. In addition, the geometry requires WB cyclists to execute a weaving movement to the north in order to access the bike lane on the west leg of the intersection. The proposed project would correct this situation through the following:

The existing exclusive right-turn lane will require minor widening and re-striping, the sidewalk and signal loops will need to be relocated, the existing, span wire-mounted signals will be replaced with mast arms and new signal heads and the bicycle lane will be realigned to eliminate the potentially dangerous weaving movement.

Since the project is within Beaverton's City Limits, county staff presented it to Beaverton's bicycle advisory committee (B.I.K.E.) on February 6, 2001. Feedback from Beaverton staff and bicycle advisory committee about this project was positive.

County match would potentially be $42,000 (approximately 20% of the total project cost) from the MSTIP Bicycle – Pedestrian Program Fund. Local match is not a requirement, but, according to the grant criteria, voluntary local match will count heavily in project scoring.

CLACKAMAS COUNTY

Bike and Pedestrian Improvements on Park Avenue (Highway 99E to Oatfield Road)

Clackamas County is proposing to construct curbs, sidewalks, bicycle lanes and planting strips, meeting present width standards; along both sides of Park Avenue between State Highway 99E (McLoughlin Blvd.) and Oatfield Road. This connection is listed in the Clackamas County Comp. Plan, as well as both the Clackamas County Pedestrian and Bicycle Master Plans as a needed link. Tri-Met identified this segment of Park Ave. as a specific location it would definitely like to see fixed for it's three year service plan to improve the quality, service and amenities of transit along major transit oriented corridors. "Ridership at 99E & Park Ave. is significant", completing this surprisingly short 350-foot connection between bus lines 33 (McLoughlin) and 32 (Oatfield) is highly recommended. The adverse terrain conditions along this segment of Park Ave. will require retaining walls and re-grading of cross streets and driveways along with drainage improvements and utility relocations to accommodate the new section. We estimate Preliminary and Construction Engineering to cost $56,000, while construction is estimated at $225,000; for a combined cost of $281,000.

HILLSBORO

Grant Area School Safety Enhancement Project

Hillsboro proposes a package of improvements on Grant Street to enhance bicycle and pedestrian safety and access to Peter Boscow Elementary School and Hillsboro Union High School Hare Field. The project package consists of improvements on NE Grant Street. It would provide safe pedestrian connections to Peter Boscow Elementary and Hare Field by filling in missing sidewalks and adding crossing treatments. It would also be the first phase in implementation of a bicycle boulevard on NE Grant Street. (Future phases will extend it to east to NE 28th Avenue). The project is a high priority in the City's Transportation System Plan and is supported by the Hillsboro Bicycle and Pedestrian Citizen Advisory Task Force. The project is located within walking distance of the Hillsboro Regional Center (downtown Hillsboro) and MAX. The project would comprise:

Grant Street (1st to Cornell)

- Fill in missing sidewalks on both sides of the street from NE 1st Avenue to NE Cornell Road
- Add a bulb-out on the NE corner of 3rd Avenue for school crossing and revise SE corner of 3rd Avenue as needed to accommodate school buses turning right.
- Add a bulb-out on the NW corner of Jackson School Road where there is an existing painted zebra crosswalk and add a new crosswalk from the NW corner of Jackson School Road to the Harold Eastman Memorial Rose Garden Park (Jackson School is one-way to Grant Street, with a right-only)
- Add a bulb-out on the NE corner of Delsey Road next to Hare Field with a new crosswalk to the parking lot on the south side of Grant or an 8-foot median with a new crosswalk.

GRESHAM

Improve Bike Access to the Springwater Trail at Regner Road

The project will construct .3 miles of shoulder on the uphill side of Regner Road (between Roberts and the Springwater Trail). Currently bicyclists are leaving the STC have no safe path when pedaling uphill to Roberts. This creates a conflict with cars that are traveling at high speeds when approaching the intersection of Regner and Roberts. To further increase safety for cyclists and pedestrians a controlled traffic circle will be constructed at the intersection of Roberts and Regner. This will designate safe bike/pedestrian crossings and reduce auto speeds through the neighborhood. Gresham is requesting $180,000 in grant funds. City staff will contribute $20,000 in project engineering and administration.

MILWAUKIE\

42nd Avenue (Johnson Creek Boulevard to Olsen Street) Sidewalk Improvements

The scope of the project is construction of approximately 3,800 lineal feet of curb and sidewalk, and approximately 650 lineal feet of 12-inch storm main. The project would bring connectivity to recently constructed sidewalks projects, transit routes, parks and schools. Total project cost is estimated at approximately $325,000.

MULTNOMAH COUNTY

ADA Improvements on Division Street between Cleveland Avenue and Burnside Road

A 16-unit apartment complex serving disabled persons, especially those in wheelchairs, is located on 8th Street just off of Cleveland Avenue. Residents of the apartment complex travel from their apartments along Division Street to Safeway at the corner of Burnside Rd and Division Street. Due to existing barriers people using wheelchairs are unable to use the curb ramps to access the signal push buttons and must instead operate as a bicycle in the bike lane to negotiate the signals.

This project will replace deficient sidewalk ramps and driveways, add sidewalk ramps, shorten crossings, modify a raised right turn channelization island, and add pedestrian signals and pushbuttons to provide an ADA compliant connection along Division Street between the disabled pedestrian residence and the Safeway shopping center.

Grant request: $150,000 Multnomah County match: $70,000 Total cost: $220,000

CORNELIUS

Install sidewalks from 4th Avenue to 10th Avenue on the north side of Adair in the commercial core area of Cornelius.

LAKE OSWEGO

Meadows Road Pedestrian Enhancement Project

Lake Oswego's proposed project consists of filling in two gaps in an existing sidewalk located along Meadows Road between Bangy Road and Carman Drive. The sidewalk is located in the Kruse Way Corridor and serves the surrounding office and adjacent business complexes. The installation of a sidewalk will help to reduce vehicle trips attempting to access adjacent commercial properties along Bangy Road. The project would consist of filling in two gaps in the sidewalk; one of approximately 450 lineal feet, and the other of approximately 950 lineal feet long. Along approximately half the project length small retaining walls would be necessary in order to protect parking and the adjacent landscaping. Most properties along the corridor have installed sidewalks as development occurred; the two missing pieces of sidewalk are in previously developed areas. The sidewalks are called for in the pedestrian element of the Lake Oswego Transportation System Plan and should help to reduce vehicle trips along the corridor by providing an essential link to the commercial establishments.

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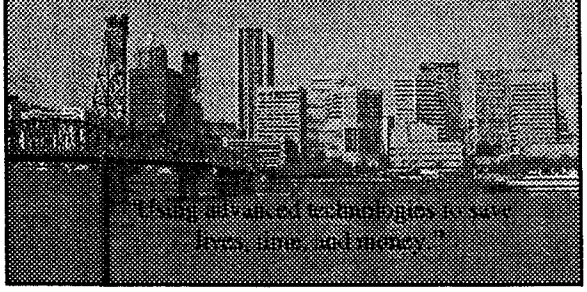
Benefits of ITS

(Intelligent Transportation Systems)



Using advanced technologies to save lives, time, and money.

Outline for today's ITS talk

- What is ITS?
- ITS goals
- ITS results
- ITS integration projects underway
- Regional ITS needs
- ITS request for MTIP 04/05

What is ITS?

- CCTV
- Variable Message Signs
- Ramp Meters
- Incident Response
- Computer Systems
  - Traffic Management
  - Computer Aided Transit Dispatch
  - Signal Systems

ITS Goals

- Safety
- Reduce congestion / improve efficiency
- Better use of existing system
- Improve reliability & consistency
- Provide user information (empower users)

"Saving lives, time, and money"

Regional Plan Policy 18.0
Transportation System Management

Objective: Implement an integrated, regional ATMS program that addresses:

Freeway Management

Arterial Coordination

Transit Operation

Multi-modal Traveler Information

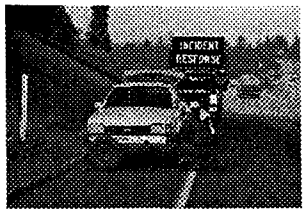
ITS Results

Four examples of benefits -

- Incident response through Comet service patrols
- Ramp metering on Sunset Highway & I-5 N
- Arterial signal timing on 82nd/122nd
- Bus dispatch system
- Traveler information

INCIDENT RESPONSE

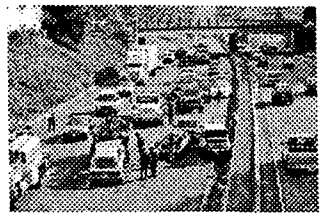
- Incident Prevention
- **Motorist Assistance**
- On-Scene Incident Management



We average over 1200 motorist assists per month

INCIDENT RESPONSE

- Incident Prevention
- Motorist Assistance
- **On-Scene Incident Management**



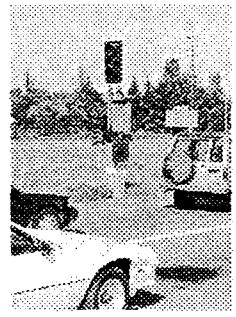
We respond to almost 250 accidents per month

Incident Response Results

- Reduced Response Time 20%
- Reduced Incident Clearance Time 66%
- Accident Reduction 30% - 50%

RAMP METERS

- Manage Congestion
- Increase Capacity
- Reduce Accidents



Ramp Meter Results

- I-5 North
  - Reduced Accidents 50%
  - Increased Speeds 30%
- US26 (Sunset)
  - Decreased Travel Time 20%
- Minnesota study results

ITS Results on Arterial Streets

Why have a computer system?

- Provide for synchronization and control of signals.
- Monitor operations and report failures
- But, primarily to implement good signal timing.

But, what is good signal timing???

Reduce stops and delay, especially for major streets.

Signal Retiming Successes in Portland

- NE/SE 82nd Avenue (27 signals)
  from Webster south to Flavel
- NE/SE 122nd Avenue (9 signals)
  from Skidmore to Division

Annual Savings:

Measure	82nd	122nd
Travel time	**182,200 veh-hr**	**113,600 veh-hr**
Stops	**25+ million**	**4 million**
Fuel	**136,000 gal**	**86,000 gal**
Emissions	**85 tons CO**	**23 tons CO**

Converting to dollars and cents:

- Cost to retime =$70,000
- Annual fuel savings = $255,300
- Based on 5 year life, and only fuel savings,
  B/C ratio =
- 18 to 1 !!!

ITS Results

Bus Dispatch System - improving bus operations

Primary Functions

- Manage communications
- Monitor system status
- Facilitate decision making
- Collect operating data

Benefits of Using BDS Data

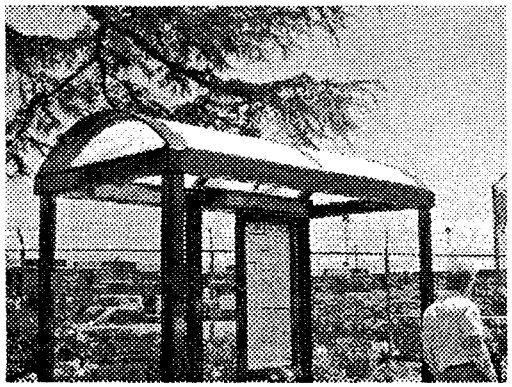
Line 72 (82nd Ave.) Evaluation
Fall 99 vs. Fall 98

PM Peak Improvements

- **On Time Performance 15%**
- **Bus Spacing (Headway) 36%**
- **Overloaded Trips Decreased 24% to 2%**
- **Reported Pass ups –60%**

ITS Results - Transit Tracker

- Displays arrival information to passengers at bus/rail stops
- Patterned after the London Countdown project



First Phase Transit Tracker

- Rail – 10 Stations Serving Airport
- Bus – 15 Busy Stops
- Evaluate Project Design and Effectiveness

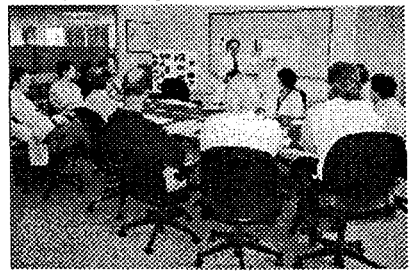
Why integrate?

- Neither modes nor jurisdictions are independent.
- The biggest payoff is in integrated operation -

"The whole is greater than the sum of the parts."

Basic element of our integration -

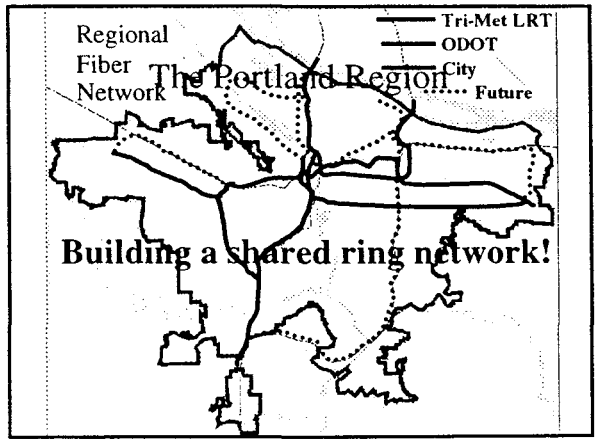
Monthly meetings of the TransPort TAC

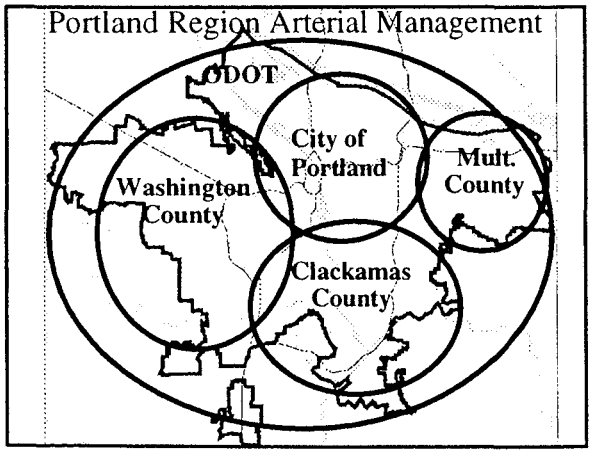


Integration examples

Addressing Regional ITS Communications Needs

- ODOT's freeway management system
- Tri-Met's light rail system and bus system
- City's signal system
- City's general telecommunications needs, including 911, fire, and police





Integration Examples

Traffic Signal Priority for Buses

Integration Examples

Traffic Signal Priority for Buses

- Makes bus service faster and more reliable
- Reduces cost
- Uses smart vehicle concept
- Compatible with fire vehicle traffic signal pre-emption systems already in place

Integration Examples

Portland/ Tri-Met signal priority project -

- All buses will be able to request priority
- First 50 intersections (Line 4) by April 30
- 200 more intersections in Portland by 2002
- Other jurisdictions after proven in Portland

ITS Needs

- Complete regional ITS infrastructure
- Complete integration of systems
- Provide multi-modal traveler information

ITS Needs

Complete regional ITS infrastructure

- Have arterial, freeway, and transit needs
- Will just focus on arterial needs today

Table of example arterial needs

Agency	Corridor Costs
Clackamas County	$2,800,000
Multnomah Co. / Gresham	$2,700,000
City of Portland / Port	$4,200,000
Washington County	$2,500,000
ODOT	$6,000,000
TOTAL	$18,200,000

ITS Needs

System integration needs -

- Center-to-center integration / joint operations
- Integration of computer systems
- Need estimated at -
  $1 to 2 million

ITS Needs

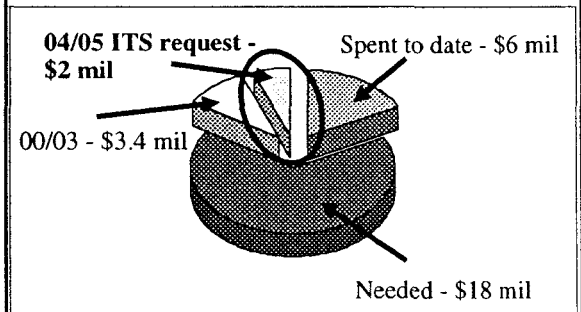
Traveler information needs -

- Gather data and provide in Web format
- Need estimated at over - $2 million
- Searching for public/private partnerships to leverage costs

Previous MTIP Funding for ITS Arterials - Fiscal Years 00-03

	00	01	02	03	TOTAL
Clack. Co. ITS/ATMS	0.130	0.622			0.752
Mult. Co/Gresham ITS, Ph. 2	0.520				0.520
Gresham/Mult. Co. ITS	0.100	0.400			0.500
Portland Arterial/Frwy. ITS	0.150	0.600			0.750
Portland MLK/Interstate ITS				0.550	0.550
Wash. Co. ATMS	0.070	0.150	0.150		0.370
ITS Total	0.970	1.772	0.150	0.550	3.442

ITS Arterial expenditures & needs

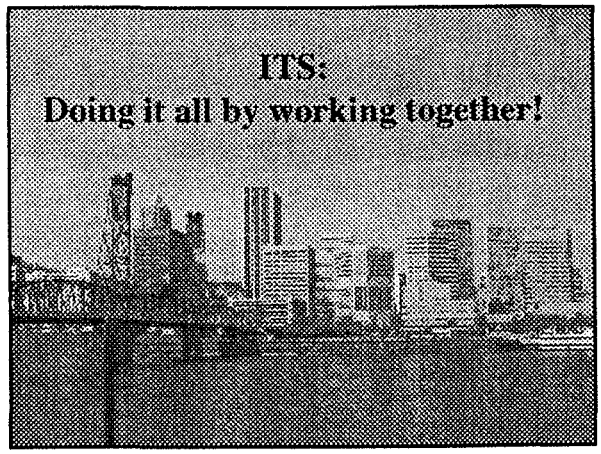


The case for an ITS program

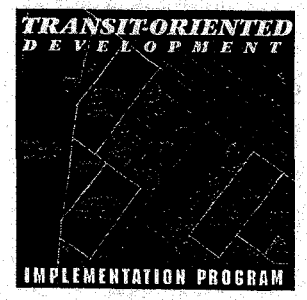
- We need to have integrated ITS program for all regional partners.
- An ITS Program will recognize system wide needs, as well as local needs.
- The TransPort TAC has become an effective team.
- The TransPort TAC is the logical group to recommend ITS programs/projects for the region.

Putting ITS costs in perspective

- Cost effective example:
  - Since 1996, The total construction costs for ITS for ODOT has been less than half the cost of the I-5/217 Interchange project.
  - ITS can make improvements to the whole transportation system rather than single locations.



Transit-Oriented Development Implementation Program



Program Summary

The Portland metropolitan region's adopted growth management plan (The 2040 Growth Concept) calls for the region to grow "up" rather than "out" into farmland and open space. Specifically, the plan limits expansion with an Urban Growth Boundary and focuses growth around transit.

The Transit-Oriented Development (TOD) Implementation Program causes the construction of "transit villages" and projects that demonstrate TOD concepts at light rail transit stations throughout the Portland region. These compact, relatively dense, mixed-use, mixed-income developments concentrate retail, housing and jobs in pedestrian-scaled urban centers, increase non-auto use (transit, bikes, walking) and decrease regional congestion and air pollution.

Independent studies indicate that a TOD will reduce congestion and air pollution by up to 30% compared to typical suburban development and that joint development is 8 to 14 times more cost-effective than new rail starts or rail extensions.

The TOD Program operates through a series of cooperative agreements between the region's elected regional government (Metro) and local jurisdictions and utilizes Development Agreements with private developers. The primary use of TOD Program funds is site acquisition.

Property is acquired, reparceled and planned, then sold with conditions to private developers for constructing transit-oriented development and/or dedicated to local governments for streets, plazas, and other public facilities where appropriate. In many cases the land value is written down to cover the extraordinary development costs required to construct a specific TOD project. In such cases, a "highest and best transit use" appraisal is used to establish the sale price.

The program is the first of its kind in the United States and has been instrumental in helping shape the joint development policies of the Federal Transit Administration.

Program Chronology

Program First Proposed Locally	December 1991
Policy Questions Posed to FTA to Define Scope of Program Activities	June 1994
FTA Issues Memo on Statutory Authority to Fund Joint Development Activities	March 1995
Regional Flexible Funds Designated for a Program	April 1995
FTA Issues New Joint Development Policy	March 1997
FTA Approves Metro Grant	June 1997
FTA Issues Environmental FONSI on Program	March 1998
Metro Council Approves RFP and Start-Up Activities	April 1998
Six RFP Submittals Selected	May 1998
First TOD Site Purchased: Hillsboro Central	July 1998
First TOD Site Sold to Developer: Center Commons	February 1999
First TOD Easement Purchased: Buckman Terrace	February 2000
Funding Commitment Made to The Round at Beaverton Central	May 2000
Funding Commitment made to Central Point in downtown Gresham	October 2000
Purchased opportunity site in Gresham Civic Neighborhood	January 2001

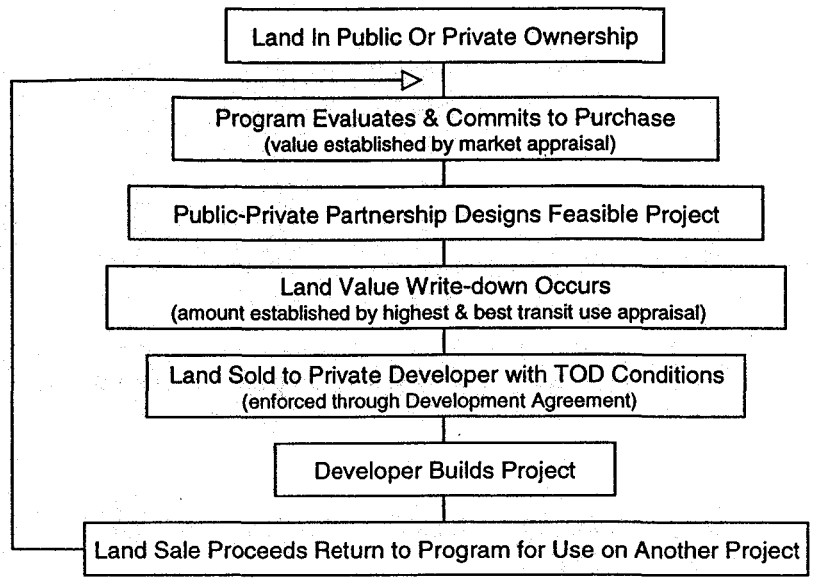
Program Contacts

Phil Whitmore (503) 797-1931
Marc Guichard (503)797-1944
guichardm@metro.dst.or.us

TOD Implementation Program
Transportation Department, Metro
600 NE Grand Avenue
Portland, OR 97232

TOD IMPLEMENTATION PROGRAM

TOD Program Operation Model



METRO TRANSPORTATION DEPARTMENT

METRO

TOD Implementation Projects: January 2001

Project, Location & Status	*Description*	*Size (acres)*	*Total Costs*	*TOD Funding*
Hillsboro Central 350 E. Main St., Hillsboro (conceptual design; awaiting RFP)	former bank building between MAX station and Main Street; 3-4 story mixed-use building anticipated to help link traditional main street commercial district to transit system	1.10	$3-8M	$300,000
Center Commons NE 60th & NE Glisan, Portland (complete)	mixed-use, mixed-income project: 172 senior apts., 60 affordable family apts., 56 market rate apts., 26 for sale row houses; 1,500 sq. ft. class A retail, child care center; strong site plan mitigates freeway noise; will help revitalize neighborhood commercial district; best visited from Glisan St.	4.88	$30.4M	$250,000
Buckman Terrace NE 16th & NE Sandy Blvd., Portland (complete)	mixed use building: 122 apts.; 2,000 sq. ft. class A retail; structured parking; noteworthy pedestrian scaled architectural details	0.83	$ 7.2M	$100,000
Gresham Civic SE Civic Drive & MAX tracks, Gresham (design development)	mixed-use project: 60 market condos; 25,000 sq. ft. class A retail; structured parking	2.10	$8.1M	$300,000
Central Point 302 NE Roberts St., Gresham (construction)	mixed-use building: 22 market rate apartments; 3,000 sq. ft. class A retail; tuck-under parking; innovative steel frame building system; nice exterior details; reinforces pedestrian corridor between downtown Gresham and MAX station	0.28	$2.3M	$60,000
Russellville Commons SE 102nd & E. Burnside; Portland (construction)	mixed-use, mixed income project: 479 affordable & market apts.; 15,000 sq. ft commercial; child-care center; community center; first phase complete; site plan establishes strong pedestrian connection to transit station	10.10	$44.5M	$500,000
The Madison SW 20th & SW Madison, Portland (design development)	13 unit transit-supportive market rate condo building	0.11	$5.3M	$50,000
Metro Access Millikan Way & Schottky Rd., Beaverton (design development)	mixed-use building: 40,000 sq. ft. class A office; 20,000 sq. ft. service commercial; innovative three-story building system	2.80	$7.6M	$75,000
The Round at Beaverton Central Hall Blvd. at Beaverton Central MAX Station (construction/ design development)	mixed use project: 137 residential units mix of market condo and apts.; 140,000 sq. ft class A office; 85,000 sq. ft. class A retail; 14 screen cineplex; public plaza; public garden. fully illustrates strengths and challenges associated with innovative real estate development	7.90	$80-120M	$2,000,000
Gresham Civic SW Civic Drive & MAX tracks, Gresham (conceptual design)	currently vacant site; anticipate mixed-use development of housing; retail and integration with MAX station	4.10	$9-16M	$500,000

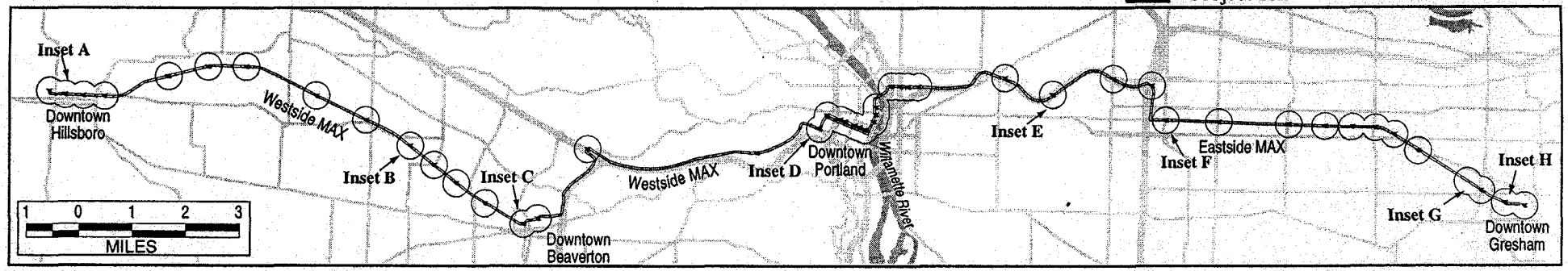
Transit-Oriented Development Implementation Program

Active Projects Winter 2001

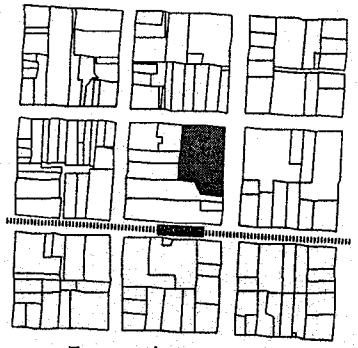
1/4 Mile Station Area Boundary

Project Site

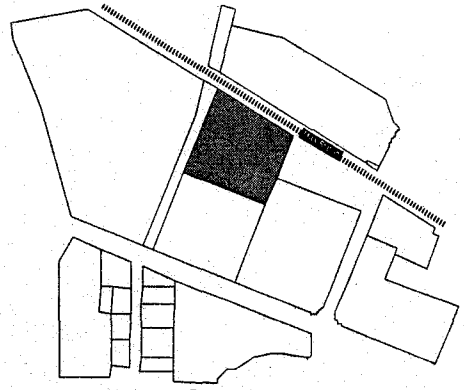
N



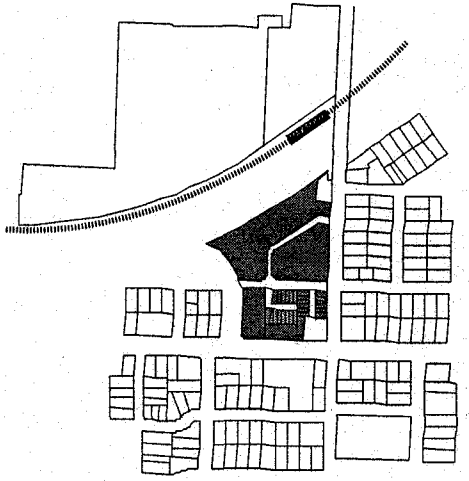
400 0 400 800
FEET
Scale: 9600:1 (one inch equals 800 feet)



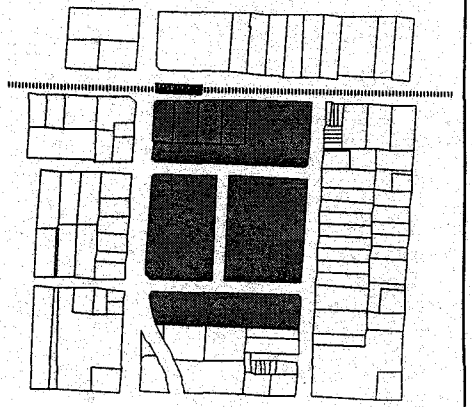
Inset A:
Hillsboro Central
3rd & E. Main St.



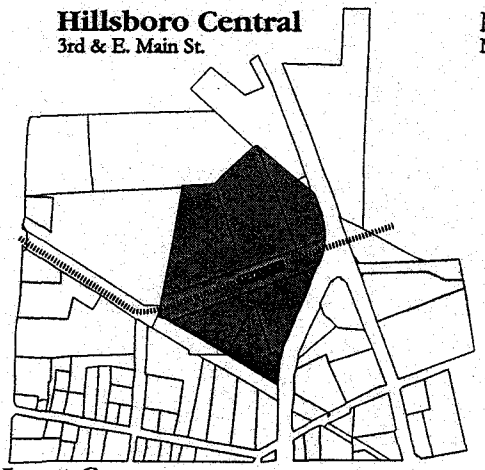
Inset B:
Metro Access
Millikan Way MAX Station



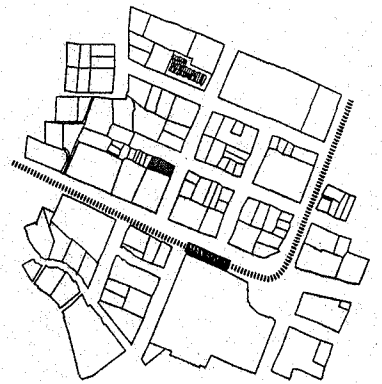
Inset E:
Center Commons
NE 60th & NE Glisan St.



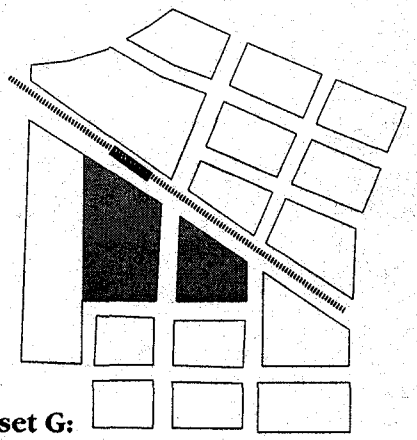
Inset F:
Russellville Apartments
102nd & E. Burnside St.



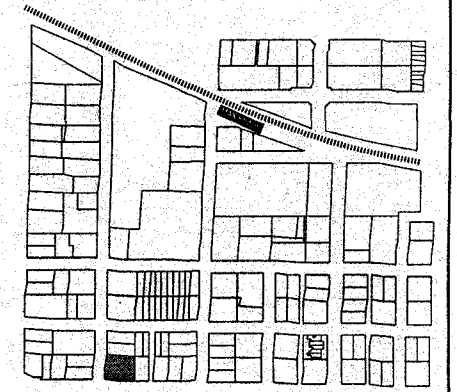
Inset C:
The R[illegible]d At Beaverton Central
Beaverton [illegible]al MAX Station



Inset D:
The Madison
Salmon St. MAX Station

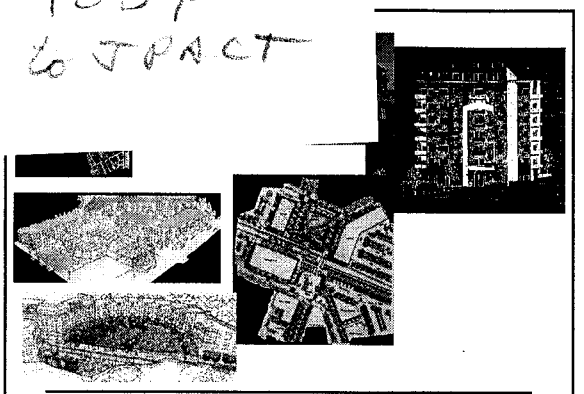


Inset G:
Gresham Civic Neighborhood
Gresham Civic MAX Station



Inset H:
Central Point
Third & Roberts, Downtown [illegible]sham

3-15-01
TOD plan.
to JPACT



METRO TRANPORTATION DEPARTMENT

Transit-Oriented Development

Implementation Program

- What is a TOD?
- Is a TOD program necessary?
- Is the TOD Program effective?
- Is the TOD Program efficient?

METRO TRANPORTATION DEPARTMENT

TOD IMPLEMENTATION PROGRAM

Transit-Oriented Development

TOD projects have three fundamental characteristics that enhance transit ridership:

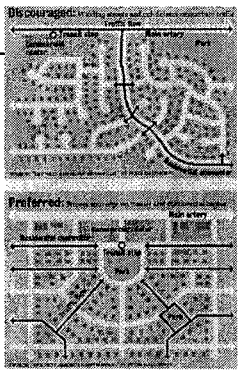
- A mix of moderate to high intensity land uses;
- A physical or functional connection to the transit system;
- Design features that reinforce pedestrian relationships and scale.

METRO TRANSPORTATION DEPARTMENT

TOD IMPLEMENTATION PROGRAM

Development Patterns

- Conventional Development
  - Uses Separated
  - All Trips Channeled to Same Streets
  - Difficult to Walk and/or Access Transit
- TOD Pattern
  - Higher Intensity Uses Next to Transit
  - Transit As Focal Point
  - Multi-modal



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TOD IMPLEMENTATION PROGRAM

TODs come in a variety of types

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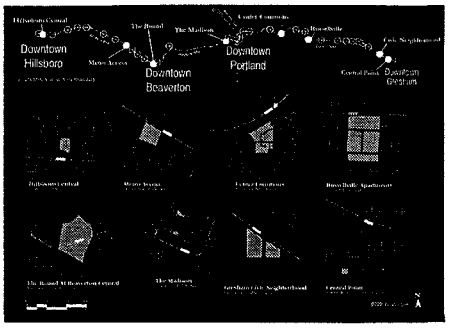
TOD IMPLEMENTATION PROGRAM

Current Project Locations



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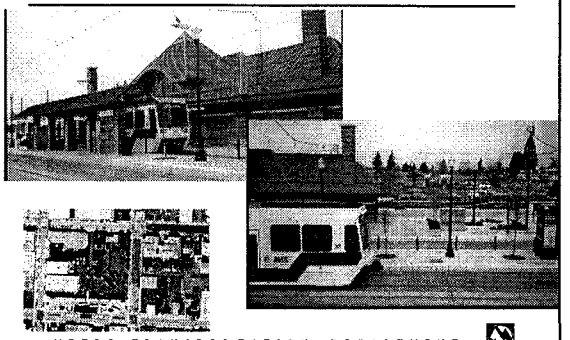
TOD IMPLEMENTATION PROGRAM

Hillsboro Central



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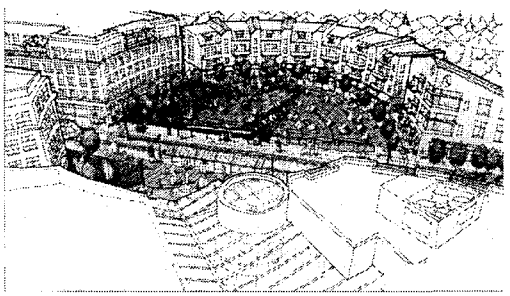
TOD IMPLEMENTATION PROGRAM

The Round



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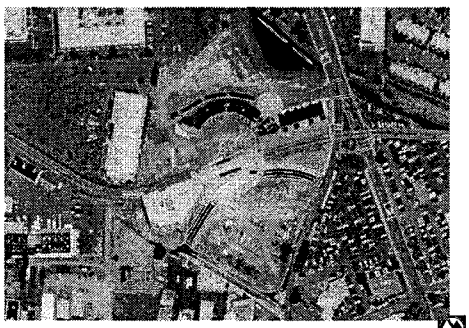
TOD IMPLEMENTATION PROGRAM

The Round



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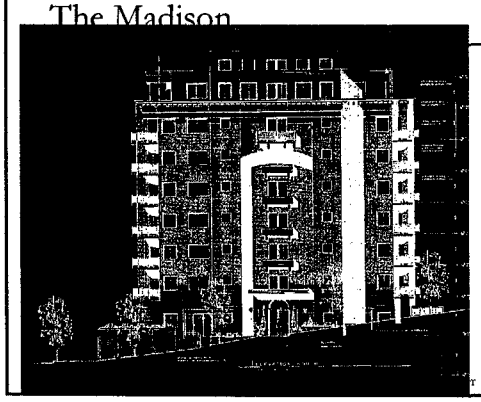
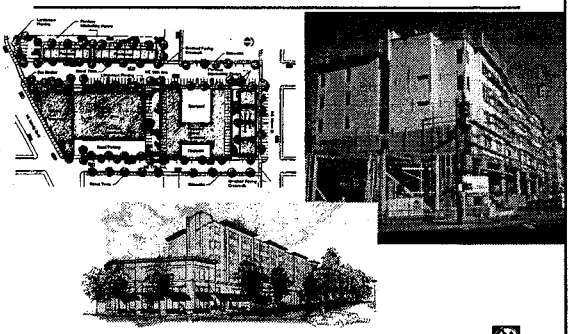
TOD IMPLEMENTATION PROGRAM

The Madison



TOD IMPLEMENTATION PROGRAM

Buckman Terrace: Original Site



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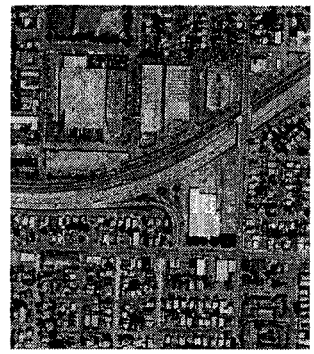
TOD IMPLEMENTATION PROGRAM

Buckman Terrace

Note ped design details

METRO TRANSPORTATION DEPARTMENT

Center Commons: Original Site



TOD IMPLEMENTATION PROGRAM

Center Commons Development Program

- 4.88 acre site
- Mixed-use, mixed-income project (senior housing, family affordable, market rate apartments., childcare, retail space)
- Model Partnership (developer, state housing, PDC, TOD Program, Tri-Met)

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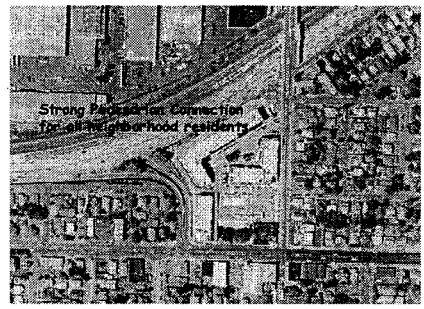
TOD IMPLEMENTATION PROGRAM

Center Commons



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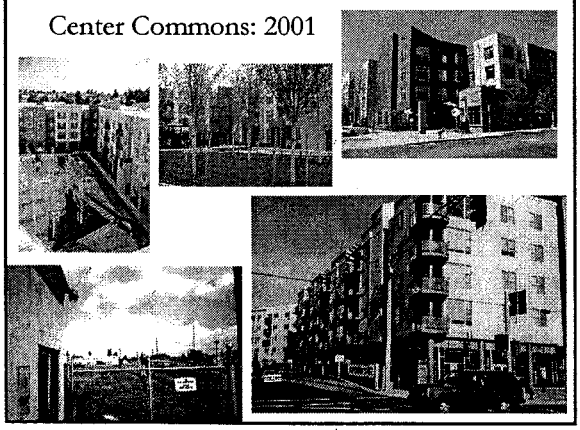
Center Commons: 2001



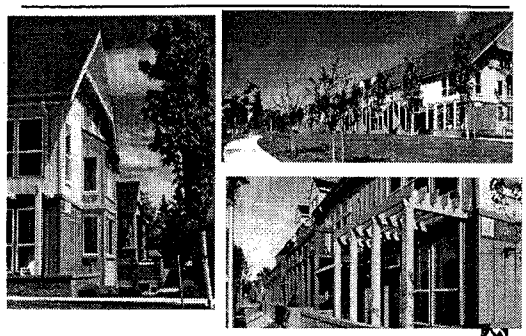
TOD IMPLEMENTATION PROGRAM

Russellville

METRO TRANSPORT

TOD IMPLEMENTATION PROGRAM

Russellville Commons



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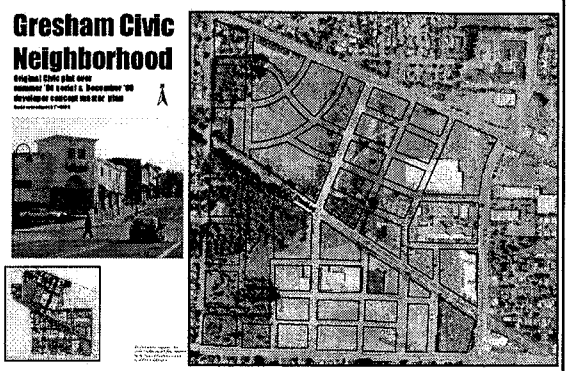
TOD IMPLEMENTATION PROGRAM

Gresham Civic Neighborhood



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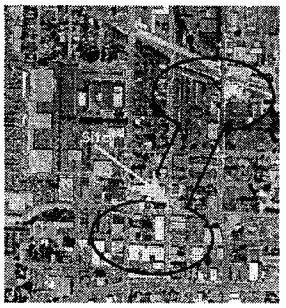
TOD IMPLEMENTATION PROGRAM

Central Point



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TOD IMPLEMENTATION PROGRAM

Central Point:

METRO TRANSPORTATION DEPARTMENT

TOD IMPLEMENTATION PROGRAM

Central Point

METRO TRANSPORTATION DEPARTMENT

Transit-Oriented Development

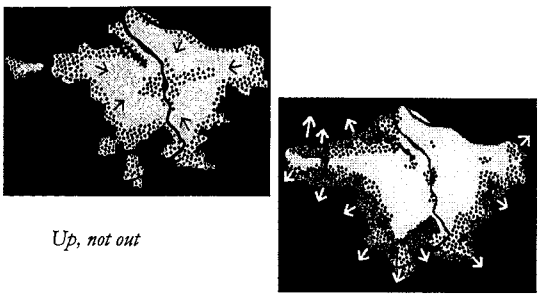
Implementation Program

- Is a TOD program necessary?

METRO TRANPORTATION DEPARTMENT

TOD IMPLEMENTATION PROGRAM

500,000 new people, 20 years



Up, not out

METRO TRANSPORTATION DEPARTMENT

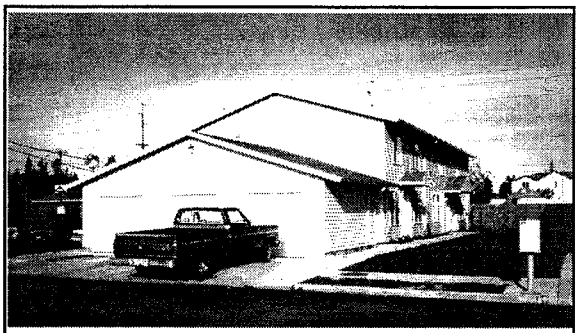
Implementing The 2040 Growth

TOD IMPLEMENTATION PROGRAM

Metro 1994 Travel Behavior Survey

Mixed Use/ Good Transit	11.5 %	41.9 %	0.80	0.93
Remainder of Region	1.2%	12.7%	21.79	1.93

METRO TRANSPORTATION DEPARTMENT

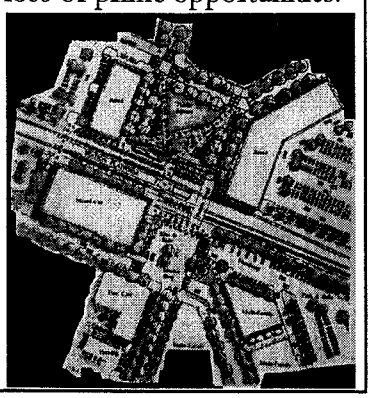


In many station areas outside the Central city, purely market-driven development does not support transit use

Preventing the loss of prime opportunities.

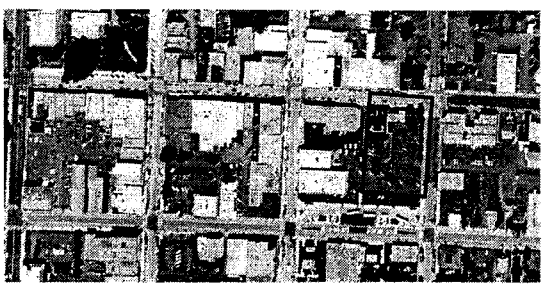
The Murray West TOD had it all: great site, great plan, mix of uses, child care, supermarket, views of Mt. Hood, a variety of housing types...

...except site control.



TOD IMPLEMENTATION PROGRAM

Hillsboro Central: 1.1 acres



METRO TRANSPORTATION DEPARTMENT

TODs are Relatively Expensive

- Urban Construction
- Mixed Uses
- Structured Parking

The Risks Associated with TODs

- Financial risks
  (Russellville needs $1.10 per square foot long term, market was 78 cents, getting 98 cents)
- Market Economics
  (Buckman commercial ahead of market)
- Design and Construction
  (design of Russellville; how to plumb and wire Central Point)

Transit-Oriented Development
Implementation Program

- Is the program effective?

Metro Auditor

Six month review between July & December 2000:

•Reviewed pertinent sections of the RTP, FTA standards, Metro budget documents, Metro Council Resolutions, TOD Steering Committee minutes and other documents

•Examined active and planned projects

•Reviewed and analyzed projected performance measures used to justify projects

Conclusion from the final report:

"Metro's TOD Program implements an innovative and cost-effective approach to achieving mixed-use, higher density projects that will hopefully result in increased transit use, less reliance on automobile use and other public benefits defined in the 2040 Growth Concept."

Peer & Academic Review

Developers stated that the TOD Program was a major, if not critical, factor in their ability to construct projects. They attributed Metro's credibility and commitment as a significant factor in attracting project financing. [Metro Auditor]

Local agency officials who have worked with the TOD Program stated that it often plays a major role in making mutually beneficial projects work. Most officials with whom the auditor discussed the program stated that its primary need is more funding.

Case Studies on program include: Deibold Institute for Public Policy Studies (Deutsche Bank), Governor's office of Maryland, Sound Transit, Montreal Transit Authority, Center for Neighborhood Technology (Chicago), FTA Region 10, Norman Y. Mineta International Institute for Surface Transportation Policy Studies(California), MIT Department of Urban Studies & Planning, & Florida office of BRW.

Transit-Oriented Development
Implementation Program

- **Is the program efficient?**

TOD IMPLEMENTATION PROGRAM

Funding Analysis Models

TOD related cost penalties

Induced ridership

Cost per induced rider

Capitalized value of the farebox revenue

METRO TRANSPORTATION DEPARTMENT

TOD IMPLEMENTATION PROGRAM

Funding Analysis Example

Cost penalties: $1.2M

Projected induced ridership: 312 daily trips

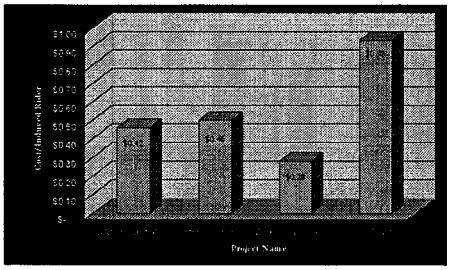
Cost per induced rider: 50 cents

Capitalized value of the farebox revenue: $966,000 (3.4% discount rate)

METRO TRANSPORTATION DEPARTMENT

TOD IMPLEMENTATION PROGRAM

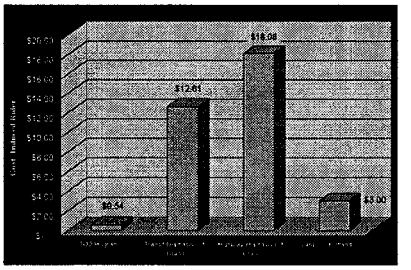
Current range of cost per induced rider



METRO TRANSPORTATION DEPARTMENT

TOD IMPLEMENTATION PROGRAM

Cost per Induced Transit Rider: Various Transportation Investments



Major Transportation Investment Analysis (MTIA) for the St. Louis Cross-County Corridor

10 strategies, reduction in person hours of delay ranged from .3-13.3 (daily in thousands)

Chart at right shows two strategies:

Transit emphasis (12.6 delay reduction) consisting of LRT extension, interstate lane additions & interchange reconstruction.

Highway emphasis (12.8 delay reduction) consisting of interstate lane additions, HOV lane designations, interchange reconstruction, and minimal LRT extension.

So what? one of the only studies relates freeway construction, LRT extension, and cost per induced rider.

METRO TRANSPORTATION DEPARTMENT

Transit-Oriented Development

Implementation Program

- Innovative
- Effective
- Efficient

METRO TRANPORTATION DEPARTMENT

CASCADIA

February 23, 2001

Memorandum

To: Mary McCumber, Bob Edwards, Puget Sound Reg. Co.
Mike Burton and Andy Cotugno, Metro
Hardy Staub and Ken Cameron, Greater Vancouver Regional District
Senator Susan Castillo, Oregon Legislature
Mark Foutch, Deputy Mayor, City of Olympia
Charles Kelly, Mike Harcourt, Paul Daniell, Bev Scorey, Cas. Institute
Mayor Hugh O'Reilly, Resort Municipality of Whistler

From: Bruce Agnew, Cascadia Project

Re: Scheduling conflicts for Cascadia sessions June 28-29 and a potential resolution

On Feb. 12, I sent a memo to you outlining a proposal to coordinate the scheduled Cascadia Mayors Council meeting (set for June 28-29 in Whistler, B.C.) with our annual Cascadia Metropolitan Forum and Cascadia Corridor/BC Washington Corridor Task Force.

The concept was to take advantage of the synergy between the groups while maintaining the uniqueness of the individual forums and limiting travel and expenses. A coordinated meeting could also provide a chance for all key Cascadia stakeholders to review a proposal to consolidate our projects and sustain their future. With assistance by the Mayor of Whistler, Hugh O'Reilly, we would also be able to take advantage of a favorable deal with the Westin Hotel and Conference Center.

Unfortunately, these dates conflict with the Greater Vancouver Regional District Board meeting (Friday, June 29, 9am-12pm), PSRC Board (June 28) and Metro Council (June 28).

The options include A) scheduling the Metro Forum (and Corridor Conference?) on another date or B) overlapping with the Mayors Council on Friday night (June 28) with a Saturday session (June 30). **The advantage of the second option is that we can piggyback on the presence of 20+ corridor mayors in Whistler on Friday the 29 (many of whom are bringing families for the weekend).**

Do you think we can get our key people to a Saturday session? (Note: we have historically reserved Saturdays for tours by the Metro Forum)

If you think Saturday, June 30 would work, a possible agenda could include:

Friday, June 29 – 8-5 pm: Cascadia Mayors Council meeting

3:30 -5:30 pm: Joint Session with Mayors Council on ***High Speed Rail Corridor from Whistler to Eugene, Oregon*** (status of congressional High Speed Rail legislation, TEA-21 financing options, state, provincial and private sector funding partnerships, Whistler bid for Olympics in 2010)

6-9 pm: Joint reception and dinner – Topic: ***"A federal transboundary agenda for energy, border facilitation and trade corridors"***

possible speakers: Congressman Don Young, chair House Transportation and Infrastructure Committee
USDOT Secretary Norm Mineta; Transport Canada Minister David Collenette and Lloyd Axworthy, former Minister for Foreign Affairs and International Trade

Saturday, June 30: 9am –12 pm –

A) **Metropolitan Forum** possible topics: regional "best practices"in transportation financing including vertical construction of multi-modal corridors and tax increment financing, housing affordability, urban habitat restoration
B) **Valley Forum** (i.e. Fraser, Skagit, Nooksack and Willamette Valleys and SW Washington) - topics: "smart growth", commuter rail and salmon recovery
C) **Cascadia tourism** Tourism Vancouver's Ocean Blue sustainable tourism initiative, US 101 (WA/OR) and Vancouver Island Scenic Byway

Luncheon – Governor Locke, Governor Kitzhaber and BC Premier (election this spring)
Topic: **"trans-boundary agenda – a state and provincial perspective"** (or alternatively a panel discussion with state and provincial transportation and economic development directors, most of whom will be new to their positions)

2-4:45 pm: **General Session on regional governance issues and future of Cascadia Project** – Panel to include reports on:

Canadian US Partnership proposal for port of entry "perimeter clearance" for offshore goods and international travelers at Vancouver, Seattle, Tacoma and Portland air and marine ports

West Coast Coalition for Interstate 5 and High Speed Rail issues

WA/OR Bi-State governance and Columbia River bridge multi-modal transportation financing

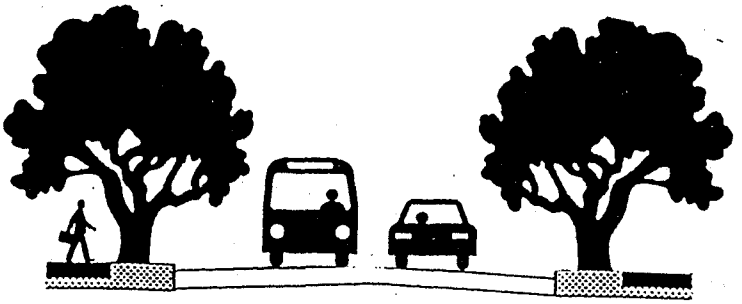
New BC provincial transportation initiatives and Trans-Link (regional transportation authority)

Legislative status of Washington Blue Ribbon Transportation Commission report

(A scenario for the future of the Cascadia Project will also be reviewed)

6-8 Reception and Family Night

Please get back to me with your reaction. E-Mail-bagnew@discovery.org



GREEN STREETS IN THE CITY

A Green Streets Summit sponsored by Metro's Planning Department

Tuesday, May 1, 2001 **8 A.M. to Noon at Metro**

Metro's Green Streets Summit will examine the growing conflict between good transportation design, planned growth in rural areas and the need to protect streams and wildlife corridors from these impacts.

Keynote speaker:
Dr. Patrick M. Condon, University of British Columbia
Dr. Condon is an expert on urban storm water management who specializes in sustainable development. He is the UBC James Taylor Chair of Landscape and Liveable Environments. Dr. Condon is the driving force behind the Headwaters Sustainable Development Demonstration Project in Surrey, BC. It is intended to be the region's first sustainable neighborhood, where natural systems are preserved and enhanced.

At the summit, Dr. Condon will discuss emerging changes in transportation and storm water design that can maintain or restore a healthy watershed in an urban environment. He will show how new transportation systems, called "greenfrastructure," can manage storm water runoff to mimic natural functions of a watershed, protecting wildlife habitat while providing an attractive streetscape for people.

Workshops

Green Streets Handbook Debut

With the federal listing of salmon and steelhead and proposed listing of cutthroat trout as threatened species, new attention is focused on urban fish habitat, stream passage and water quality. The Green Streets program will provide guidelines to ensure fish-friendly design solutions. A draft of the Green Streets Handbook, now under production, will be unveiled and discussed.

Street Culvert Design Solutions

Fish-friendly designs for culverts are necessary to protect fish from road impacts. More than 150 of the region's culverts were found to need work to allow fish passage. Federal funding will be provided to fix these fish access problems. This session will address how to replace or retrofit existing culverts to promote free-flowing streams. (over)

Street Connection Changes

There have been changes to how local governments plan for future streets. New simplified standards were adopted in the Regional Transportation Plan. However, no direction was provided on how to provide street connections across stream corridors. Initial results of a study evaluating street connectivity across stream corridors will be shared.

Logistics

Registration
There is no fee for the summit but space is limited and reservations are required. To register, call Sherrie Blackledge, (503) 797-1724 or e-mail blackledges@metro.dst.or.us

Location
Metro Regional Center
Council Chamber
600 NE Grand Avenue
Portland, OR 97232

Transit and parking
Metro is two blocks south of the Oregon Convention Center MAX station. Tri-Met bus #6 stops at the door. Parking is available at the first parking entrance on Irving Street, just off Grand Avenue. Sign in with the parking attendant to get a windshield parking pass for the summit.

Questions about the summit:
Call Ted Leybold, (503) 797-1759
or e-mail leyboldt@metro.dst.or.us

JPACT Members and *Alternates* 02/21/2001

	FIRST_NAME	LAST_NAME	ORGANIZATION	REPRESENTING	ADDRESS	CITY	PHONE	FAX	CONTACT
1.	Rod	Monroe	Metro	Chair	600 NE Grand Ave.	Portland	503-797-1588	503-797-1793	Suzanne Myers, x1543
2.	Rex	Burkholder	Metro	Metro	600 NE Grand Ave.	Portland	503-797-1546	503-797-1793	Pat Weathers, x1560
3.	Rod	Park	Metro	Mero	600 NE Grand Ave.	Portland	503-797-1547	503-797-1793	Andy Flinn, x1941
	Carl	*Hosticka*	*Metro*	*Metro*	*600 NE Grand Ave.*	*Portland*	*503-797-1549*	*503-797-1793*	*Andy Flinn, x1941*
4.	Bill	Kennemer	Clackamas County	Clackamas County	907 Main St.	Oregon City	503-655-8581	503-650-8944	Sherry McGinnis
	Michael	*Jordan*	*Clackamas County*	*Clackamas County*	*906 Main St.*	*Oregon City*	*503-655-8581*	*503-650-8944*	
5	Lonnie for a while - leave around 8:15-8:30	Roberts	Multnomah County	Multnomah County	501 SE Hawthorne Blvd.	Portland	503-988-5213	503-988-5262	Bret Walker, 503-988-5213
	Serena	*Cruz*	*Multnomah County*	*Multnomah County*	*501 SE Hawthorne Blvd.*	*Portland*	*503-988-5219*	*503-988-5440*	
6.	Roy maybe but at last Tom if not	Rogers	Washington County	Washington County	12700 SW 72ND Ave.	Portland	503-620-2632	503-693-4545	Himself
	Tom	*Brian*	*Washington County*	*Washington County*	*155 N. 1st Ave.*	*Hillsboro*	*503-846-8681*	*503-693-4545*	*Barbara*
7.	Charlie	Hales	City of Portland	City of Portland	1221 SW 4th Ave.	Portland	503-823-4682	503-823-4040	Robbie 823-3007
	Vera	*Katz*	*City of Portland*	*City of Portland*	*1221 SW 4th Ave.*	*Portland*	*503-823-4120*	*503-823-3588*	*Judy Tuttle*
8.	Karl	Rohde	City of Lake Oswego	Cities of Clackamas County	PO Box 227	Lake Oswego	503-636-2452	503-636-2532	Himself
	Brian	*Newman*	*City of Milwaukie*	*Cities of Clackamas County*	*10110 SE Waverly Ct.*	*Milwaukie*	*503-652-5298*	*503-654-2233*	*Himself*
9.	Larry	Haverkamp	City of Gresham	Cities of Multnomah County	1333 NW Eastman Pkwy.	Gresham	503-618-2584	503-665-7692	
	James	*Kight*	*City of Troutdale*	*Cities of Multnomah County*	*950 Jackson Park Rd.*	*Troutdale*	*503-667-0937*	*503-667-8871*	*Himself or Nina (Nine-ah)*
10.	Robert	Drake	City of Beaverton	Cities of Washington County	PO Box 4755	Beaverton	503-526-2481	503-526-2479	Joyce
	Lou	*Ogden*	*City of Tualatin*	*Cities of Washington County*	*21040 SW 90TH Ave.*	*Tualatin*	*503-692-0163*	*503-692-0163*	
11.	Fred	Hansen	Tri-Met	Tri-Met	4012 SE 17th Ave.	Portland	503-962-4831	503-962-6451	Kelly
	Neil	*McFarlane*	*Tri-Met*	*Tri-Met*	*710 NE Holladay St.*	*Portland*	*503-962-2103*	*503-962-2288*	*Kimberly Lord*
12.	Kay	Van Sickel	ODOT	ODOT	123 NW Flanders St.	Portland	503-731-8256	503-731-8259	Jane Rice
		Vacant	*ODOT*	*ODOT*					
13.	Stephanie	Hallock	DEQ	Oregon DEQ	811 SW 6TH Ave.	Portland	503-229-5300	503-229-5850	
	Andy	*Ginsburg*	*DEQ*	*Oregon DEQ*	*811 SW 6th Ave.*	*Portland*	*503-229-5397*	*503-229-5675*	*Linda Fernandez,*
	Annette	*Liebe*	*DEQ*	*Oregon DEQ*	*811 SW 6th Ave.*	*Portland*	*503-229-6919*	*503-229-5675*	*229-5388*
14.	Don	Wagner	WSDOT	Washington State DOT	PO Box 1709	Vancouver	360-905-2001	360-905-2222	Kim Dabney
	Mary	*Legry*	*WSDOT*	*Washington State DOT*	*PO Box 1709*	*Vancouver*	*360-905-2014*	*360-905-2222*	
15.	Mike	Thorne	Port of Portland	Port of Portland	PO Box 3529	Portland	503-944-7011	503-944-7042	
	David	*Lohman*	*Port of Portland*	*Port of Portland*	*PO Box 3529*	*Portland*	*503-944-7048*	*503-944-7222*	*Patty Freeman*
16.	Royce	Pollard	City of Vancouver	City of Vancouver	PO Box 1995	Vancouver	360-696-8484	360-696-8049	Peggy Furnow (or Jan)
	Dean	*Lookingbill*	*SW Washington RTC*	*SW Washington RTC*	*1351 Officers Row*	*Vancouver*	*360-397-6067*	*360-696-1847*	
17.	Craig	Pridemore	Clark County	Clark County	PO Box 5000	Vancouver	360-397-2232	360-397-6058	Susan Wilson or Tina
	Peter	*Capell*	*Clark County*	*Clark County*	*PO Box 9810*	*Vancouver*	*360-397-6118, x4071*	*360-397-6051*	*Lori Olson, x4111*

COMMITTEE TITLE JPACT

DATE 3-15-01

NAME	AFFILIATION
R E Pollock	VANCOUVER
Don Wagner	WSDOT
Dave Lohman alternate for Craig Pridemore. Took his seat until he showed up.	Port of Portland
PETER CAPELL	CLARK COUNTY
REX BURKHOLDER	M. Council
Lonnie Roberts	Mult. County
CHARLIE HALES	Portland
Rod Monroe	Metro Council
Andy Cohen	Mch
FRED HANSEN	TRI-MET
Rod Park	Metro Council
Larry Naverkamp	East County
Stephanie Hallock	DEQ
Ray Van Dickel	ODOT
Mike Hoglund	METRO
David Bragdon	Metro
SUNIL GUNEWARDENE	SRI LANKAN BAKERIES

yes

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DATE 3-15-01

NAME	AFFILIATION
Bill Barber	Metro
DAN KAEMPFF	ODOT
Steve Kelley	Washington Co
Mary Legry	WSDOT
Deb Wallace	WSDOT
Richard [illegible]	Metro
Neil McFarlane	TM
Dean Lookingbill	RTC
THAYER RORABAUGH	CITY of VANCOUVER
Martha Bennett	City of Milwaukie
Robert Pierce	MULTNOMAH Co
Ross Williams	CST/CLF
Ken Turner	Tri-Met
Dennis Mitchell	ODOT
LOUIS A. ORNELAS	OHSU
Ron Papsdorf	city of Gresham
Karen Schilling	Multnomah County
Chris Deffebach	metro

Please continue on the next page . . .

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DATE _____

NAME	AFFILIATION
John Kidd	Clackamas County
Steve Dotterrer	City of Portland Staff
Marc Guichard	Metro-TOD

All committe members were present, with the exception of Washington County. There was no Washington County representation. The attached list shows the members.

Pete Capell (c/s)	Clark County
Phil Whetmore	
Mike Hoglund	
Karl Rohde (late)	City of Lake Oswego
Dave Williams	ODOT
Lynn Peterson	Tri-Met
Rob Drake (late)	
Susan Christenson	ODOT
Lawrence Floyd	Metro
Bill Wyatt	City of Portland

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Andy Cotugno	mch
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