BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF APPROVING THE FY 2005 UNIFIED PLANNING WORK PROGRAM	)))	RESOLUTION NO. 04-3429 Introduced by Councilor Rod Park

WHEREAS, the Unified Planning Work Program as shown in Exhibit A, describes all federally-funded transportation planning activities for the Portland-Vancouver metropolitan area to be conducted in FY 2005; and

WHEREAS, the FY 2005 Unified Planning Work Program indicates federal funding sources for transportation planning activities carried out by Metro, Southwest Washington Regional Transportation Council, Oregon Department of Transportation, TriMet and the local jurisdictions; and

WHEREAS, approval of the FY 2005 Unified Planning Work Program is required to receive federal transportation planning funds; and

WHEREAS, the FY 2005 Unified Planning Work Program is consistent with the proposed Metro budget submitted to the Metro Council; now, therefore,

BE IT RESOLVED, that the Metro Council hereby declares:

1. That the FY 2005 Unified Planning Work Program is approved.

2. That the FY 2005 Unified Planning Work Program is consistent with the continuing, cooperative and comprehensive planning process and is given positive Intergovernmental Project Review action.

3. That Metro's Chief Operating Officer is authorized to apply for, accept and execute grants and agreements specified in the Unified Planning Work Program.

4. That staff shall update the UPWP budget figures, as necessary, to reflect the final Metro budget.

ADOPTED by the Metro Council this 18th day of March 2004.

APPROVATO APPROVED METRO COUNCIL CONSIGLIO METROPOLITANO

David Bragdon, Council President

Approved as to form:

Daniel B. Cooper, Metro Attorney

Exhibit A to Resolution No. 04-3429

FY 2004-05
Unified Planning Work Program

Transportation Planning in the Portland/Vancouver Metropolitan Area

Metro
Southwest Washington Regional Transportation Council
Oregon Department of Transportation
City of Portland
Clackamas County
Multnomah County
Washington County
Port of Portland
TriMet
City of Wilsonville (SMART)

Adopted
_____, 2004

FY 2004-05

Unified Planning Work Program

Transportation Planning in the Portland/Vancouver Metropolitan Area

Metro
Southwest Washington Regional Transportation Council
Oregon Department of Transportation
City of Portland
Clackamas County
Multnomah County
Washington County
TriMet
Port of Portland
City of Wilsonville (SMART)

Table of Contents

FY 2004-05
PORTLAND AND METROPOLITAN AREA

UNIFIED PLANNING WORK PROGRAM OVERVIEW

INTRODUCTION

Metro is the metropolitan planning organization (MPO) designated for the Oregon portion of the Portland/Vancouver urbanized area. It is required to meet the Intermodal Surface Transportation Efficiency Act (ISTEA), the Transportation Equity Act for the 21st Century (TEA-21) "Transportation Management" areas, the Land Conservation and Development Commission (LCDC) Transportation Planning Rule (TPR-Rule 12) requirements and the Metro Charter for this MPO area. In combination, these requirements call for development of a multi-modal transportation system plan, integrated with land use decisions and plans for the region, with an emphasis on implementation of a multi-modal transportation system, which reduces reliance on the single-occupant automobile and is consistent with financial constraints.

The Unified Planning Work Program (UPWP) primarily includes the transportation planning activities of Metro and other area governments with reference to land use planning activities, for fiscal year July 1, 2004 through June 30, 2005.

DECISION-MAKING PROCESS

Metro is governed by a directly elected council in accordance with a voter-approved charter. The council is comprised of six districts and a Council President elected district-wide. The Chief Operating Officer leads day-to-day operations.

Metro uses a decision-making structure that 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 are comprised of elected and appointed officials and receive technical advice from the Transportation Policy Advisory Committee (TPAC) and the Metro Technical Advisory Committee (MTAC).

JPACT

This committee is comprised of three Metro Councilors; nine locally-elected officials (including two from Clark County, Washington) and appointed officials from Oregon Department of Transportation (ODOT), TriMet, Port of Portland and 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

The Bi-State Transportation Committee was created by joint resolution of the RTC Board and Metro in May 1999. The Committee is charged with reviewing all issues of bi-state significance for transportation and presenting any recommended action to RTC and JPACT. The intergovernmental agreement between RTC and Metro states 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." Metro and RTC recognize that the Bi-State Transportation Committee will be modified consistent with the recommendations of the I-5 Trade and Transportation Partnership to coordinate on issues of bi-state significance dealing with transportation, land use and economic development. The two agencies approved a Bi-State Coordination Committee Charter and are awaiting action by local governments and other participating agencies to transition the committee focus.

MPAC

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

The Regional Framework Plan was adopted in December 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; and
- Management and Implementation.

In accordance with this requirement, the transportation plan developed to meet TEA-21, the LCDC Transportation Planning Rule and Charter requirements has been developed with input from both MPAC and JPACT. This ensures proper integration of transportation with land use and environmental concerns.

TPAC

This committee is comprised of technical staff from the same jurisdictions as JPACT plus six citizens, and makes recommendations to JPACT.

MTAC

This committee is comprised of technical staff from the same jurisdictions as MPAC to develop recommendations to MPAC on land use related matters.

Planning Priorities Facing the Portland Region

ISTEA, the Clean Air Act Amendments of 1990 (CAAA), the LCDC Transportation Planning Rule 12, the Oregon Transportation Plan, the Metro Charter, the Regional Urban Growth Goals and Objectives (RUGGO) the Regional 2040 Growth Concept and Regional Framework Plan, in combination, have created a policy direction for the region to update land use and transportation plans on an integrated basis and to define, adopt and implement a multi-modal transportation system. Major land use planning efforts underway include:

- Implementation of changes to local comprehensive plans to comply with the Regional Framework Plan;
- Planning for newly designated urban lands (including an effort funded with FY 2000 TCSP funds);
- Initiation of an affordable housing program;
- Periodic review of the Urban Growth Boundary (UGB); and
- Natural resource and habitat protection planning to implement the State's Goal 5.
- Planning for UGB expansion areas, especially in Damascus and industrial areas.

These federal, state and regional policy directives also emphasize development of a multi-modal transportation system. Major efforts in this area include:

- Implementation of the Regional Transportation Plan (RTP);
- Development of a financing strategy for the RTP;
- Development of strategies as part of I-5 Transportation and Trade Partnership;
- Update to the State Transportation Improvement Plan (STIP) and Metropolitan Transportation Improvement Program (MTIP) for the period 2006-2009;
- Implementation of projects selected through the STIP/MTIP updates;
- Multi-modal refinement studies in the corridors of Foster/Powell; Highway 217 and the South Transit Corridor;
- Land use and transportation concept plan for the Damascus area; and
- Sunrise Corridor Unit 1 DEIS.

Finally, these policy directives point toward efforts to reduce vehicle travel and vehicle emissions, in particular:

- The state goal to reduce vehicle miles traveled (VMT) per capita;
- Targeting transportation investments to leverage the mixed-use, land use areas identified within the Regional 2040 Growth Concept;
- Adopted maintenance plans for ozone and carbon monoxide with establishment of emissions budgets to ensure future air-quality violations do not develop;
- Adoption of targets for non-single occupant vehicle travel in the RTP and local plans; and
- Publication of the RTP update to implement the Regional 2040 Growth Concept.
- A new 5-year strategic plan for Regional Travel Option.

PROGRAM

The adopted 2000 Regional Transportation Plan (RTP) serves as a policy and investment blueprint for long-range improvements to the region's transportation system. The interim 2004 Federal Update to the RTP establishes necessary updates to the RTP projects and policies to ensure continued compliance with federal regulations, and establishes the "constrained" and "illustrative" system improvements for federal purposes. The 2000 RTP continues to function as the "state" plan for Oregon Transportation Planning Rule (TPR) purposes. Ongoing maintenance and periodic updates of the RTP ensure an adequate reflection of changing population as well as travel and economic trends including federal, state and regional planning requirements.

Transportation plans in the region must conform to the RTP. Metro provides ongoing technical and policy support for local transportation planning activities. The RTP Program also includes corridor studies conducted in cooperation with state and local jurisdictions.

RELATION TO PREVIOUS WORK

A major update to the RTP began in FY 1996 and concluded with the adoption of the 2000 RTP in August 2000. The purpose of the update was twofold: first, the plan had to meet the State TPR requirements. Among other provisions, the rule seeks to reduce reliance upon the automobile and promote the use of alternative modes of transportation. Second, the update reflected the ongoing Region 2040 planning effort. The RTP now serves as the transportation element of the Regional Framework Plan. During the four-year process, the update advanced through three distinct phases: (1) policy revisions in 1996 (approved by Metro Council resolution), (2) system alternatives analysis in 1997 and (3) project development and analysis in 1998-99. Finally, an adoption phase occurred from December 1999 to August 2000.

While the 2000 RTP also established consistency with federal regulations for development of a financially constrained transportation system, and was recently updated with adoption of the 2004 Federal Update to the RTP. The updated financially constrained system was created in partnership with Oregon Department of Transportation (ODOT), TriMet and local governments using state forecasts generated by ODOT. The 2004 Federal Update to the RTP also addresses all other planning factors called for in federal regulations. As such, the 2004 RTP functions as an element of the Oregon Highway Plan for the metropolitan region, and establishes eligibility for use of federal funds in transportation projects.

The State TPR required the 24 cities and 3 counties in the Metro region to update local plans to be consistent with the RTP within one year of the August 10, 2000 adoption date. To assist local jurisdictions, a number of supporting fact sheets were produced along with other materials to help local officials interpret the new plan. In 2002, many jurisdictions were still involved in those updates. Specific Metro staff were assigned to each implementing jurisdiction and worked closely with their staff to ensure those local-plan updates proceeded successfully.

Under Oregon planning rules, the 2000 RTP also included a number of "refinement plans" for corridors where more detailed work is needed to identify specific transportation needs. In 2001, Metro completed the Corridor Initiatives project, thereby establishing an implementation program for these corridor studies. It was adopted as an amendment to the RTP Appendix. In 2002, Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council adopted a package of "post-acknowledgement" amendments that were largely required as part of state approval of the RTP in 2001.

In late 2003, the interim 2004 Federal Update to the RTP was adopted as a "housekeeping" exercise to address federal planning requirements that must be considered in a three-year ongoing basis. In FY 2005, a major update to the RTP will begin that addresses both state and federal requirements, and replaces the 2000 plan.

RESPONSIBILITIES

RTP Update: A major update to the RTP is scheduled to begin in fall 2004, with completion in early 2007. This update will incorporate a number of amendments identified in local and regional corridor planning efforts as well as a new horizon year of 2030 for project planning and systems analysis. This update will also re-establish conformity with federal air quality regulations, and all other federal planning factors called out in federal regulations. This update will include development of a new financially constrained transportation system that will become the basis for upcoming funding allocations.

Local TSP Support: Metro will continue to work closely with local jurisdictions during the next fiscal year to ensure regional policies and projects are enacted through local plans. This work element will include the following activities:

- Publish the interim 2004 federal update to the 2000 RTP which incorporates amendments identified during the acknowledgement process, and adopted in July 2002;
- Professional support for technical analysis and modeling required as part of local plan updates;
- Professional support at the local level to assist in development of local policies, programs and regulations that implement the RTP;
- Written and spoken testimony in support of proposed amendments to local plans; and
- Provide public information and formal presentations to local government committees, commissions and elected bodies as well as interested citizen, civic and business groups on the RTP.

Management Systems: Congestion Management Systems (CMS) and Intermodal Management Systems (IMS) plans were completed in FY 1997-98. Key activities for FY 2005 will be to incorporate information into planning activities, system monitoring based upon management-system performance measures, local project review for consistency with the systems and ongoing data collection and input to keep the systems current.

Regional Transportation and Information: A transportation "annual report" will be prepared detailing key RTP policies and strategies. The report will list information and data commonly requested by the public and media, including supporting text and graphics. The report will include a user-friendly, public-release version as well as a Technical Appendix. This objective will be completed in coordination with the 2040 Performance Indicators project.

Public Involvement: Metro will continue to provide an ongoing presence with local citizen, civic and business groups interested in the RTP as well as public agencies involved in local plan updates. The work site will be continually upgraded and expanded to include emphasis on

2000 RTP implementation as well as an on-line public forum for transportation and other planning issues.

OBJECTIVES/PRODUCTS

- Publish the interim 2004 federal update to the 2000 RTP for regional distribution;
- Complete and publish the updated RTP Technical Appendix for regional distribution;
- Complete follow-up studies on street design and connectivity;
- Expand the web presence of the RTP to include a public forum and implementation tools;
- Coordinate and provide technical assistance in local transportation system plan development and adoption;
- Work with ODOT to complete updates to the Federal Functional Classifications and National Highway System designations, as needed to maintain consistency between federal and regional planning designations, and including coordination with the Regional Emergency Management Group (REMG);
- Continue to coordinate regional corridor refinement plans identified within the RTP with ODOTs Corridor Studies;
- Maintain and update the RTP database consistent with changes in population and employment forecasts, travel-demand projections for people and goods, cost and revenue estimates and amendments to local comprehensive plans. Produce a corresponding "annual report" highlighting key information and trends; and
- Participate with local jurisdictions involved in implementation of the updated RTP and development of local transportation system plans.

BUDGET SUMMARY

Requirements:			**Resources:**		
Personal Services	$	495,105	PL	$	435,432
Materials & Services	$	37,750	STP/ODOT Match	$	146,444
Interfund Transfers	$	195,641	ODOT Support	$	66,500
Computer	$	12,414	Section 5303	$	15,000
			TriMet	$	37,649
			Metro	$	39,975
TOTAL	**$**	**741,000**	**TOTAL**	**$**	**741,000**

Full-Time Equivalent Staffing:	
Regular Full-Time FTE	5.435
TOTAL	**5.407**

PROGRAM

The Performance Measures program completes the second half of Metro's effort to evaluate past policies, especially the 2040 Growth Concept. The program ensures that a small number of measurements of all relevant topics relating to "how are we doing" are addressed.

RELATION TO PREVIOUS WORK

In FY 2004-05, development and data collection for the first measures will have been completed. This will give Metro some experience with calculating and preparing such assessments of progress. Both measurement and evaluation of measures are important skills to apply to a systematic process of planning. The process includes not only preparing plans and completing implementation but the measurement of progress, evaluation and (as necessary) consideration of policy-course corrections by Metro Council.

RESPONSIBILITIES

Metro is required both by state law (ORS 197.301) and Title 9 of Metro's Urban Growth Management Functional Plan (Functional Plan) to complete performance measures. These measures are intended to gauge progress toward Metro's 2040 Growth Concept while still addressing concerns such as housing affordability, acres of parks per capita and other measures. The requirements also mention corrective actions where the Metro Council finds issues in need of addressing. Possible corrective actions could be explored in those areas where targets and actual performance diverge. This work effort would measure progress in achieving better communities including safe, stable neighborhoods, the ability to get from here to there, access to nature, clean air and water, resources for the future and a strong regional economy.

In cooperation with the Data Resource Center, the first performance measures were completed in 2002. These measures included those mandated by the state and are primarily related to factors assessing the Urban Growth Boundary (UGB). FY 2005 work includes further refinement of measures and development of an ongoing monitoring and data-collection system. An annual publication will update the region to better understand how we have done. Metro will be able to update public interests and concerns with how our region should manage growth.

OBJECTIVES

- Ensure a broad and complete understanding of how the region is doing;
- Develop a sustainable system for monitoring and updating performance measure data; and
- Create an annual update on regional performance.

BUDGET SUMMARY

Requirements:			**Resources:**		
Personal Services	$	30,295	PL	$	26,063
Interfund Transfers	$	11,705	STP/ODOT Match	$	12,687
			Section 5303	$	1,000
			ODOT Support	$	1,000
			TriMet	$	1,000
			Metro	$	250
TOTAL	**$**	**42,000**	**TOTAL**	**$**	**42,000**

Full-Time Equivalent Staffing:	
Regular Full-Time FTE	0.391
TOTAL	**0.391**

PROGRAM

The Metropolitan Transportation Improvement Program (MTIP) is a critical tool for implementing the region's 2040 Growth Concept. The MTIP is a multi-year program that allocates federal and state funds available for transportation system improvement purposes in the Metro region. Updated every two years, the MTIP allocates funds to specific projects, based upon technical and policy considerations that weigh the ability of individual projects to implement regional goals. The MTIP is also subject to federal and state air-quality requirements, and a determination is made during each allocation to ensure that the updated MTIP conforms to air-quality laws. These activities require special coordination with staff from Oregon Department of Transportation (ODOT) and other regional, county and city agencies as well as significant public-involvement efforts. Finally, the program will need to accommodate financial and regulatory changes resulting from the expected federal reauthorization by reconciling projected revenues with new estimates and ensuring that new planning regulations are adequately addressed through funded regional planning activities.

RELATION TO PREVIOUS WORK

In early 2002, a major update of MTIP policies and review criteria was launched in anticipation of the Priorities 2004-07 MTIP update. The purpose of this effort was to reorganize the MTIP to create a high profile, positive process for allocating federal funds, and reinforce the region's commitment to implement the 2040 Growth Concept and RTP.

FY 2004 saw completion of the Priorities 2004-07 update to the MTIP and allocation of $52 million in transportation funds to regional projects. The 2004-07 update included a demonstration of ongoing conformity with air-quality laws. In November 2001, Federal Highway Administration (FHWA) staff review identified a number of corrective actions, which have been incorporated into this updated MTIP. A final draft of the updated MTIP was published in December 2003.

RESPONSIBILITIES

The objective of the MTIP reorganization is to emphasize tangible, built results where citizens will see Metro regional growth management programs in action through transportation improvements. MTIP allocations have been increasingly judged against their ability to help implement the 2040 Growth Concept. This has been accomplished through a system of technical scoring and special project categories that place an emphasis on 2040 centers, industry and ports.

The program relies on a complex database of projects and funding sources that must be maintained on an ongoing basis to ensure availability of federal funds to local jurisdictions. The two-year updates set the framework for allocating these funds. The FHWA monitors this process closely, to ensure that federal funds are being spent responsibly, and in keeping with federal mandates for transportation and air quality. Metro also partners closely with the State of Oregon to coordinate project selection and database management with the State Transportation Improvement Program (STIP).

OBJECTIVES/PRODUCTS

MTIP/STIP Update: Metro will begin the Priorities 2006-09 Update, implementing updated MTIP policies and project review criteria for the next funding cycle. The updated MTIP will be

published in complete and executive summary formats. Continued conformity with federal air quality standards will be demonstrated. Project eligibility for Congestion Mitigation Air Quality (CMAQ) funds will be addresses at the preliminary stages of the update, and required reporting on CMAQ projects will also be tied to the general MTIP process. The timing of this update will also bring the Metro program into alignment with the statewide transportation improvement program for the purpose of project selection, evaluation and public comment.

Database Maintenance: Metro will provide ODOT and local jurisdictions essential funding information to better schedule project implementation activities. Metro will also monitor past and current funding allocations and project schedules to manage cost variations from initial project estimates, and produce quarterly reports that document funding authorizations, obligations and reserves by funding category and jurisdiction. Metro will also produce an annual report required by the FHWA that reflects current costs, schedules, priorities, actual appropriations and other actions approved throughout the year. The annual report will address progress and/or delays in implementing major projects as mandated by the Intermodal Surface Transportation Efficiency Act (ISTEA).

Other MTIP activities for FY 2005:

- Develop a long-term program to diversify funding opportunities beyond the current scope of federal funds, implementing regional policy through a combination of transportation and other funding sources on an ongoing basis;

- Develop a local partnership initiative, to provide improved linkage between local capital improvement plans (LCIP) and the MTIP and determine what combination of funding and regulatory incentives would be most effective in drawing local funds toward regional policy goals;

- Create a public-awareness program in coordination with Metro and agency communications staff to promote regional policies at the time of project construction and completion, including public signage, dedication activities and a significantly-expanded web resource on projects built with MTIP funds;

- Conduct a block analysis on the areas surrounding each project submitted for funding consideration to ensure that environmental justice principles are met and to identify where additional outreach might be beneficial;

- Expand the MTIP public awareness program to include printed materials, web resources and possibly a short video for use by public access broadcasters;

- Work with ODOT and Metro's Data Resource Center to develop broad agency and public electronic access to a common MTIP database;

- Continue to update the MTIP hardware/software platform to improve production of specialized report formats, cross connection with ODOT data sources and other database refinements; and

- Continue to coordinate inter-agency consultation on air quality conformity as required by state regulations. Conduct full public outreach (including notification), reports and public hearings that are required as part of the conformity process.

BUDGET SUMMARY

Requirements:			**Resources:**		
Personal Services	$	214,766	PL	$	92,272
Materials & Services	$	11,600	STP/ODOT Match	$	151,808
Interfund Transfers	$	88,462	ODOT Support	$	15,000
Computer	$	22,172	Section 5303	$	43,710
			TriMet	$	16,316
			Metro	$	17,894
TOTAL	**$**	**337,000**	**TOTAL**	**$**	**337,000**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	2.195
TOTAL	**2.195**

PROGRAM

Metro, through the Joint Policy Advisory Committee on Transportation (JPACT) and Metro Policy Advisory Committee (MPAC), provides a forum for cooperative development of funding programs to implement the Regional Transportation Plan (RTP) and Regional Framework Plan. In order to fund the RTP Priority System, new (or expanded) revenue sources need to be pursued.

RELATION TO PREVIOUS WORK

In July 2002, the business community took the lead in regional discussions on transportation finance through the Transportation Investment Task Force. This program provides Metro staff support for these efforts in FY 2005, oriented toward implementing key elements of the RTP Priority System. These efforts do not include lobbying activities of any kind. A lead role for any particular funding proposal could be a local government, TriMet, Metro, Oregon Legislature, Congress, the business community or other public interest. In late 2003, the Metro Council and JPACT considered the next steps, which could include a regional transportation funding ballot measure in November 2006.

RESPONSIBILITIES

Working with the project lead agency or interest group, Metro staff will support RTP-related finance efforts to:

- Establish an array of transportation finance options;
- Create linkage between the long-term vision for Metropolitan Transportation Improvement Program (MTIP) funding allocations and the implementation of Priority RTP improvements;
- Evaluate options for feasibility and ability to address the finance shortfalls;
- Establish a plan to pursue promising transportation finance options; and
- Establish an outreach program to gain public input on key issues and strategies.
- Help coordinate a regional finance request to the 2005 Oregon Legislature.

OBJECTIVES/PRODUCTS

- Develop regional priorities for funding through federal sources, including recommendations from the Transportation Investment Task Force;
- Coordinate with funding strategies for TriMet's Transit Investment Plan;
- Adopt a funding strategy for the "preferred" element of the 2004 Federal RTP; and
- Work with local partners, the public and business community to set project priorities and seek funding alternatives/solutions at the federal, state, regional and local level.

BUDGET SUMMARY

Requirements:			Resources:		
Personal Services	$	58,958	PL	$	10,500
Material & Services	$	1,500	STP/ODOT Match	$	43,348
Interfund Transfers	$	19,488	ODOT Support	$	400
Computer	$	2,054	Sec 5303	$	5,000
			TriMet	$	19,151
			Metro	$	3,601
TOTAL	**$**	**82,000**	**TOTAL**	**$**	**82,000**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	0.53
TOTAL	**0.53**

PROGRAM

The Green Streets program began in FY 2001 to address the growing conflict between good transportation design, planned urbanization in developing areas and the need to protect streams and wildlife corridors from urban impacts. Key elements of the program include:

- A regional database of culverts on the regional transportation system with rankings according to their relative impacts on fish passage;

- Stream crossing guidelines for new streets that reflect tradeoffs between stream protection and an efficient, connected street system; and

- The Green Streets Handbook, which establishes "best practice" design solutions for managing storm runoff from streets.

RELATION TO PREVIOUS WORK

The Green Streets project builds upon the 1996-97 Regional Street Design project and complements the Regional Transportation Plan (RTP) program. Like the "Creating Livable Streets" handbook from the street design project, the Green Streets program helps guide future transportation improvements in the region to support the 2040 Growth Concept, sustainable environmental practices for stormwater management and the Oregon Salmon Recovery Plan.

In 2003, the region allocated federal funds for two Green Street pilot projects through the Metropolitan Transportation Improvement Program (MTIP) program. These projects will serve as a working laboratory for emerging design practices and to monitor the ongoing effectiveness of various Green Street design strategies. In early 2004, Metro held a design workshop to further showcase current projects and designs in an effort to promote Green Street practices across the region.

During FY 2005, focus will continue on implementing the Green Streets design principles and project recommendations through the MTIP program and local programs. It will include distribution of the *Green Streets* handbook, education and outreach to promote the program and local design support for project planning that incorporates the design principles.

RESPONSIBILITIES

The Green Streets program has a number of objectives:

- Continue to expand and update the regional database of culverts, stream and wildlife resources; continue to update ranking information for culverts on relative fish blockage that can be used to allocate regional funding for retrofit projects;

- Continue to implement Green Streets design principles and projects through Metro's MTIP program, including demonstration projects for street retrofits and culvert replacements on the regional transportation system;

- Sponsor future Green Streets workshops that spotlight successful projects in the region, and promote Green Streets principles among practicing professionals and interested citizens involved in local project development;

- Promote stream crossing guidelines in local transportation plans that address tradeoffs between stream protection and an efficient, multi-modal transportation system;

- Periodically update the *Green Streets* handbook to reflect recent trends and new science on best management practices for managing urban stormwater runoff on public streets; and

- Continue public outreach and education to promote Green Streets design principles and projects.

OBJECTIVES

- Continue to distribute the *Green Streets* handbook to local officials and interested citizens;

- Implement Green Street design principles through the MTIP process;

- Identify and fund needed culvert retrofits on the regional system through the MTIP process;

- Conduct outreach and training activities to promote the Green Streets program;

- Develop an expanded online presence for the Green Streets program on Metro's web site; and

- Work with Transportation Policy Advisory Committee (TPAC) and Water Resources Policy Advisory Committee (WRPAC) to develop a long-term action plan for culvert retrofits and forward final recommendations as amendments to the 2005 RTP to Joint Policy Advisory Committee on Transportation (JPACT), Metro Policy Advisory Committee (MPAC) and the Metro Council.

BUDGET SUMMARY

Requirements:			**Resources:**		
Personal Services	$	30,562	PL	$	16,710
Materials & Services	$	10,000	STP/ODOT Match	$	23,991
Interfund Transfers	$	11,938	Metro	$	11,799
TOTAL	**$**	**52,500**	**TOTAL**	**$**	**52,500**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	0.34
TOTAL	**0.34**

PROGRAM

The program implements Regional Transportation Plan (RTP) design policies for major streets and includes ongoing involvement in local transportation project conception, funding and design.

RELATION TO PREVIOUS WORK

In previous years, work has been conducted as part of the "local implementation" and "local project development" programs, a broader work emphasis that included local comprehensive planning and project-development activities. In FY 2004, the second edition of the 1997 Creating Livable Streets handbook was printed, providing updated design guidelines for implementation of the Livable Streets Program. In FY 2005, the more focused Livable Streets Program will emphasize implementation of regional street design policies and objectives at the local project-development level. Other aspects of local TSP coordination will be completed as part of the RTP program.

RESPONSIBILITIES

Metro has traditionally participated in local project-development activities for regionally funded transportation projects. During FY 2005, the Livable Streets Program will more closely focus those activities on projects that directly relate to implementation of Region 2040 land-use components, including "boulevard" projects funded through the Metropolitan Transportation Improvement Program (MTIP). The program also involves ensuring that local system plan and design codes are updated to support regional design objectives.

An enhanced Livable Streets Program would include more extensive public outreach, special workshops and tours, awards program for project recognition, technical support for local design efforts and involvement in local project conception with the goal of improving the quality and scope of projects submitted for MTIP funding.

OBJECTIVES

- Implement regional street-design policy by participating in local project development and design activities, including technical advisory committees, design workshops and charrettes as well as formal comment on proposed projects;

- Sponsor a boulevard design workshop that spotlights successful projects in the region, and promotes livable streets principles among practicing professionals and interested citizens involved in local project development;

- Ensure that local plans and design codes adequately accommodate regional design objectives through the local Transportation System Plan (TSP) review process;

- Expand Metro's web-based resources for livable streets implementation; and

- Implement the proposed Livable Streets enhancement activities should supplemental funding be allocated.

BUDGET SUMMARY

Requirements:			**Resources:**		
Personal Services	$	35,346	PL	$	32,710
Materials & Services	$	10,000	STP/ODOT Match	$	14,506
Interfund Transfer	$	12,654	Metro	$	10,784
TOTAL	**$**	**58,000**	**TOTAL**	**$**	**58,000**

Full-Time Equivalent Staffing:	
Regular Full-Time FTE	0.4
TOTAL	**0.4**

PROGRAM

The Regional Travel Options (RTO) program guides implementation of the regional transportation demand management (TDM) and regional parking policies in the RTP as well as implementation of the pedestrian and bicycle mode policies in the Regional Transportation Plan (RTP). The program focus is implementation of requirements set forth in the State Transportation Planning Rule. Among other provisions, the rule seeks to reduce reliance on the automobile and promote the use of alternative modes of transportation. Through the RTO program, Metro is the lead agency in implementing the *Regional Travel Options Program 5-Year Strategic Plan* in the Portland region.

The RTO program also provides for Metro's lead-agency role for coordinating, implementing and monitoring of pedestrian and bicycle-related policies incorporated into the RTP. These policies focus on building the compact, livable communities envisioned in the 2040 Growth Concept that depend upon alternatives to the automobile to be successful. Services, products and activities included in the RTO program also support the RTP Implementation Program and the Livable Streets Program. Target groups served or affected include local cities and counties, state and regional agencies as well as the public at-large. This program relates to Metro's mission and value statement by ensuring that people have the ability to get around the region using a variety of transportation options.

OR-90-X087 of the Congestion Mitigation Air Quality (CMAQ) states funds will be applied to implement the *Regional Travel Options Program 5-Year Strategic Plan*. The funds will be used to support the local jurisdictions with implementation of Region 2040 mode split goals, support regional carpool matching, assist employers throughout the region to meet the Employee Commute Option (ECO) Rule trip reduction goals, and expand public/private partnership programs. Metro will establish eligibility for projects funded with CMAQ funds as a preliminary step in the (Metropolitan Transportation Improvement Program (MTIP) process, and the required federal reporting on CMAQ funds will be incorporated into the general MTIP process. For the RTO program, this means that data from the annual report will be fed into the MTIP process in order to establish eligibility for new projects, and ensure that the most appropriate projects and programs are funded.

RTO include all the alternatives to driving alone – carpooling, vanpooling, riding transit, bicycling, walking and telecommuting. In order to increase the number of people using these travel options, the region needs to:

- Develop a marketing message and communications plan that supports local program implementation;
- Develop regional policies that support more people using travel options;
- Evaluate program impacts that can be used to refine programs and marketing strategies; and
- Identify new funding sources that can be used to expand the travel options program over the next five years.

RELATION TO PREVIOUS WORK

FY 2004 was the fourth year for the RTO program. The program provided expertise to corridor studies and local transportation system plan (TSP) development efforts; ranked and prioritized bicycle and pedestrian projects in the Metropolitan Transportation Improvement Program (MTIP) process; provided public outreach and education and provided project-development activities

related to street design. Metro chairs the RTO Subcommittee of the Transportation Policy Advisory Committee (TPAC) and works with TriMet, Department of Environmental Quality (DEQ), local jurisdictions and private employers to plan, fund and implement TDM strategies.

Metro worked with TriMet and other key RTO partners to develop a new strategic plan. A three-year grant from TriMet in 2001-03 expanded the program with additional staff support needed to fully implement program goals. In 2004, Metro extended that grant to cover the interim period leading to a transition of the RTO core program to Metro in July 2006, including management of federal pass-through grants to RTO service providers.

PROGRAM RESPONSIBILITIES

The *RTO Program 5-Year Strategic Plan* will promote travel options through the program components described below:

Collaborative Marketing Program
The RTO Collaborative Marketing Campaign is the number one priority for the next three years. The campaign will work to coordinate the regional partners marketing and outreach efforts to create a broader public awareness of available travel options to people around the region. The regional campaign will support projects and messages currently being implemented by the partners and an information clearinghouse that helps people learn about and access options available to them. This program component is allocated $98,280 in CMAQ funding in FY 2005.

Regional Rideshare Program
The Regional Rideshare Program includes both vanpool and carpool programs. A marketing program will be developed to actively market carpooling and vanpooling in targeted areas throughout the region. These areas will be identified in 2004 through a regional rideshare market analysis. The market analysis will cover an extended geographic area outside the Urban Growth Boundary (UGB), recognizing that the commute travel shed for the Portland area reaches a radius of 50 miles or more from the central city. The analysis will address the appropriate organizational structure for this program.
This program component is allocated $426,000 in CMAQ funding in FY 2005.

TriMet currently has grant management responsibilities for the Regional Rideshare Program and provides matching funds. TriMet will transfer all financial management responsibilities for the Regional Rideshare Program to Metro no later than July 1, 2006 and no earlier than July 1, 2005. In doing so, TriMet will no longer provide match for the program.

TriMet Employer Outreach Program
TriMet works with employers in the Portland region to help them develop successful travel options programs that reduce the number of vehicle miles traveled by reducing drive alone commute trips. TriMet's Employer Outreach Program targets the region's ECO affected employers (>50 employees) and provides the same services for employers with fewer employees. The Employer Outreach Program includes marketing representatives, a rideshare specialist, employer materials, the emergency ride home program, and analysis of ECO surveys and regional data through the Regional Evaluation Program. TriMet has grant management responsibilities for the Employer Outreach Program and provides matching funds. This program component is allocated $403,000 in CMAQ funding in FY 2005, with $303,000 to Employer Outreach and $100,000 to the Regional Evaluation Program.

SMART Travel Options Program
South Metro Area Rapid Transit (SMART) is operated by the City of Wilsonville and provides five fixed routes with connections to other transit districts. The travel options program works directly with employers to help set up programs to reduce the number of auto commute trips. The travel options program also conducts outreach to residents and schools to encourage greater use of travel options. In FY 2004-05, $55,000 in MTIP funding is allocated to this program component.

Regional Transportation Management Associations Program
Transportation Management Associations (TMA) are important private/public partnership tools that can be used effectively in the central city, regional centers, industrial areas and some town centers. TMAs provide important leadership development in Region 2040 centers that catalyze economic and community development. The RTO Subcommittee recognizes that there may be other mechanisms for promoting travel options in some 2040 centers besides TMAs. These opportunities will be explored with local jurisdictions as a part of the regional evaluation program. This program component is allocated $281,250 in CMAQ funding in FY 2005.

TriMet currently has grant management responsibilities for the Regional TMA Program and provides matching funds. TriMet will transfer all financial management responsibilities for the Regional TMA Program to Metro no later than July 1, 2006 and no earlier than July 1, 2005. In doing so, TriMet will no longer provide match for the program.

Region 2040 Grant Initiatives Program
The Region 2040 Program is a grant program currently administered by TriMet with oversight by the RTO Subcommittee. The grant funds are allocated annually and fund travel option services and programs. All jurisdictions, TMAs and nonprofit organizations with the mission of implementing travel option programs located within Metro's boundaries are eligible for the funds. The RTO Subcommittee determines allocation of the funds. This program component is allocated $312,000 in CMAQ funding in FY 2005.

TriMet currently has grant management responsibilities for the Region 2040 Program and provides matching funds. TriMet will transfer all financial management responsibilities for the Region 2040 Program to Metro no later than July 1, 2006 and no earlier than July 1, 2005. In doing so, TriMet will no longer provide match for the program.

Regional Telework Program
The Oregon Department of Energy (ODOE) works with employers in the Portland metropolitan region to develop successful telework programs. Telework is working at home or at a location close to home instead of traveling to the traditional place of business. Telework reduces the number of vehicle miles traveled by eliminating or reducing commute trips. ODOE provides technical assistance and outreach services including education and training materials, consultations, presentations, training sessions, and an extensive telework website.

Business Energy Tax Credit
The Business Energy Tax Credit (BETC) Program is one of a kind in the nation. Oregon employers can get a state tax credit for projects that reduce vehicle miles traveled by employees, students, clients or customers. Eligible projects include telework, transit passes, commuter pool vehicles, financial incentives, bicycles, TMA dues, parking cash out and FlexCar enrollment.

Metro staff has the following responsibilities in addition to the *RTO Program 5-Year Strategic Plan components* described above.

- Continue to implement the transition phase of the RTO Strategic Plan;
- Chair and staff the RTO Subcommittee of TPAC;
- Coordinate with state-wide transportation demand management and bicycle and pedestrian planning efforts;
- Provide a leadership role in assisting local jurisdictions with RTO program strategies related to city and county TSP updates and implementation;
- Provide a leadership role in assisting local jurisdictions with local pedestrian and bicycle-system planning related to city and county TSP updates and implementation;
- Provide assistance to corridor planning efforts and local TSP development to ensure that bicycle, pedestrian and TDM measures are fully incorporated into project and local plans;
- Develop a regionally-based pedestrian, bicycle and traffic safety/education program;
- Periodically revise and update the Bike There! Map;
- Create a Walk There! publication;
- Provide assistance to local efforts to improve pedestrian access to transit;
- Coordinate with local jurisdictions and agencies in gathering TDM, bicycle and pedestrian data; and
- Coordinate with TriMet staff on Job Access Reverse Commute Program funding allocation.

OBJECTIVES

Through the *RTO Program Strategic Plan* the regional partners will work collaboratively to provide and actively market a range of travel options for all residents of the region.

- Develop a collaborative marketing campaign that is an "umbrella" for all travel options programs being implemented throughout the region;
- Work with senior managers to become key advocates for RTO program and funding support at the Transportation Policy Advisory Committee (TPAC), the Joint Policy Advisory Committee on Transportation (JPACT) and Metro Council;

- Develop performance measures for all RTO programs, evaluate the success of these programs on an annual basis and use the results to refine future program investments and marketing strategies;

- Develop an integrated RTO program organizational structure that supports a more collaborative approach to RTO program implementation and decision-making;

- Develop regional policies that integrate RTO programs into other regional land use and transportation programs including the centers, TOD, corridors and water quality programs, and TriMet's *Transit Investment Plan*; and

- Develop a funding plan that helps create a sustainable RTO Program.

In addition to RTO Strategic Plan objectives described above, provide pedestrian and bicycle-facility planning and design expertise in the following areas:

- Coordination with the Regional Parks and Greenspaces Department to plan and implement multi-use trails;

- Pedestrian and bicycle access to station areas and park-and-rides, bicycle parking at station areas and park-and-rides and coordination with the Bicycles on TriMet Program;

- Update the regional pedestrian-system inventory;

- Complete development of a bicycle network travel-demand model;

- Develop interactive bike route mapping on Metro's web site;

- "Bike There" Map update and distribution; and

- Participate in the update to the region's air quality maintenance plan.

BUDGET SUMMARY

Requirements:			**Resources:**		
Personal Services	$	249,448	PL	$	4,425
Materials & Services	$	375,875	STP/ODOT Match	$	12,878
Interfund Transfers	$	249,448	TriMet	$	120,000
Computer	$	1,800	CMAQ		506,077
			Metro	$	58,620
TOTAL	**$**	**702,000**	**TOTAL**	**$**	**702,000**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	**3.18**
TOTAL	**3.18**

Notes:

- FTE is 1.97 in the current UPWP, and should be increased above 1.4 in order to implement the adopted RTO Strategic Plan.
- TriMet FY2004-05 budget summary is not included in this draft, pending further discussion with TriMet staff and on-going work on an intergovernmental agreement between Metro and TriMet.
- The budget summary described above only includes Metro staff time committed to the program, and is therefore subject to revision.

PROGRAM

The Damascus Concept Plan will provide the blueprint for urbanization of nearly 20,000 acres of land recently added to the Metro Urban Growth Boundary. Concept planning is a required step in the urbanization process, as set forth in the Metro Code, and must take place before urban development can occur. Concept Planning also includes development of a comprehensive transportation plan for the project area, and subsequently amended to regional and local transportation plans. The Damascus Concept Plan will also include a locational environmental impact statement for the Sunrise Corridor improvements from Rock Creek Junction to Highway 26, based on varying approaches for this connection that will be tested as part of the concept planning.

The concept planning for Damascus is structured to be a locally led effort, with Metro providing technical services on the land use component, and serving in the lead role on regional transportation issues. A coordinated effort to complete an environmental analysis of an adjacent, already urban portion of the Sunrise Corridor is also underway, and funded through the same grant award.

RELATION TO PREVIOUS WORK

In 1995, the newly approved 2040 Growth Concept called for urban reserves in the Pleasant Valley, Damascus and Boring areas, located along the east edge of the urban area in rural Clackamas County. These areas were identified as candidates for future urbanization because of their proximity to existing urban communities in Clackamas and Multnomah Counties, the ability to extend urban services to these areas, and the relatively small amount of "resource" land – exclusive farm and forest land identified for long-term rural activities under Oregon's land use planning program.

Though the urban reserves were later dropped from the 2040 Growth Concept, the conditions that led to this designation continued to focus periodic reviews of the UGB on this corner of the region. In December 1998, the Pleasant Valley area was added to the UGB, and subsequently, the Pleasant Valley Concept Plan was developed as a blueprint for urbanization in this area. Shortly after the Pleasant Valley Plan was completed, a much larger expansion of the UGB was adopted in December 2002 that brought the Damascus area into the boundary. In response to that action, Metro proposed that concept planning for the Damascus area be funded, in part, with flexible transportation funds, since much of the planning effort would focus on alternatives for completing the planned Sunrise Corridor improvements in the area.

RESPONSIBILITIES

Metro, Oregon Department of Transportation (ODOT) and Clackamas County are serving in lead roles on this project. Metro and Clackamas County share the lead on Urban Growth Boundary (UGB) and urbanization issues, including concept planning for the Damascus area and findings on rural goal exceptions. Local partners include adjacent jurisdictions, advocacy groups and others interested in the outcome. The project will eventually include private contractors for transportation analysis, public outreach and rural goal exception elements. Metro is also providing technical support for the transportation analysis of the Draft Environmental Impact Statement (DEIS) alternatives. Clackamas County and ODOT are leading the DEIS element of the project, coordinated with Damascus area concept planning. The Sunrise Corridor DEIS is addressed in a separate budget narrative.

A detailed work plan was completed by Clackamas County and Metro in fall 2003. The project began in October 2003 and will be staged over a two-year period, with some elements of the highway and land use planning work to be completed concurrently.

OBJECTIVES/PRODUCTS

- Complete UGB expansion concept planning for the Damascus/Boring area, including a conceptual street network that complements the planned Sunrise Corridor improvements.

- Initiate the goal-exception process for the remaining rural portions of the study area, upon adoption of amended UGB, and coordinated with the UGB master planning process; and

- Initiate Regional Transportation Plan (RTP) amendments to incorporate recommended transportation facilities needed to serve urbanizing areas, including possible amendments to federal functional classifications and National Highway System designations.

BUDGET SUMMARY

Requirements:			**Resources:**		
Personal Services	$	172,854	STP*	$	538,380
Materials & Services	$	429,000	Metro	$	131,620
Interfund Transfers	$	61,397			
Computer	$	6,750			
TOTAL	**$**	**670,000**	**TOTAL**	**$**	**670,000**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	1.75
TOTAL	**1.75**

*Federal Aid # STP-C000 (015)

PROGRAM

Metro is one of six Metropolitan Planning Organizations (MPO) in Oregon. An MPO is a federally recognized planning organization that is both regulated by federal planning requirements, and also a direct recipient of federal transportation grants. The purpose of the MPO is to ensure that federal programs unique to urban areas are effectively implemented. Other MPOs include the Eugene/Springfield, Salem/Keizer, Rogue Valley, Corvallis and Bend urban areas. The MPO program also includes coordination and consultation with state and federal regulators.

RELATION TO PREVIOUS WORK

MPO coordination activities are expected to expand to address new requirements currently being considered as part of the next federal transportation legislation.

RESPONSIBILITIES

As an MPO, Metro participates in periodic coordination meetings with the other MPOs and major transit providers in the state. These coordination meetings are the principal source of new information on state and federal regulations affecting MPOs, and provide opportunities for the different urban areas to compare strategies for addressing common transportation problems.

Metro is periodically subject to a federal certification review, whereupon the agency must demonstrate compliance with federal transportation planning requirements. Among these responsibilities is the requirement to establish air quality findings for Metro's transportation planning efforts that demonstrate continued conformity with the federal Clean Air Act. This air quality conformity work is a major component of Metro's MPO program.

OBJECTIVES

- Continue to participate in MPO coordination meetings; and
- Monitor current air quality conformity regulations and evaluation practices, as applicable to MPO conformity requirements.

BUDGET SUMMARY

Requirements:			**Resources:**		
Personal Services	$	20,348	PL	$	20,090
Materials & Services	$	500	STP/ODOT Match	$	6,555
Interfund Transfers	$	8152	Metro	$	355
TOTAL	**$**	**29,000**	**TOTAL**	**$**	**29,000**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	0.20
TOTAL	**0.20**

PROGRAM

The 2004 federal update to the Regional Transportation Plan (RTP) identifies hundreds of needed transportation improvements throughout the region, including numerous capacity improvements and system-management projects aimed at relieving congestion in chronic traffic "hot spots." The RTP is also largely unfunded, which means that congestion-relief projects may not otherwise proceed in a timely manner. The Regional Mobility Program seeks to monitor the ongoing effects of congestion on livability and the regional economy, the degree to which delayed improvements are compounding these effects, and develop multi-modal strategies for coping with the gap in needed improvements.

RELATION TO PREVIOUS WORK

A major update to the RTP was completed in August 2000 with two purposes: first, it had to meet requirements set forth in the State Transportation Planning Rule (TPR). Among other provisions, the rule seeks to reduce reliance upon the automobile and promote use of alternative modes of transportation. Second, revisions must reflect the ongoing Region 2040 planning effort and serve as the transportation element of the Regional Framework Plan. Together, these state and regional policy initiatives are expected to go far in slowing the growth in travel demand and congestion in the region.

A new congestion policy in the 2000 RTP recognized that different congestion measures should be applied in different areas. In the updated plan, the peak-hour congestion standard is relaxed in densely developed areas with high-quality transit, for example, since these areas are less dependent upon motor vehicles as a means of travel. The standard is higher in major statewide "through-traffic" corridors and key-freight connections.

The remaining congestion relief projects within the 2000 RTP were developed subject to the congestion management system provisions within the plan. These provisions require jurisdictions to consider other solutions, such as alternative mode improvements, before making capacity improvements to address congestion. These provisions resulted in a combination of capacity projects and alternative mode improvements in situations where alternative mode projects were not sufficient to meet projected travel need.

In 2003, a federal update to the 2000 RTP was completed, with an expanded system of projects eligible for federal funding and new revenues identified for future improvements. However, the RTP is still substantially under funded, despite new revenues.

RESPONSIBILITIES

- Inventory of Congestion Hot Spots: Staff will work closely with the Transportation Policy Advisory Committee (TPAC), Oregon Department of Transportation (ODOT), the Port of Portland and local jurisdictions to develop and maintain an inventory of known congestion hot spots. This element will be conducted in concert with data inventory requirements of the Congestion Management System;

- Ranking of Congestion Hot Spots: Metro will work with TPAC, ODOT and local jurisdictions to develop ranking criteria for evaluating the relative magnitude of known congestion hot spots, including measures addressing safety, system mobility and relative accessibility. These criteria will be used to develop a ranked list of congestion relief projects, incorporating existing RTP projects and others identified through this effort;

- Congestion Action Plan: Working with Joint Policy Advisory Committee on Transportation (JPACT) and Metro Council, develop an action plan for implementing multi-modal congestion relief projects, including specific funding strategies for unfunded improvements. This work may be coordinated with a proposed regional transportation funding initiative in 2006; and

- Public Involvement: All activities require early, ongoing and responsive public-involvement techniques, consistent with Metro public-involvement policies. Newly developed procedures to address environmental justice issues will be applied to this effort.

OBJECTIVES

- Prepare and map an inventory of congestion hot spots that affect the regional transportation system;

- Develop criteria for ranking congestion hot spots, and prepare a ranked list of proposed congestion relief projects that improve the movement of people and goods for review by JPACT and Metro Council; and

- Support JPACT and Metro Council in their efforts to implement a financial strategy for completing improvements in a timely manner, tentatively planned for 2006.

BUDGET SUMMARY

Requirements:			**Resources:**		
Personal Services	$	23,326	PL	$	20,234
Materials & Services	$	1,700	STP/ODOT Match	$	6,656
Interfund Transfers	$	8,974	ODOT Support	$	1,000
			Section 5303	$	3,000
			TriMet	$	2,000
			Metro	$	1,110
TOTAL	**$**	**34,000**	**TOTAL**	**$**	**34,000**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	0.25
TOTAL	**0.25**

PROGRAM

The Metro Code requires a land use and transportation "concept plan" to be prepared for new areas brought within the Urban Growth Boundary (UGB). These efforts include a substantial effort in transportation planning and analysis to ensure that a balanced, complementary system of improvements can be built to serve future urbanization.

RELATION TO PREVIOUS WORK

In 2001-03, Metro was a partner in developing the Pleasant Valley Concept Plan, a prototype for future concept planning in the region. As part of this pilot project, new tools were developed to guide future efforts, and published in the "Livable New Communities Handbook." The Pleasant Valley project involved detailed transportation planning, including systems analysis by Metro and local traffic analysis by contractors. The project also triggered update to local plans and amendments to the Regional Transportation Plan (RTP).

RESPONSIBILITIES

As the regional planning authority, Metro participates in concept planning to varying degrees, but is generally in a support role, with local governments serving as the project lead. In some cases involving small areas, private parties may initiate concept planning. However, Metro's support duties are the critical link to ensuring that regional objectives are met in the outcome to concept planning. Ultimately, Metro must approve the final concept for a new urban area.

OBJECTIVES

- Provide technical and policy support, as needed, for concept planning;
- Ensure that concept planning activities are consistent with RTP policies and projects; and
- Coordinate needed amendments to the RTP and Metropolitan Transportation Improvement Program (MTIP) resulting from concept planning, including possible amendments to federal functional classifications and National Highway System designations.

BUDGET SUMMARY

Requirements:			**Resources:**		
Personal Services	$	26,358	PL	$	36,000
Interfund Transfers	$	9,642			
TOTAL	**$**	**36,000**	**TOTAL**	**$**	**36,000**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	0.3
TOTAL	**0.3**

PROGRAM

Metro is responsible for periodic updates to the metropolitan Urban Growth Boundary (UGB), which encompasses 24 cities and the urban portions of Multnomah, Clackamas and Washington counties. In addition to these legislative updates, Metro also considers smaller requests from individual applicants to amend the UGB. In both cases, Metro Code requires analysis of the proposal for potential transportation impacts on the regional transportation system. Generally this work is conducted within Metro, or involves Metro review of private contractor work. Because transportation is often a driving force behind or against a particular boundary proposal, the transportation analysis is a critical step in amending the UGB.

RELATION TO PREVIOUS WORK

Metro has conducted numerous periodic reviews of the UGB, most since the 2040 Growth Concept was adopted in 1996. In each case, some degree of transportation analysis was completed as part of fully addressing applicable state administrative rules and Metro Code requirements. The most recent review occurred during expansion of the UGB to include the Damascus area of Clackamas County. In this example, the transportation analysis was conducted as part of a concurrent update to the Regional Transportation Plan (RTP). Because of the cost and complexity of completing transportation analyses, Metro attempts to coordinate RTP updates with UGB amendments to the degree possible.

RESPONSIBILITIES

Transportation support for UGB planning activities includes:

- Developing and refining regional transportation networks for affected areas for the purpose of transportation demand modeling and analysis;
- Conducting transportation demand modeling and analysis of affected areas, and preparing summaries of potential impacts of urbanization in potential expansion areas on regional transportation;
- Identifying improvements to the regional transportation system needed to serve potential UGB expansion areas; and
- Coordinating necessary updates to the RTP and Metro Transportation Improvement Program (MTIP), as needed, to implement UGB decisions, including possible amendments to federal functional classifications and National Highway System designations.

OBJECTIVES

The following objectives will be completed in FY 2005:

- Ongoing general support and coordination with UGB planning activities; and
- Coordination between the upcoming 2004-06 update to the RTP with UGB planning activities to ensure work efficiencies and project consistency between efforts.

BUDGET SUMMARY

Requirements:			**Resources:**		
Personal Services	$	13,765	STP/ODOT Match	$	16,102
Interfund Transfers	$	13,235	ODOT Support	$	1,027
			Section 5303	$	7,200
			Metro	$	2,671
TOTAL	**$**	**27,000**	**TOTAL**	**$**	**27,000**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	0.15
TOTAL	**0.15**

PROGRAM

Metro developed the Region 2040 plan nearly a decade ago in an effort to frame a long-term vision for urban growth in the region. The 2040 plan subsequently shaped every aspect of planning in the metropolitan region, from Metro's regional policies to local zoning codes.

During the next several years, Metro will be updating the long-term vision with "The Big Look." Like the 2040 plan, The Big Look will establish a long-term blueprint for urban growth in the region that shapes Urban Growth Boundary (UGB) decisions and all other planning activities that follow.

To support this activity, Metro will conduct an extensive transportation analysis that evaluates the relative merits of different 2060 growth scenarios, and helps identify key transportation improvements needed to serve as the backbone of the future transportation system. This work will shape a major update to the Regional Transportation Plan (RTP) in five to six years.

RELATION TO PREVIOUS WORK

Metro will be conducting a major update to the RTP in 2004-06 that will provide a base system for completing the 2060 transportation analysis. The approach to the 2060 work will be patterned after the 2040 transportation analysis completed in 1994-95, and will involve a full demand model analysis.

RESPONSIBILITIES

Transportation support for "The Big Look" planning activities includes:

- Developing and refining conceptual 2060 transportation networks for varying growth scenarios for the purpose of transportation demand modeling and analysis;
- Conducting transportation demand modeling and analysis of varying growth scenarios, and preparing summaries of potential impacts of each scenario on regional transportation;
- Identifying major "backbone" improvements to the regional transportation system needed to serve varying growth scenarios and a preferred 2060 scenario; and
- Conduct a subsequent update to the RTP that draws from the 2060 work, and identifies improvements needed to implement the first 20 years of the 50-year vision.

OBJECTIVES

The following objectives will be completed in FY 2005:

- Develop a conceptual work plan for 2060 transportation planning; and
- Coordination between the upcoming 2004-06 update to the RTP and proposed 2060 planning.

BUDGET SUMMARY

Requirements:			Resources:		
Personal Services	$	48,827	PL	$	66,000
Interfund Transfers	$	17,173			
TOTAL	**$**	**66,000**	**TOTAL**	**$**	**66,000**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	0.65
TOTAL	**0.65**

PROGRAM

Metro is responsible for periodic updates to the metropolitan Urban Growth Boundary (UGB), which encompasses 24 cities and the urban portions of Multnomah, Clackamas and Washington counties. For new urban areas, the Metro Code requires development of a concept plan that will shape urbanization of the area, and an accompanying analysis of potential impacts on the regional transportation system. This work is generally conducted within Metro, or involves Metro review of private contractor work. Because transportation is often a driving force for or against a particular boundary proposal, the transportation analysis is a critical step in amending the UGB.

In 2002, Metro Council expanded the UGB to incorporate the Springwater area along US 26, south and east of the City of Gresham. Metro has committed to technical support in completing a concept plan for this area that will open the door for urbanization.

RELATION TO PREVIOUS WORK

Metro has conducted numerous periodic reviews of the UGB, most since the 2040 Growth Concept was adopted in 1996. In each case, some degree of transportation analysis was completed as part of fully addressing applicable state administrative rules and Metro Code requirements. The most recent review occurred as part of expanding the UGB to include the Damascus area in Clackamas County. In this example, the transportation analysis was part of a concurrent update to the Regional Transportation Plan (RTP) update. Because of the cost and complexity of completing transportation analyses, Metro attempts to coordinate RTP updates with UGB amendments to the degree possible.

Another recent example is the Pleasant Valley Concept Plan, which was the first major multi-jurisdictional concept planning effort for a new urban area. The Pleasant Valley plan included guidelines for future concept planning that will shape the Springwater effort, including the transportation analysis.

RESPONSIBILITIES

Transportation support for Springwater concept planning activities includes:

- Participating in development of regional transportation networks for the Springwater area for the purpose of transportation demand modeling and analysis;

- Conducting transportation demand modeling and analysis for the Springwater study area, including summaries of potential impacts of different urbanization scenarios on the regional transportation system;

- Identifying improvements to the regional transportation system needed to serve urbanization in the Springwater area; and

- Coordinating necessary updates to the RTP and Metropolitan Transportation Improvement Program (MTIP), as needed, to implement the Springwater concept plan, including possible amendments to federal functional classifications and National Highway System designations.

OBJECTIVES

The following objectives will be completed in FY 2005:

- Ongoing general support and coordination with the Springwater concept planning; and
- Coordination between the upcoming 2004-06 update to the RTP with Springwater concept planning activities to ensure work efficiencies and project consistency between efforts.

BUDGET SUMMARY

Requirements:			**Resources:**		
Personal Services	$	13,765	PL	$	5,283
Interfund Transfer	$	6,235	STP/ODOT Match	$	6,676
			Metro	$	8,041
TOTAL	**$**	**20,000**	**TOTAL**	**$**	**20,000**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	0.15
TOTAL	**0.15**

PROGRAM

The Transportation Model Improvement Program (TMIP) is a large national program initiated for the purpose of developing a new transportation-modeling paradigm in response to policy issues in the Intermodal Surface Transportation Efficiency Act. It is intended to accurately evaluate air-quality impacts of proposed actions. It will depict travel-demand response to transportation infrastructure changes and travel-demand management actions (i.e., road pricing, parking supply actions, fuel price changes and employer travel-reduction programs). This is a multi-year program.

As part of United States Department of Transportation's (USDOT) TMIP program, the Los Alamos National Laboratory has developed a new model framework known as TRANSIMS (TRANsportation SIMulationS). The first demonstration of interim operating capability was in Dallas. The dynamic ("real time") assignment algorithms were showcased in that application. The second demonstration is in the Portland metropolitan area. This will be a first "complete street network" application and will include the development of trip planning in the context of daily activity patterns and chained trips (tours).

The USDOT intends to deploy the final software tools to major United States cities within two to three years.

RELATION TO PREVIOUS WORK

During the past several years, The Los Alamos National Laboratory (LANL) staff created a new modeling paradigm. This paradigm is embedded in the technology known as TRANSIMS. The Portland metropolitan area was chosen as the test bed for the technology. As a consequence, Metro staff has been working closely with the Lab during that time.

The Lab needed much data in the development of the tools. Metro provided information needed to create a simulation network that included every road and street in the region. Data was needed regarding capacity and speed estimates, the location of traffic-control devices and signal timing plans, turning lane locations and the their length, parking locations and transit system specifications. Population and employment data was provided at a small level of geography. Databases were built to efficiently organize and analyze traffic-count data.

The Lab used the data to create and test the new modular tools. An algorithm was developed to synthesize the population of the entire region. The algorithm preserves all relationships and cross-classifications found in the census. A trip planner module is available to estimate the number of trips, types of trips and schedule of the trips for each person in the region for the entire day. An assignment algorithm is available that encompasses micro-simulation techniques. Cars, transit vehicles and trucks can be viewed in very small time increments as they move through the network.

The TRANSIMS technology development is complete. During FY 2002 and 2003, Metro received the operating software and started to test both the hardware and software. The hardware was installed January to March 2002, the software was installed by May, about 12 months behind the original schedule.

Metro and Federal Highway Administration's consultants, working with LANL, are developing a new generation of Portland Models – known as Generation 2. At the time of preparing this document, the new Generation 2 models were scoped out and model calibration was well under

way. Simulation of the complete 1996 population, the generation of activity patterns for all members of the 650,000 households and the location of all activity locations is complete. Development of the mode choice model is well under way.

The second major task – demonstration of the large-scale microsimulation of the detailed network simulation is near completion. This task uses Metro's current trip-based trip tables as a network-loading source.

By June 2004, it is expected that the first version of Generation 2 will be complete.

It is also expected that the last major task of this agreement, the generation of a forecast scenario, for use in comparison with the current trip-based modeling done by Metro, will be complete, and that the use of TRANSIMS in a forecast mode will have started.

RESPONSIBILITIES

July 2004 through January-March 2005.

Complete the application of the new model in a forecast scenario. This study will use all the TRANSIMS capabilities. The exercise will require a future year horizon, significant network edits and a full multi-modal analysis. In other words, all elements of the model will be tested in their entirety.

Papers will be written to document the application and results. Comparisons will be made to the findings obtained with traditional models. This will occur in both 2004 and the first part of 2005.

Results of the case study will be shared with others via conferences, tutorials and other media, as needed.

OBJECTIVES

- Continue to serve on TRANSIMS coordination teams;
- Complete application of the calibrated model in a study involving a future year horizon;
- Document the model performance, including a comparison with current techniques; and
- Share the results of the case study via conferences, tutorials and other media.
- Continue to work with Portland State University, ODOT and the Texas Transportation Institute (TTI) to ensure that the unique characteristics of the Metro region are reasonably reflected in the TTI annual reports on transportation.

USDOT TRANSPORTATION MODEL IMPROVEMENT PROGRAM
TRIP PLANNER DEVELOPMENT

BUDGET SUMMARY

Requirements:			**Resources:**		
Personal Services	$	167,168	TRANSIMS 02X00006	$	258,800
Materials & Services	$	94,760	Metro	$	64,700
Computer	$	6,320			
Interfund Transfers	$	55,251			
TOTAL	**$**	**323,500**	**TOTAL**	**$**	**323,500**

Full-Time Equivalent Staffing:	
Regular Full-Time FTE	1.6
TOTAL	**1.6**

PROGRAM

The Model Development Program defines work elements necessary to keep the travel demand model responsive to issues that emerge during transportation analysis. The major activity areas within this program include survey and research, model enhancement, model maintenance, and statewide and national professional involvement.

The program is very important because results from travel demand models are used extensively in the analysis of transportation policy and investment. In addition, federal and state legislation (Intermodal Surface Transportation Efficiency Act, Clean Air Act Amendment, the Oregon Transportation Planning Guidelines) specify data needs that require a high degree of modeling proficiency.

RELATION TO PREVIOUS WORK

The tasks identified in this program are ongoing. In FY 2004, several notable accomplishments included development of an efficient methodology for calculating emissions with Mobile 6.2, the enhancement of the personal transport demand model, the expansion of the modeling area, the integration of new arterial delay algorithms, and (in partnership with the Data Resource Center (DRC)) the preparation of a 2030 household and employment allocation. Staff continued to serve on Transportation Research Board (TRB) Committees and the Oregon Modeling Steering Committee.

RESPONSIBILITIES

The program encompasses work elements in survey and research, model enhancements, model maintenance, and statewide and national professional involvement. The work elements in each subject area are outlined below:

Survey and Research

Household Behavior Survey: Continue to solicit funds to finance the survey.

TriMet On-board Survey: Partner with TriMet to conduct surveys and analyze findings as dictated by Federal Transit Administration (FTA) requirements.

Freight O-D Survey: Participate on a regional committee to advise regarding the data capture needs and methodologies.

Oregon State University (OSU) TransNow Research Project: Serve in an advisory role to an OSU study team.

Research Grants: As opportunities arise, seek grants to fund pertinent research efforts.

Model Enhancements

Personal Transport Model: Continue the enhancement of algorithms. Incorporate elements derived from the TranSims demand model research into the Metro models. Examples include the activity patterns and trip making scheduler and tour based distribution algorithm.

Freight Model: Update the regional freight model by integrating the data captured in the freight origin-destination survey into the model algorithms.

DEQ Emission Modeling: Coordinate with DEQ to provide mobile source emissions modeling for the Ozone Plan and Air Toxics. Serve in an advisory role for regional air quality maintenance plans.

Model Maintenance

Freeway Delay Functions: Coordinate with Portland State University (PSU) to use Intelligent Transportation System (ITS) data to improve the delay functions used for freeways.

Network Assumptions: Review network assumptions (e.g., speeds, capacities, etc.)

Statewide and National Professional Involvement

Oregon Modeling Steering committee (OMSC): Participate on the OMSC.

Oregon2: Participate on the peer review team for the statewide model (Oregon2).

TRB Committees: Serve on TRB subcommittees.

National Panels: Serve on special committees and advisory panels when requested.

TRB Applications Conference: Serve on local organizing committee to prepare for the 2005 Transportation Planning Applications Conference (April 2005).

All agencies and projects that require the use of travel demand forecasting services benefit from the Model Development Program. Current clients include Metro (e.g., South Corridor, the Regional Transportation Plan (RTP), the I-5 North Transportation and Trade Partnership Study), regional agencies (the Oregon Department of Transportation (ODOT), TriMet, the Port of Portland, the Department of Environmental Quality (DEQ)) and governments (the cities and counties in this region).

OBJECTIVES

- Conduct research in order to maintain and improve the responsiveness of the demand model to policy needs;
- Continue to enhance the modeling algorithms so that they can remain responsive to study needs;
- Continue to enhance emissions modeling techniques to remain current with regional conditions and national standards.
- Maintain the modeling database so that all assumptions are current; and
- Contribute to the advancement of national practice through statewide and national professional involvement opportunities.

BUDGET SUMMARY

Requirements:			**Resources:**		
Personal Services	$	111,120	PL	$	50,052
Computer	$	24,320	STP/ODOT Match	$	47,028
Interfund Transfers	$	41,260	ODOT Support	$	10,000
			Section 5303	$	46,418
			TriMet	$	2,851
			Metro	**$**	20,251
TOTAL	**$**	**176,700**	**TOTAL**	**$**	**176,700**

Full-Time Equivalent Staffing:	
Regular Full-Time FTE	1.045
TOTAL	**1.045**

PROGRAM

The Transportation System Monitoring Program maintains an inventory of transportation related data. Data for the program is updated regularly. It also identifies work tasks necessary to benchmark characteristics of the transportation system. Factors that influence travel choices are observed also.

The Intermodal Surface Transportation Efficiency Act (ISTEA) the Clean Air Act Amendment and the Oregon Transportation Planning Guidelines make the program important for monitoring system performance.

RELATION TO PREVIOUS WORK

This is an on-going program. Established in 1989, the program has provided for the collection of a long history of data.

Each year data is gathered so that the state of the transportation system can be defined and evaluated. The data provides information necessary to monitor the transportation system. Information regarding travel costs, traffic counts (auto and truck), vehicle miles traveled (VMT), transit patronage and other data is collected and summarized. The data helps to understand current characteristics and establish a basis for estimating future conditions.

RESPONSIBILITIES

The Transportation System Monitoring Data Program consists of the compilation of regional data, the review and interpretation of national reports, and the processing of performance data requests. More detail regarding each area is provided below.

Regional System Monitoring Data

> Compile Data: Compile vehicle and truck count data collected by the jurisdictions, transit patronage collected by TriMet, and travel cost data as reported by the American Automobile Association. Collect parking cost information for target off-street lots in strategic regional locations.

National Reports

> Texas Transportation Institute (TTI): Compile and interpret data reported by the TTI. As appropriate communicate with TTI regarding reported findings.
>
> Highway Performance Monitoring System (HPMS): Compile and interpret data reported by the federal HPMS (e.g., VMT, VMT per capita).
>
> Federal Highway Administration (FHWA): Compile and interpret data reported by FHWA (e.g., National Highway Statistics).

System Performance Data Requests

> Data Requests: Provide response to system performance data requests.

SYSTEM MONITORING

The information collected in this program is useful to Metro, the jurisdictions, developers and consultants because it provides a historical perspective on travel trends for use in project planning. The program also provides essential input and validation information (i.e., cost of travel and count data) for the regional travel demand model.

OBJECTIVES

- Continue data compilation efforts (regional vehicular count program, transit patronage counts, parking cost data, auto operating cost information);
- Compile and interpret data as reported in national reports (e.g., TTI, HPMS and FHWA reports); and
- Provide response to system performance data requests.

BUDGET SUMMARY

Requirements:			**Resources:**		
Personal Services	$	67,735	PL	$	20,422
Interfund Transfers	$	26,265	STP/ODOT Match	$	46,083
			Section 5303	$	20,000
			Metro	$	7,495
TOTAL	**$**	**94,000**	**TOTAL**	**$**	**94,000**

Full-Time Equivalent Staffing:	
Regular Full-Time FTE	0.82
TOTAL	**0.82**

PROGRAM

The Technical Assistance Program provides travel forecasting support to the Oregon Department of Transportation (ODOT), TriMet, the Port of Portland and the cities and counties of this region. Assistance is provided in terms of staff support, computer usage and training. A budget allocation defines the amount of assistance provided to each jurisdiction.

RELATION TO PREVIOUS WORK

This is an on-going program. In FY 2004, over 100 requests for services were processed.

RESPONSIBILITIES

Three types of service are provided:

- The jurisdictions of this region perform a multitude of studies to determine the effects of development, transportation policy, and changes to the infrastructure. Upon request, staff assists in the travel forecasting aspects of the work;

- ODOT, Multnomah, Clackamas and Washington Counties, and the cities of Portland and Gresham have modem connections to the EMME/2 transportation modeling database. These jurisdictions use the software as a remote workstation. Analysis can be done in this way without directly using Metro staff. Computer charges are assessed relative to the use of the system; and

- Metro provides training to the jurisdictional staff in use of the EMME/2 Transportation Planning Software, the theory of travel demand modeling, and computer simulation network analysis. The service is provided on demand.

An expense report provides each jurisdiction the opportunity to assess their use of the program and the remaining dollars in their budget. The report is found in the monthly Transportation Policy Advisory Committee (TPAC) progress report. The financial data reflects the most current information available.

OBJECTIVES

- Provide travel forecasting assistance to ODOT, TriMet, the Port of Portland and the cities and counties of this region in terms of:

    1. Staff support;
    2. Access to the EMME/2 Transportation Planning Software via external connections; and
    3. Training on the topics of software use and demand modeling theory.

- Provide technical assistance based upon the following budget allocation:

Jurisdiction	Budget
City of Portland	9,035
Washington County	8,782
Clackamas County	8,529
ODOT	27,500
Port of Portland	6,126
City of Gresham	4,482
Multnomah County	4,125
TriMet	8,100
Sales	6,100

- Provide expense reports to each jurisdiction within the TPAC monthly progress report.

BUDGET SUMMARY

Requirements:			**Resources:**		
Personal Services	$	57,703	STP/ODOT Match	$	39,595
Computer	$	11,700	ODOT Support	$	27,500
Interfund Transfers	$	19,036	TriMet	$	8,100
			Sales	$	6,100
			Metro	$	7,144
TOTAL	**$**	**88,439**	**TOTAL**	**$**	**88,439**

Full-Time Equivalent Staffing:	
Regular Full-Time FTE	0.63
TOTAL	**0.63**

PROGRAM

Metro, Mid-Willamette Valley Council of Government (COG), Lane COG and the Oregon Department of Transportation (ODOT) are proposing the initiation of a continuous household activity and travel survey in FY 2005. Periodic surveys are necessary to ensure current traveler value systems are being reflected in the travel-demand models. It is also necessary to collect data that can be used to keep models sensitive to policy issues. Key issues include effects of e-business on travel, the relationship between housing/job relocations and transportation infrastructure as well as tracking of travel choices as a household undergoes transitions. This survey activity is also proposed to investigate the relationships of long run decision (housing location choice and car acquisition and disposition) with shorter run travel decisions.

The program is very important because results are used extensively in analysis of transportation policy and investment. Data must be kept current to ensure sound analysis. In addition, federal and state legislation (Intermodal Surface Transportation Efficiency Act, Clean Air Act Amendment, Oregon Transportation Planning Rule (TPR)) specify data needs that require a high degree of sophistication.

RELATION TO PREVIOUS WORK

The last Oregon survey was conducted in 1994 as a cross-sectional revealed-preference style survey. The physical area covered the Willamette Valley and Southern Oregon. A panel of survey experts was assembled in FY 2001. Their recommendations were used to formulate the survey methodology and define data elements that need to be collected.

During 2003 and the first part of 2004 Metro, ODOT and the other Metropolitan Planning Organization (MPOs) through the Oregon Modeling Steering Committee (OMSC) conducted a study of survey needs and emerging methodologies, using an expert panel, and generated a series of recommendations to pursue. In December 2003 the OMSC prepared a request for proposal (RFP) for consulting services to carry out the survey design and prepare the RFP for actual conduct of the survey. This will include more accurate cost information for desired strategies.

RESPONSIBILITIES

The development of transportation and land-use models, for analysis and forecasting, requires data on household activities and travel. Besides the traditional information captured in surveys (activities, trip making choices, demographics, etc.), new areas have emerged that are important to understand. They include:

- E-communications and services may be substituting for or modifying travel behaviors;
- Housing-choice decisions and work relocation may be linked with transportation characteristics; and
- It is important to understand the effects of household transitions (aging, household size changes, auto acquisition, etc.) on the travel choices made within the household.

It is proposed that this survey be a multi-year effort, similar to the new American Community Survey being fielded by the Bureau of the Census. The survey which will be collected year round, gathering data for all seasons, is proposed to be a repeated cross-section with a small

longitudinal panel, and is proposed to collect much of the data passively, using global positioning system (GPS) recording units that can be either carried or attached to vehicles.

The strategy is to collect data continuously, with the ability to aggregate multiple years of data for model development. It will give the ability also to track changes at an aggregate (statewide or region-wide) level annually, and at a much less aggregated level (county, major city, summer travel, etc.) at a wider periodicity – biennially, three-yearly, five-yearly and so-on.

It is expected that the proposed approach will give decision-makers timely data on a continuous basis and will inform transport and land use models in a much improved way. It is also expected that a continuous small budget will be easier to schedule, rather than the very large budget if we continue the one every seven- to eight-year very large survey. It is expected that this approach will give us improved information in a much more efficient way.

OBJECTIVES

First year FY 2005:

- Finalize the survey instruments, obtain hardware and software and carry out pilot survey;
- Conduct the first six months of the continuous survey (January 2005 to June 2005); and
- Prepare database containing the survey results.

BUDGET SUMMARY

Requirements:			**Resources:**		
Materials & Services	$	250,000	PL	$	83,333
			Other Grants*	$	166,667
TOTAL	**$**	**250,000**	**TOTAL**	**$**	**250,000**

Full-Time Equivalent Staffing:
Regular Full-Time FTE
TOTAL

*To be Determined

PROGRAM

Provide for overall ongoing department management, including budget, Unified Planning Work Program (UPWP), contracts, grants and personnel. It also includes staff to meet required needs of the Transportation Policy Alternatives Committee (TPAC); Joint Policy Advisory Committee on Transportation (JPACT); Metro Technical Advisory Committee (MTAC); Water Resources Policy Advisory Committee (WRPAC), Goal 5 Technical Advisory Committee (Goal 5 TAC), Bi-State Coordination Committee, Highway 217 Corridor Policy Advisory Committee (Hwy. 217 PAC), Regional Freight Committee, Housing Technical Advisory Committee (HTAC) and the Metro Council.

RELATION TO PREVIOUS WORK

This is an on-going program.

RESPONSIBILITIES

Ensure compliance with all federal requirements. Maintain "certification" of the region for continued receipt of transit and highway construction funds. Provide documentation to the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) of all such activity.

Provide support to JPACT, TPAC, MTAC, WRPAC, Goal 5 TAC, Bi-State Committee, Hwy 217 PAC, Regional Freight Committee, HTAC and subcommittees to ensure coordination between state, regional and local transportation and land-use plans and priorities.

Provide overall department management, including budget, personnel, materials, services and capital expenditures. Monitor grants and contracts compliance. Provide information to the public. Also, maintain active memberships and support in national organizations such as Cascadia, American Public Transportation Association (APTA) and the Association of Metropolitan Planning Organizations (AMPO) as available funds allow.

OBJECTIVES

- Prepare and manage the department budget, personnel, programs and products;
- FY 2006 UPWP;
- Prepare documentation to FHWA, FTA and other funding agencies such as quarterly narrative and financial reports;
- Monthly progress reports to the TPAC;
- Minutes, agendas and documentation;
- Execute, administer and monitor contracts, grants and agreements;
- Interdepartmental coordination;
- Periodic review with FHWA and FTA on UPWP progress;

- Federal Certification;
- Single audit responsibility for Planning grants; and
- Progress Reports for Metro Council.

BUDGET SUMMARY

Requirements:			**Resources:**		
Personal Services	$	321,402	PL	$	124,771
Materials & Services	$	20,200	STP/ODOT Match	$	168,407
Interfund Transfers	$	116,398	Section 5303	$	20,000
			ODOT Support	$	16,027
			TriMet	$	8,000
			Metro	$	120,795
TOTAL	**$**	**458,000**	**TOTAL**	**$**	**458,000**

Full-Time Equivalent Staffing:	
Regular Full-Time FTE	4.1
TOTAL	**4.1**

PROGRAM

In keeping with federal laws, regulations and policies recipients of federal dollars must address three fundamental environmental justice principles:

- Avoid, minimize or mitigate disproportionately high and adverse human-health and environmental effects, including social and economic effects, on minority populations and low-income populations;

- Ensure full and fair participation by all potentially-affected communities in the transportation decision-making process; and

- Prevent the denial of, reduction in or significant delay in the receipt of benefits by minority and low-income populations.

RELATION TO PREVIOUS WORK

This is an on-going program.

RESPONSIBILITIES

Under Federal Highway Administration (FHWA)/Federal Transit Administration (FTA) guidelines, Metropolitan Planning Organizations (MPO) need to:

- Enhance their analytical capabilities to ensure the long-range transportation plan and transportation improvement program comply with Title VI;

- Identify residential, employment and transportation patterns of low-income and minority populations so their needs can be identified and addressed, and the benefits and burdens of transportation investments can be fairly distributed; and

- Evaluate and, where necessary, improve their public-involvement processes to eliminate participation barriers and engage minority and low-income populations in transportation decision making.

The majority of work to ensure compliance with the above will be done within the individual program/project work plans. However, broad community data collection, outreach and qualitative evaluation methods will be developed and employed to assist the Planning Department, as a whole, to effectively comply with the spirit and letter of the guidelines.

TriMet does separate Title VI outreach.

OBJECTIVES

Census 2000 information provides the foundation from which staff can assess aspects of projects or programs that may be of interest or have potential impact or benefit to minority and/or low-income populations. This, combined with community outreach efforts such as stakeholder interviews, helps us to better engage appropriate communities in effective communication and decision-making processes.

BUDGET SUMMARY

Requirements:			**Resources:**		
Personal Services	$	3,110	STP/ODOT Match	$	3,172
Interfund Transfers	$	2,890	Metro	$	2,828
TOTAL	**$**	**6,000**	**TOTAL**	**$**	**6,000**

Full-Time Equivalent Staffing:	
Regular Full-Time FTE	0.03
TOTAL	**0.03**

PROGRAM

The South Corridor Final Environmental Impact Statement and Preliminary Engineering (PE/FEIS) will develop environmental mitigation for the impacts of the Locally Preferred Alternative (LPA), selected by the Metro Council in FY 2004 and will address all public comments made regarding the SDEIS and the Downtown Amendment. Engineering for the project will be advanced to the 30 percent level and capital costs will be developed to a level of accuracy suitable for inclusion in a Final Design application to Federal Transit Administration (FTA). TriMet will become lead agency, with Metro taking primary responsibility for the FEIS. A significant part of the work program is development of the project's New Starts ranking materials for submittal to the FTA, scheduled for August 2004.

RELATION TO PREVIOUS WORK

The PE/FEIS phase of the South Corridor Project follows completion of the South Corridor Draft Environmental Impact Statement (SDEIS) and the Downtown Amendment followed by the selection of the LPA by the Metro Council. Initial start-up tasks for the FEIS will be initiated in FY 2004 with the carryover of SDEIS project funds. Completion of the FEIS will require TriMet funding which will be secured prior to the start of FY 2005. The FEIS concludes with the Record of Decision, which signals completion of the federal National Environmental Policy Act (NEPA) process.

RESPONSIBILITIES

Metro Corridor Planning staff will directly manage all staff and consultants involved in the preparation of the FEIS. Other Metro planning staff includes Travel Forecasting and the Data Resource Center. TriMet will be the overall project lead, with responsibility for PE and public involvement. The PE/FEIS phase is scheduled for completion in mid-FY 2005, with follow-up activities including the project's New Starts Submittal, Final Design application and Record of Decision to be completed at the end of FY 2005. Primary responsibilities include:

- Perform technical analysis including mitigation for environmental impacts, transportation and traffic impacts;
- Management of FEIS consultants;
- Development of the financial analysis and financial plan for the LPA being evaluated in the FEIS;
- Management of the FEIS ensuring that budget and schedule are met;
- Assist TriMet in development and evaluation of PE designs for alignments and facilities;
- Assist TriMet with public involvement activities; and
- Perform necessary analyses in support of the project's FTA New Starts submittal, TriMet's Final Design application and activities required to secure the Record of Decision.

OBJECTIVES

The primary objective of the South Corridor FEIS is to implement a major high capacity transit program in the South Corridor that:

- Maintains livability in the metropolitan area;
- Supports local and regional land use goals;
- Optimizes the transportation system;
- Environmentally sensitive;
- Reflects community values; and
- Is fiscally responsive.

BUDGET SUMMARY

Requirements:			**Resources:**		
Personal Services	$	940,022	TriMet IGA*	$	2,211,000
Materials & Services	$	964,450			
Interfund Transfers	$	293,042			
Computer	$	13,486			
TOTAL	**$**	**2,211,000**	**TOTAL**	**$**	**2,211,000**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	10.048
TOTAL	**10.048**

*Possible Clackamas County Capital Grant 5309 funds OR-03-0110-01 and/or TriMet general funds.

PROGRAM

The Willamette Shoreline Planning Program consists of two major work areas; 1) support of the Willamette Shoreline Consortium that oversees preservation and maintenance of the former Jefferson Branch rail alignment between Portland and Lake Oswego, and 2) development of transportation options for long-term use of the Willamette Shoreline right-of-way as a regional rail transportation corridor. This narrative focuses on the development of transportation options for the corridor through a federal Alternatives Analysis.

RELATION TO PREVIOUS WORK

Metro has been active in management of the Willamette Shoreline right-of-way since the Consortium purchased the Jefferson Branch Line between Portland and Lake Oswego in 1988. Metro continues to provide staff support to the Consortium of local governments, including administrative, technical and policy support for continued management of the corridor. In FY 2003 and 2004, Metro played a key role in resolving issues related to the City of Portland's Combined Sewer Overflow project within a portion of the Willamette Shoreline right-of-way, Willamette Shore Trolley Operations, and trestle repairs in the corridor.

RESPONSIBILITIES

- Initiate a Metro-led planning effort to evaluate the potential for development of the Willamette Shoreline right-of-way between Portland and Lake Oswego into a regional transportation corridor eligible for federal funding. This would include:

    1. Defining the appropriate federal process requirements
    2. Developing and designing alternatives to be examined in the corridor
    3. Evaluating alternatives
    4. Developing capital, operations and maintenance costs
    5. Phasing and implementation strategies
    6. Integrating a potential multi-use pedestrian path/trail project
    7. Identifying potential capital and operating revenues.

- Coordination with local jurisdictions in the corridor that could include intergovernmental agreements and establishment of project committees.

OBJECTIVES

- Develop, refine and implement a scope of work and budget for the initial analysis of rail transit and possibly pedestrian/bicycle improvements in the Willamette Shore Line right-of-way between Lake Oswego and Portland;

- Prepare detailed work programs, budgets and schedules for various related activities;

- Manage the studies in accordance with the defined work program, budget and schedule;

- Procure consultant assistance if required;

- Prepare alternatives, perform travel demand forecasts and cost estimates to evaluate the feasibility of various alternatives for pedestrian, bicycle and transit use;

- Facilitate selection of a preferred set of alternatives to go forward into the federal environmental process;
- Manage federal grant funding and execute intergovernmental agreements as needed; and
- Serve as liaison with the Federal Transit Administration (FTA).

BUDGET SUMMARY

Requirements:			**Resources:**		
Personal Services	$	51,762	FTA (STP)	$	300,000
Materials & Services	$	254,986	Consortium Match	$	24,280
Interfund Transfers	$	24,372	Metro	$	10,220
Computer	$	3,380			
TOTAL	**$**	**334,500**	**TOTAL**	**$**	**334,500**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	0.52
TOTAL	**0.52**

PROGRAM

The Transit Planning Program supports the budget theme that Metro will identify and promote multiple transportation choices to easily access all areas of the region. Increased transit use and reduced dependency on single occupant vehicles supports the budget theme of improving air quality. This program will implement the policy direction established by the Regional Transportation Plan (RTP) with emphasis on coordinating with TriMet and other transit providers to ensure that short-, medium- and long-range transit needs of the region are addressed. Specific elements of the FY 2005 work program include continued work on implementation of the Tri-County Elderly and Disabled Transportation Plan and related issues.

RELATION TO PREVIOUS WORK

The Transit Planning program in general works toward the implementation of the 2020 RTP. In FY 2001, Metro staff began work in support of the Tri-County Elderly and Disabled transportation plan study, TriMet's Committee on Accessible Transportation (CAT), the Tri-County Elderly and Disabled Transportation Plan Steering Committee and the Special Transportation Fund Advisory Committee (STFAC).

The Transit Element of the RTP was revised to support implementation of several related elements of the Tri-County Elderly and Disabled Plan. Following amendment to the RTP, staff will work to ensure that transit providers and local jurisdictions implement transit service that supports the policy direction of the RTP and the regional growth management policies.

RESPONSIBILITIES

Program objectives in FY 2005 include:

- Assist transit providers, non-profit organizations and local jurisdictions that provide public transit service in development of their short-, medium- and long-range transit plans.

- Assist transit operators in meeting service requirements mandated by the Americans with Disabilities Act (ADA), Title VI the Civil Rights Act and other federal requirements; and

- Provide guidance to transit operators and local jurisdictions regarding potential federal, state and local funding sources.

OBJECTIVES

Objectives for FY 2005 include:

- Continue working with the Special Transportation Fund Advisory Committee, which advises the tri-county area governing body and the State of Oregon on use of Special Transportation Funds for the tri-county area;

- Work with transit providers, social service agencies and non-profit organizations in the tri-county area to implement the Tri-County Elderly and Disabled Transportation Plan.

- Assist the Oregon Department of Transportation's (ODOT) Public Transit Division in drafting revisions to the Oregon Administrative Rules for the State of Oregon Special Transportation Fund.

- Assist TriMet, Ride Connection, and other transit service providers in developing and implementing a Productivity Improvement Plan for services for the Elderly and Disabled.

- Continue working with CAT, which advises the TriMet staff and board on issues of transit system accessibility;

- Prepare detailed work programs, budgets and schedules for various transit planning related activities;

- Manage the transit related studies in accordance with the defined work program, budget and schedule;

- Procure consultant assistance as required;

- Manage federal grant funding and execute intergovernmental agreements as needed; and

- Serve as liaison with the Federal Transit Administration (FTA).

BUDGET SUMMARY

Requirements:			**Resources:**		
Personal Services	$	21,980	STP/ODOT Match	$	15,858
Materials & Services	$	200	TriMet	$	19,284
Interfund Transfers	$	9,320	Metro	$	858
Computer	$	4,500			
TOTAL	**$**	**36,000**	**TOTAL**	**$**	**36,000**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	0.225
TOTAL	**0.225**

PROGRAM

The Portland/Vancouver Region is one economy divided by state and local jurisdictions. Bi-State coordination is needed to ensure plans for the Portland/Vancouver region are consistent and complimentary. The Bi-State Coordination Committee meets federal requirements that the two Metropolitan Planning Organizations (MPOs) work together. Development patterns within the region and commuting patterns across the Columbia River have led to need for coordination between federal and state agencies on transportation and land use issues. Based on recommendations from the I-5 Partnership Governors' Task Force, Metro and the Southwest Washington Regional Transportation Council (RTC) will reconstitute the Bi-State Transportation Committee into the Bi-State Coordination Committee beginning 2004. The purpose of this reconstituted joint committee is to advise the region, state and local jurisdictions on transportation and land use issues of bi-state significance, including economic development and environmental justice concerns when they are linked to bi-state transportation or land use issues.

It is anticipated that a major work effort concerning improvements to Interstate 5 as it crosses the Columbia River will be a topic of intense dialogue during 2004 and 2005. Discussion at the Bi-State Coordination Committee will help ensure good communication and coordination across state boundaries.

RELATION TO PREVIOUS WORK

Metro and RTC created the Bi-State Transportation Committee in May 1999. The Committee has met regularly and forwarded recommendations to Metro and the RTC board on several important issues. For many years, Metro has participated in other bi-state coordination efforts through its Local Coordination Program.

The recommendation to expand the purview of the Bi-State Transportation Committee to include land use issues was included in the I-5 Strategic Plan adopted by the I-5 Partnership Governors' Task Force. In November 2003, the Metro Council approved a Bi-State Coordination Committee charter.

RESPONSIBILITIES

- Coordinate the bi-state discussion of those recommendations of bi-state significance as described in the approved I-5 Trade and Transportation Corridor Strategic Plan;

- Staff the Bi-State Coordination Committee, including initiating discussion of significant issues at appropriate times and forwarding actions to the Joint Policy Advisory Committee on Transportation (JPACT) and Metro Council as necessary;

- Coordinate MPO planning activities with participation on RTC's Regional Technical Advisory Committee (RTAC) and other committees; and

- Work with bi-state partners to explain issues within the Portland/Vancouver area to federal and state representatives.

OBJECTIVES

- Ensure that JPACT/Metro Council have information on transportation and land use issues of significance before decisions regarding bi-state projects are made; and

- Ensure efficient and effective use of planning and construction resources within the Portland/Vancouver region.

BUDGET SUMMARY

Requirements:			**Resources:**		
Personal Services	$	29,133	PL	$	35,994
Materials & Services	$	45,700	STP/ODOT Match	$	37,003
Interfund Transfers	$	10,167	ODOT Support	$	5,000
			TriMet	$	5,000
			Metro	$	2,003
TOTAL	**$**	**85,000**	**TOTAL**	**$**	**85,000**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	0.28
TOTAL	**0.28**

PROGRAM

The I-5/Highway 99W Connector Project would provide a highway connection between the I-5 corridor near Tualatin and the Highway 99W corridor near Sherwood. This project is of regional and statewide significance and is led by Washington County and the Oregon Department of Transportation (ODOT). The current study is developing and evaluating alternatives to be advanced into an environmental document and preliminary engineering. Metro's involvement in the study is to provide technical assistance including travel demand forecasts and environmental review as well as policy oversight to ensure that the project is responsive to the 2040 Growth Concept, Regional Transportation Plan (RTP) and ongoing planning for industrial lands in the area.

RELATION TO PREVIOUS WORK

This work effort is an outgrowth of the 2000 RTP, which over a five-year period was undertaken in close coordination with the public and local, state and federal representatives to establish the most important long-term transportation investments within the region. The I-5/99W Connector was one of those critical transportation links listed in the RTP. Metro has done other corridor planning projects and has participated or is participating in nearby corridors such as Highway 217, I-205 auxiliary lanes and the Sunrise Corridor. In the early 1990s, ODOT's Western Bypass Study recommended that the I-5 to 99W Connector be the only new highway segment to be implemented along with other arterial projects in the area and improvements to Highway 217.

RESPONSIBILITIES

- Provide technical assistance for travel forecasting and environmental analysis;
- Keep the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council informed of project progress and bring major policy issues to their attention; and
- Attend technical and staff meetings as needed to keep current with the project, coordinate with other technical staff and to provide the regional policy perspective.

OBJECTIVES

- Ensure that JPACT and the Council are provided information and briefed on policy issues;
- Ensure that the Region 2040 Growth Concept and the RTP are supported by the project;
- Ensure that an appropriate range of alternatives is developed and that evaluation criteria are appropriate; and
- Coordinate with other Metro planning efforts in the area such as the study of regionally significant industrial lands to ensure that multiple goals are met.

BUDGET SUMMARY

Requirements:			**Resources:**		
Personal Services	$	40,043	PL	$	39,840
Materials & Services	$	81,500	STP/ODOT Match	$	8,458
Interfund Transfers	$	15,457	ODOT Support	$	8,000
			Section 5303	$	7,267
			Other (Undetermined)	$	52,433
			TriMet	$	7,917
			Metro	$	13,085
TOTAL	**$**	**137,000**	**TOTAL**	**$**	**137,000**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	0.39
TOTAL	**0.39**

*See Washington County – I-5/99w Connector Study (page 85) in the Other Projects of Regional Significance.

PROGRAM

The Interstate MAX Light Rail Project is currently in construction and has a signed Full Funding Grant Agreement (FFGA) from the Federal Transportation Administration (FTA). Because the project is slated to open in May 2004, Metro's role is reduced from previous years. Metro will assist TriMet through FY 2005 in several areas related to FTA reporting requirements, in particular the development and implementation of a New Starts Before and After Study designed to assess the accuracy of information upon which project decisions were based and to assess the changes in ridership and travel patterns that occur as a result of the project.

RELATION TO PREVIOUS WORK

In FY 1999-00, Metro completed the *North Corridor Interstate MAX Light Rail Final Environmental Impact Statement* (FEIS). During that same time period, TriMet completed Preliminary Engineering (PE). Based upon Metro's environmental analysis, TriMet developed mitigation for environmental impacts. This analysis and the cost estimates that followed formed the basis for the FFGA with FTA. In subsequent years, FY 2001 through FY 2004, Metro-assisted with continuing resource agency coordination, environmental review, FTA new starts reports and permit applications.

RESPONSIBILITIES

The Corridor Planning Division provides assistance to TriMet through an intergovernmental agreement. Products and targets for FY 2005 include the following:

- Develop and implement the "before" element of the Before and After Study to assess the impact of the project and the accuracy of forecasts upon which project decisions were based; and

- Attend project committee and policy group meetings and provide constructive and helpful ideas to keep the project on track and secure federal funding appropriations.

OBJECTIVES

Program objectives in FY 2005 include:

- Successfully develop and implement the "before" element of the Before and After Study to assess the ridership impact and the accuracy of forecasts upon which decisions were based; and

- Participate on the project committee and policy group to guide project decisions.

BUDGET SUMMARY

Requirements:			Resources:		
Personal Services	$	21,694	TriMet Contract	$	30,000
Interfund Transfers	$	8,306			
TOTAL	**$**	**30,000**	**TOTAL**	**$**	**30,000**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	0.225
TOTAL	**0.225**

*See TriMet – Interstate MAX Before and After Evaluation (page 96) in the Other Projects of Regional Significance.

PROGRAM

Clackamas County, Oregon Department of Transportation (ODOT) and Metro are funding partners for the Sunrise Corridor Project Phase I Supplemental Draft Environmental Impact Statement (SDEIS). Clackamas County is the local lead agency for the SDEIS. The Sunrise Corridor Project is proposed as a highway connection between I-205 and SE 172nd Avenue in the vicinity of the Highway 212 right-of-way that would provide access to the Damascus and Pleasant Valley growth areas. Metro has entered into an Intergovernmental Agreement (IGA) with Clackamas County to provide assistance with travel demand forecasting, environmental analysis, definition and evaluation of alternatives and representation on project committees.

RELATION TO PREVIOUS WORK

A previous DEIS was prepared by Clackamas County in 1993. Since then, Metro planning efforts include the Pleasant Valley Concept Plan and the Powell/Foster Corridor Plan Phase I. Currently, the Damascus/Boring Concept Plan is exploring ways to manage growth and define the transportation infrastructure in the Damascus Town Center recently included within the Urban Growth Boundary (UGB).

RESPONSIBILITIES

Program objectives in FY 2005 include:

- Assist Clackamas County and ODOT in initiating and substantially completing the Sunrise Corridor Phase I DEIS;
- Coordinate development of the Sunrise Corridor DEIS with Metro's Damascus/Boring Concept Plan for land use and transportation;
- Provide assistance in development of alternatives and evaluation criteria;
- Provide guidance on environmental issues such as historic and parkland resources, wetlands, noise and vibration and other impacts;
- Prepare travel forecasts for alternatives included in the Sunrise Corridor Phase I DEIS;
- Assist with preparation of the Phase 2 DEIS Work Plan; and
- Assess the impact of the alternatives on the Damascus/Boring Concept Plan land use pattern and transportation network.

OBJECTIVES

Objectives for FY 2005 include:

- Ensure that the alternatives developed for the Sunrise Corridor Phase I DEIS support the 2040 Growth Concept and do not preclude or predetermine transportation options for the second phase of the project;

- Ensure coordination between the Sunrise Corridor Phase I DEIS and the development of transportation infrastructure for the Damascus/Boring Concept Plan; and

- Ensure regional consensus on the locally preferred alternative (LPA) by ensuring that JPACT and the Metro Council review the LPA recommendation.

BUDGET SUMMARY

Requirements:			**Resources:**		
Personal Services	$	33,440	Clackamas County*	$	46,000
Interfund Transfers	$	12,560			
TOTAL	**$**	**46,000**	**TOTAL**	**$**	**46,000**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	0.326
TOTAL	**0.326**

*See Clackamas County – Sunrise Corridor (page 78) in the Other Projects of Regional Significance.

PROGRAM

The Regional Freight Program will help Metro meet its responsibility to plan for goods-movement needs, document freight-project priorities and support livability in the region. The program supports Metro's coordination with Federal Highway Administration (FHWA), local jurisdictions and other agencies on freight-mobility research and policy development, identify priorities and lead outreach activities. The Regional Freight Program also brings a focus on economic aspects of goods movement to a variety of other transportation activities including Metropolitan Transportation Improvement Program (MTIP) criteria, Transportation Finance, Livable Streets and Project Development. It also supports Community Planning's work on industrial lands policy.

The Transportation Efficiency Act for the 21st Century (TEA-21) requires Metropolitan Planning Organizations (MPOs) to meet seven planning factors including planning for people and freight and supporting economic vitality by enabling global competitiveness, productivity and equity. The 2040 Growth Concept identifies the importance of industrial activity to the region by establishing special industrial districts as a priority land use. The Regional Framework Plan and RTP identify policies and projects to ensure efficient movement of freight to these industrial districts.

RELATION TO PREVIOUS WORK

Over the past several years, Metro, working with the Port of Portland and the Oregon Department of Transportation (ODOT), made a significant contribution to understanding and communicating goods movement needs by documenting regional freight-mobility issues and involving the private sector. In FY 2001-02, Metro produced a brochure of regional freight needs within the region, which brings together previous research from:

- The regional truck forecasting model;
- Commodity Flow Study;
- National Highway System Intermodal Connectors Report for FHWA;
- Metro area Shipper and Carrier Interviews; and
- Freight policies for the 2000 RTP.

Previous work also includes coordination with other freight-related efforts in the region such as: Regional Industrial Lands Study; City of Portland's St. John's Truck Study; Portland State University's Regional Connections Study and the I-5 Trade Transportation and Trade Partnership Study.

In FY 2003, in anticipation of an MTIP grant that enhanced the freight program, Metro created a new Regional Freight Committee to efficiently use regional freight data and to define local transportation needs. Participants include local and state planners involved in transportation planning and project programming. Metro also worked with the Port of Portland to develop a scope and obtain funding for a major Freight Data Collection Study. This study will greatly enhance our understanding of truck origin and destination patterns within the region and will enable us to significantly improve the truck model.

In FY 2004 stepped up activities included:

- Continued leadership of the Regional Freight Committee, with a particular focus on funding priorities;
- Significant input to the Statewide Freight Advisory Committee and subcommittees as it developed recommendations for freight project funding;
- Participation in the newly established Portland Freight Committee and development of the Portland Freight Master Plan; and
- Work with the Port of Portland to finalize methodology for the Port of Portland led Freight Data Collection Study and established scope and budget for Metro's role.

RESPONSIBILITIES

- Maintain involvement with private-sector business representatives in identifying and assessing freight mobility issues;
- Identify freight mobility bottlenecks and advance project priorities to respond to freight mobility needs;
- Work with other Metro staff, local jurisdictions and agency representatives to ensure regional freight needs are reflected in plans, programs and project development;
- Coordinate with the FHWA as new freight programs and policies emerge and represent our regional freight interest;
- Coordinate freight-planning activities within Oregon to ensure consistency between state and regional planning. This includes participation in efforts such as the Statewide Freight Advisory Committee;
- Learn from experiences with freight programs and research in the United States about programs and policies for application in the Portland/Vancouver region; and
- Support research to improve regional freight data and truck model.

OBJECTIVES

- Coordinate Regional Freight Committee;
- Participate in Portland and Oregon Freight Advisory Committees;
- Participate in on-going freight studies and projects including the Freight Data Collection Study, the I-5 Rail Forum, the Portland Freight Master Plan;
- Incorporate freight data collection study results into Truck model (May 2005);
- Initiate review of freight network and policies as part of RTP update including:

- Propose freight policy changes (February 2005)
- Establish criteria for freight route classification (May 2005).

BUDGET SUMMARY

Requirements:			**Resources:**		
Personal Services	$	61,120	PL	$	12,454
Materials & Services	$	45,450	Freight STP	$	88,367
Computer	$	4,960	ODOT Support	$	21,546
Interfund Transfers	$	20,470	Metro	$	9,633
TOTAL	**$**	**132,000**	**TOTAL**	**$**	**132,000**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	0.61
TOTAL	**0.61**

PROGRAM

The 2000 Regional Transportation Plan (RTP) identified significant transportation needs in this corridor but stipulated that additional work was needed before a specific project could be developed and implemented. This work program is designed to complete the second phase of refinement planning needed in the corridor spanning from inner southeast Portland following Powell east to Gresham and Foster to Damascus. This work program takes the results and recommendations – including project alternatives – from Phase I and evaluates and refines them in light of recent land use decisions affecting the corridor area. It will conclude with selection of a preferred alternative(s) for adoption by the Joint Policy Advisory Committee on Transportation (JPACT) and Metro Council.

RELATION TO PREVIOUS WORK

As provided by the State Transportation Planning Rule (TPR), the 2000 RTP calls for completion of a number of specific corridor refinement plans. Chapter 6 of the RTP identified significant needs in these areas, which require further analysis before a specific project can be developed. The TPR requires prompt completion of corridor-refinement plans in these corridors.

In FY 2001, the Corridor Initiatives Program prioritized completion of the corridor studies. Foster/Powell was one of the corridors identified as requiring a major, new planning effort by 2005. In FY 2002, Metro obtained a Transportation/Growth Management (TGM) grant to support completion of this work. Staff established the project scope and budget, coordinated with other planning efforts in the area, issued request for proposals for consultants and executed an agreement with the Oregon Department of Transportation (ODOT).

In FY 2003, Metro completed the first phase of a multi-modal alternatives analysis. The work included an existing condition and needs analysis and definition and, preliminary evaluation of a wide range of feasible transit and roadway improvement alternatives. The final report identified a work program for further study and implementation of specific multi-modal alternatives. In 2004, these recommendations were approved by the Transportation Policy Advisory Committee (TPAC), JPACT and the Metro Council and incorporated into the 2004 RTP.

RESPONSIBILITIES

- Based on the final Phase I recommendations, develop a detailed scope of work and budget;
- Execute funding agreements for needed grant funds;
- Coordinate with related planning efforts, especially Damascus and Springwater Concept Planning, Sunrise Highway and Pleasant Valley Plan implementation;
- Create a Public Involvement Plan; and
- Issue a request for proposal and execute contracts with consultants.

OBJECTIVES

The work program is designed to complete the corridor-planning process. Over a two-year period, it will evaluate and refine a range of alternatives for regional routes in the Pleasant Valley and Damascus areas. The study will recommend short, medium and long-range transportation improvement strategies and a phasing and financial plan. Projects will be defined at an appropriate level of detail to commence review under the National Environmental Protection Act (NEPA). Projects will address the recent and anticipated growth needs and support the following objectives:

- Enhance opportunities for use of bicycles, walking and transit;
- Preserve or enhance the through movement function of the highway;
- Reduce reliance on the automobile;
- Provide alternatives to major transportation improvements; and
- Increase efficient use of land.

BUDGET SUMMARY

Requirements:			**Resources:**		
Personal Services	$	74,932	PL	$	40,000
Materials & Services	$	306,450	ODOT Support	$	10,000
Interfund Transfers	$	28,377	Section 5303	$	2,325
Computer	$	9,240	Powell/Foster STP	$	300,000
			TriMet Contract	$	31,399
			Metro	$	18,108
			Other Local Match	$	17,168
TOTAL	**$**	**419,000**	**TOTAL**	**$**	**419,000**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	0.825
TOTAL	**0.825**

PROGRAM

This work program is designed to complete the corridor refinement planning needed in the Highway 217 corridor. The Regional Transportation Plan (RTP) identified a significant transportation need in this corridor but specified that additional work was needed before a specific project could be implemented. In FY 2005, this work program will focus on completing a multi-modal alternatives analysis. This work program is intended to conclude in late FY 2005 with selection of preferred alternative(s), including a financing and phasing plan, for adoption by the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council.

RELATION TO PREVIOUS WORK

As provided by the State Transportation Planning Rule (TPR), the 2000 RTP calls for completion of 16 specific corridor refinements and studies. Chapter 6 of the RTP identified significant needs in these areas, which require further analysis before a specific project can be developed. The TPR requires prompt completion of corridor refinements and studies.

In FY 2001, the Corridor Initiatives Program prioritized completion of corridor plans and refinements. In FY 2002, Metro, in consultation with agencies and jurisdictions, developed the scope and budget and submitted a proposal to the Federal Highway Administration (FHWA) Value Pricing Pilot program for funds to support completion of the work. Metro staff also completed a background report for the project. In FY 2003, Metro received grant approval, executed intergovernmental agreements, issued a request for proposal and selected consultants. It also established a policy advisory committee, comprised of elected officials and citizens from the corridor.

In FY 2004, Metro executed contracts. With the study advisory committees and consultants, staff set project goals, defined and evaluated an initial range of alternatives, completed stakeholder interviews, conducted focus groups and held public workshops to review initial alternatives and findings.

RESPONSIBILITIES

In early FY 2005, the initial alternatives will be refined to a set of three to four alternatives. These alternatives will be evaluated and refined through:

- Travel forecasts;
- Conceptual design;
- Cost estimates;
- Community workshops;
- Public-opinion research;
- Financial analysis; and
- Public participation opportunities at key study milestones.

OBJECTIVES

The overall goal is to develop transportation strategies to be implemented in the near- and medium-term; provide efficient movement of goods and people through and within the Highway 217 corridor over the next 20 years; and, support economically dynamic and attractive regional and town centers while respecting the livability of nearby communities.

The goal will be accomplished with the following objectives:

- Engage the public in discussion about possible improvement strategies and build support for selected strategies;
- Support and enhance activity centers by improving multi-modal access to centers and connectivity across Highway 217;
- Enhance the function of Highway 217 as a mobility corridor serving key regional destinations;
- Minimize negative impacts to, and explore opportunities to improve, arterials;
- Promote the safety of all modes;
- Provide alternatives that are cost effective;
- Support the pivotal role that Highway 217 plays in the economy of the region by enhancing the efficient movement of goods, services and people through and within the corridor;
- Develop alternatives in sufficient detail to begin more advanced environmental work;
- Minimize negative, and maximize positive, impacts on neighborhoods and the environment;
- Develop, and build support for, financing and phasing plans; and
- Consider a range of demand and system management approaches, including carpool and peak hour priced lanes and enhanced transit services, and determine if they are appropriate for this corridor.

BUDGET SUMMARY

Requirements:			**Resources:**		
Personal Services	$	295,338	PL	$	303,258
Materials & Services	$	270,900	STP/ODOT Match	$	52,287
Interfund Transfers	$	97,442	ODOT Support	$	25,000
Computer	$	15,320	Section 5303	$	5,000
			TriMet	$	11,083
			Value Pricing Grant	$	244,716
			Local Partner Match	$	33,576
			Metro	$	4,080
TOTAL	**$**	**679,000**	**TOTAL**	**$**	**674,000**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	3.235
TOTAL	**3.235**

PROGRAM

The program implements multi-modal Regional Transportation Plan (RTP) projects and policies for major transportation corridors. It involves ongoing involvement in local and regional transit and roadway project conception, funding and design.

RELATION TO PREVIOUS WORK

The Project Development program focuses on project development along major transportation corridors that provide connections between key 2040 land uses, including regional and town centers and industrial and employment areas.

In 2001, the Corridor Initiatives Project prioritized the multi-modal corridors outlined in the 2000 RTP. The outcome of that inclusive multi-jurisdictional process was a regional commitment to a strategy for completing required planning of transportation improvements on 18 major transportation corridors. In FY 2002-03, the RTP was amended to include that corridor planning strategy. The Project Development program now focuses on development of major transit, freight, highway and arterial projects related to major transportation corridors. It includes work with local jurisdictions, TriMet, the Port of Portland and the Oregon Department of Transportation (ODOT) on efforts that may result in major planning by Metro as well as other agencies.

RESPONSIBILITIES

Metro has traditionally participated in local project-development activities for regionally funded transportation projects. In recent years, the Program has more closely focused those activities on projects that directly relate to completion of planning and project development activities. A few of these corridors already had major planning efforts underway under separate budget lines. However, for the bulk of the corridors project development is still needed. This program will coordinate with local efforts to ensure consistency with regional projects, plans and policies. It will also support initiation of new efforts.

OBJECTIVES

- Ensure consistency with regional plans and policies related to major transportation corridors by participating in local planning and project development activities, including technical advisory committees, workshops and charrettes as well as formal comment on proposed projects; and

- Implement the Corridor Initiatives Project strategy in the RTP through monitoring on-going planning activities and working with other jurisdictions to initiate new corridor efforts.

BUDGET SUMMARY

Requirements:			**Resources:**		
Personal Services	$	47,985	PL	$	10,000
Materials & Services	$	25,100	ODOT Support	$	2,000
Interfund Transfer	$	17,915	Section 5303	$	39,400
			TriMet	$	17,750
			Metro	$	21,850
TOTAL	**$**	**91,000**	**TOTAL**	**$**	**91,000**

Full-Time Equivalent Staffing:	
Regular Full-Time FTE	0.53
TOTAL	**0.53**

PROGRAM

A transit-oriented development has three fundamental characteristics that combine to generate a high modal share for transit: a mix of moderate to high-intensity land uses; a physical or functional connection to the transit system and design features that reinforce pedestrian relationships and scale. The mission of the Transit-Oriented Development (TOD) Implementation Program is to increase transit ridership and lessen risks and costs associated with the construction of TOD projects. It ensures that some regionally significant TOD demonstration projects are undertaken and that joint-development tools are in place to help the region implement growth-management plans for station areas and urban centers.

RELATION TO PREVIOUS WORK

Work in FY 2005 builds directly upon previous FY 2004 work and toward the program's 5- and 10-year goals. Projects that are in the pre-development stage will move into construction, and new projects will be selected for implementation. Many of these projects will be done with local money.

RESPONSIBILITIES

The major responsibilities for the coming year include:

- Negotiate amendment to development agreement for work on the third phase of Russellville;
- Negotiate for additional property for the Hillsboro Central site;
- Begin construction on Gresham Civic Neighborhood (SE corner) mixed-use and complete planning for subsequent phase;
- Completion of "project definition" with the Federal Transit Administration (FTA) for the acquisition of two project sites within the Interstate MAX corridor;
- Negotiate a development agreement with selected developer on one or more sites in the Interstate MAX corridor; and
- Initiate pre-development on one or two regional centers projects.
- Completion of Lloyd mixed use development project at Martin Luther King Jr. Boulevard and N.E. Multnomah Street.
- Finish construction of fitness center and lofts south of the MAX tracks and complete construction of transit plaza at Beaverton Central.
- Initiate one mixed-use development project on high frequency bus corridor.

OBJECTIVES

The program helps cause the construction by the private sector of high-density housing and mixed-use projects that encourage increased transit use. Projects are located at light rail stations on the Eastside MAX, Westside MAX, Interstate Corridor, Regional and Town Centers,

and potentially within the Portland Airport MAX and commuter-rail transit corridors. Public-private partnerships (coordinated through development agreements) are forged to develop projects with higher density, mixed uses where possible, and with a strong pedestrian environment by including street and sidewalk amenities, plazas, promenades and building massing and orientation that reinforce the street level activity. Land-sale proceeds from projects are returned to the program for use in other TOD projects. Program activities also include providing technical assistance to agencies (local, national and international) working to implement TOD programs, plans and projects; to academicians studying TOD and public/ private partnerships and to members of the private real-estate development community.

BUDGET SUMMARY

Requirements:			**Resources:**		
Personal Services	$	219,483	97 FTA (OR90-X073)	$	5,000
Materials & Services	$	65,500	TriMet	$	315,000
Interfund Transfers	$	70,017	Metro	$	35,000
TOTAL	**$**	**355,000**	**TOTAL**	**$**	**355,000**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	2.5
TOTAL	**2.5**

PROGRAM

The Data Resource Center (DRC) serves a multi-faceted role within the agency and throughout the community. Within the agency, the DRC contributes to the success of analysis and projects undertaken by Planning, Solid Waste and Regional Parks and Open Spaces. The DRC provides state-of-the-art mapping and spatial analysis, regional economic and demographic forecasting, land-use and vacant-land studies and sophisticated urban-economic analysis.

Periodically updated economic and demographic projections are required of Metropolitan Planning Organizations (MPO) by the federal government prior to allocation of transportation funds. Other forecasting requirements include the Regional Framework Plan and periodic reviews to maintain the 20-year land supply required for inside the Urban Growth Boundary (UGB). Metro's long-range regional forecast (20 years) provides this foundation for the Regional Transportation Plan (RTP) and various other urban growth management and solid waste issues. The regional forecast is also used by local governments and businesses as a moderate economic growth scenario and long-term planning tool. It is the only local source of bi-state metropolitan level forecast data for this region.

Regional Land Information System (RLIS) is a computer mapping system providing land records (assessors' tax database), urban development patterns (zoning, 2040 land-use concepts and data, developed and vacant land studies and other tax lot data) and environmental data (floodplains, parks and open spaces, slopes and contours and natural hazard mitigation data). RLIS was created and is maintained by the DRC as a source of information for the Portland area land, population and economy.

RELATION TO PREVIOUS WORK

Metro is the data clearinghouse for collecting, maintaining and producing vital land-use analysis, economic and demographic information supporting significant regional programs. Metro is also a leader in providing desktop geographic information system (GIS) to the regional planning community through *RLIS-Lite* and *MAGIC* on CD-ROM disk.

The DRC maintains the integrated regional economic/demographic growth simulation model of the Portland-Vancouver area. This structural economic model is an econometric representation of the regional economy. The model is used in mid-range (5-10 years) and long-range (10-30 years) forecasting and analysis to support the RTP, land use planning and revenue forecasting. Other uses include growth simulation scenarios and impact analysis.

Urban Growth Modeling, Simulation and Analysis: The DRC developed a state-of-the-art land-use simulation model, MetroScope. This decision support tool is linked to the Travel Forecasting Model, making it possible to produce and analyze alternative growth scenarios.

RESPONSIBILITIES

The ongoing uses for the model for purposes of futures forecasting and scenario evaluation is to provide contextual information and quantitative support for policy makers and analysts investigating long-run growth options. The application of this model improves Metro's standing and regional reputation for the quality of its analysis and quantitative expertise. Continuing model development and reliable forecasts not only satisfies Metro's programmatic needs, but also provides useful planning information to our regional planning partners.

- Maintain timely and high quality economic and demographic analysis and reports to support Metro program needs;

- Provide quality GIS products and services to Metro programs, subscribing jurisdictions, TriMet, the Oregon Department of Transportation (ODOT) and Storefront customers (private sector businesses and the general public);

- Strengthen community (public and private) awareness of RLIS products and services;

- Continue to maintain the high accuracy of the RLIS database; and

- Provide timely information for meeting Performance Measurement requirements.

OBJECTIVES/PRODUCTS

- Revise the population/employment forecast to a 2000 to 2025 time span;

- Use MetroScope to develop alternate growth scenarios;

- Maintain timely and high quality economic and demographic analysis and reports to support Metro program needs;

- Seek grant funding for research using the MetroScope model;

- Use the Internet and the Electronic Storefront to market services and distribute data;

- Integrate databases of the region's building permit issuing jurisdictions and county assessor's database with Metro's RLIS database;

- Enhance Metro Intranet and Internet applications to provide interactive capabilities to Metro staff, regional partners and the public; and

- Initiate an RLIS/Metro Transportation Improvement Program (MTIP) coordinated database that streamlines production and use of MTIP materials and maintenance of the MTIP database.

BUDGET SUMMARY

Requirements:			**Resources:**		
Personal Services	$	519,547	PL	$	86,373
Materials & Services	$	24,200	Section 5303	$	63,336
Interfund Transfers	$	163,565	ODOT Support Funds	$	15,000
Computer	$	45,188	TriMet	$	37,500
			Other*	$	125,588
			Metro	$	424,500
TOTAL	**$**	**752,500**	**TOTAL**	**$**	**752,500**

Full-Time Equivalent Staffing:	
Regular Full-Time FTE	5.572
TOTAL	**5.572**

*Various sources (i.e., jurisdictional IGAs and sales)

CLACKAMAS COUNTY – SUNRISE CORRIDOR

This work program is designed to complete a Supplemental Draft Environmental Impact Statement (SDEIS) and final EIS as well as start preliminary engineering needed for Unit 1 of the Sunrise Corridor (I-205 to 172nd Avenue). The Regional Transportation Plan (RTP) identified a significant transportation need in this corridor but specified that additional work was needed before a project could be implemented. The Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council recently approved, as part of the Metropolitan Transportation Improvement Program (MTIP) funding, to continue preliminary engineering and land use studies for the proposed improvements. In FY 2003, work will focus on completing the bulk of the Supplemental EIS. This program is intended to conclude in FY 2006 with selection of a preferred alternative and completion of the final EIS, including a financing and phasing plan.

RELATION TO PREVIOUS WORK

As provided by the State Transportation Planning Rule (TPR), the 2000 RTP calls for completion of 16 specific corridor refinements and studies. Chapter 6 of the RTP identified significant needs in these areas that require further analysis before a specific project can be developed.

A Sunrise Corridor DEIS was prepared in 1993. However, a Supplemental EIS is needed to update the design, update the environmental information and determine construction phasing of Unit 1. In addition, Metro will be completing the land use planning elements for Unit 2. These elements would include finalizing the Sunrise Corridor exception findings and preparing the Damascus Concept Plan.

RESPONSIBILITIES

Evaluate and refine the following alternatives:

- Travel forecasts;
- Conceptual design;
- Cost estimates;
- Environmental issues and mitigation;
- Community workshops;
- Preliminary engineering;
- Financial analysis; and
- Public-participation opportunities at key milestones.

OBJECTIVES/PRODUCTS

The goal of the Supplemental EIS is to ensure the project meets the following criteria:

- Enhance the through-movement function of the highway;
- Maintain and improve freight mobility and access to the Clackamas Industrial Area – one of the busiest trucking centers in the state;
- Provide regional access from the Portland area to the US 26 corridor that links the metropolitan area to central and eastern Oregon;

- Reduce congestion and improve safety within a corridor that currently experiences unacceptable congestion and delay;
- Provide access to the Damascus and Boring areas. It is expected that future UGB expansion will occur on exception land along this corridor;
- Increase efficient use of land. Particular attention will be given to supporting development plans within the Clackamas Regional Center, Clackamas Industrial Area, Sunnyside Area and Damascus;
- Provide alternatives to major transportation improvements;
- Encourage increased use of transit;
- Enhance opportunities for use of bicycles and walking; and
- Determine any environmental concerns and determine mitigation measures (if needed).

BUDGET SUMMARY

Requirements:			**Resources:**		
Personal Services	$	975,910	STP *	$	600,000
Materials & Services	$	1,393,090	Clackamas Co	$	860,000
TOTAL	**$**	**2,369,000**	**TOTAL**	**$**	**2,369,000**

*ODOT $909,000
*Federal Aid # STP-C005 (046)

CITY OF PORTLAND – RED ELECTRIC RECONNAISANCE STUDY

The study will determine how the Red Electric Line might be incorporated into a continuous regional network of safe and convenient off-street bicycle and pedestrian routes.

RELATION TO PREVIOUS WORK

In previous years, Metro and its regional partners have cooperated in planning the overall regional trail system and constructing initial bicycle and pedestrian improvements. Southwest Portland is particularly challenging for non-motorized traffic because the topography is rugged and the street system incomplete. Portland's Office of Transportation identified this route in the *Southwest Urban Trails Plan*. The Red Electric Line could potentially provide an east-west alternative transportation corridor for southwest Portland that connects to downtown Portland.

RESPONSIBILITIES

Portland Parks and Recreation will perform an evaluation of the Red Electric Line. Parks will determine whether a multi-use trail could be constructed along this long-abandoned rail alignment and propose conceptual design solutions to any constraints. The Red Electric is one of three routes at the east end of the Fanno Creek Greenway that will connect the Tualatin River to the Willamette River. Metro managed a multi-jurisdictional study of the Fanno Creek Greenway that resulted in the *Fanno Creek Greenway Trail Action Plan* that was completed in January 2003. It focused on gaps in the other two routes, neither of which will serve both pedestrians and bicyclists.

OBJECTIVES/PRODUCTS

- Investigate topography, vegetation, development, land use/zoning and property ownership along the abandoned Red Electric rail alignment;
- Propose conceptual design solutions to any constraints revealed in site investigation;
- Present results of site investigation and design alternatives to neighbors and interested citizens for their input;
- Provide preliminary cost estimates for acquisition, design and construction of an approximately 4.5 mile long multi-modal trail between Willamette River and Garden Home Community Center; and
- Identify funding opportunities and propose plan for implementation.

BUDGET SUMMARY

Requirements:			**Resources:**		
Personal Services (PP&R)	$	110,000	Metro STP*	$	135,000
Materials & Services (PDOT)	$	40,000	Portland Parks Match	$	15,000
TOTAL	**$**	**150,000**	**TOTAL**	**$**	**150,000**

***Federal Aid # X-STP 5900(144)**

CITY OF PORTLAND – INTERSTATE TRAVELSMART PROJECT

PROGRAM

The Interstate TravelSmart Project is a no-build ("soft policy") project to reduce car trips and improve the efficiency of our transportation infrastructure in the Interstate Corridor. The City of Portland seeks to implement TravelSmart around four of the new light rail stations at Kenton, Lombard, Portland Boulevard and Killingsworth. The project is designed to coincide with the startup of Interstate MAX. In addition, it will complement changes in transit service improvements to bike and pedestrian facilities that are planned for the startup.

The TravelSmart approach uses survey techniques to identify individuals who want help in using travel alternatives. The project links these people with experts in biking, walking, and transit and provides the information and training needed to get them where they want to go without driving alone. TravelSmart focuses exclusively on those who want travel assistance. TravelSmart employs an intensive personalized dialogue that rewards existing users, provides information and incentives to those who are interested and schedules home visits if desired. The program has been used successfully to reduce car travel in 13 European countries and in Australia. A pilot project in SW Portland reduced car trips by 9 percent and vehicle miles traveled by 12 percent.

RELATION TO PREVIOUS WORK

The Interstate Corridor and construction of Interstate MAX offer a unique opportunity to increase the efficiency of the region's largest recent transportation infrastructure investment. The Interstate TravelSmart Project is an effective tool to train and educate citizens about Interstate MAX, local connecting bus service, biking, walking and smart use of the auto. This corridor is

an ideal place to implement TravelSmart. It has accessible transit, walkable and bikeable streets; it has destinations such as places of employment, schools and commercial areas, relatively flat terrain, and connectivity between streets. In addition to containing a regional transportation corridor, the targeted area contains a Community Main/Community Corridor (Killingsworth), and regional Main Street (Interstate), and two Community Corridors (Portland Boulevard and Lombard Street.)

This project is consistent with TriMet's Transportation Improvement Plan, which designates the Interstate Corridor as one of five local focus areas. The Interstate Corridor is also targeted by the Portland Development Commission, the Portland Office of Transportation and TriMet in a Memorandum of Understanding entered into in May 2002. This agreement provides for the development of the Interstate Avenue Access Plan to provide a coordinated process to improve access, leverage public and private investments and promote mobility options in the Corridor.

This project provides a demand management benefit for the Interstate MAX corridor and station communities. It is distinguished from TriMet's demand management program in several ways. It is an individualized marketing program targeted to a specific geographic area and a new major transportation service improvement. TravelSmart is effective in addressing all trip purposes rather than focusing on the employee commute trip that is typical of other demand management programs. TravelSmart has a specific program follow-up and identified project conclusion date.

RESPONSIBILITIES

Project will be carried out and managed by Transportation Options Division of the City of Portland Office of Transportation.

OBJECTIVE/PRODUCTS

Phase I

Project Design: Establishment of Work Plan and project design.

Project Setup: Organization of existing materials, preparation and printing of information and materials, office set up, recruitment and training of staff, database completed.

Conduct Before-Survey Target Area: Random sample of households in the target area.

Conduct Before-Survey Control Group: Random sample of households in the control group.

TravelSmart Individualized Marketing Campaign (11,000 participants): After households are contacted, they are segmented into those who are willing to change their travel behavior, those who are already regular users, and those who are not interested or unable to use environmentally friendly modes more frequently. The interested households will receive ongoing motivation, encouragement and support, and there is no further contact with those who are not interested.

One year After-Survey Target Area and Analysis: Random sample of households in target area.

One year After-Survey Control Group and Analysis: Random sample of households in control area.

Phase II

Conduct Before In-Depth Survey: Hour-long interviews with randomly selected individuals to determine barriers and potential for shifting trips to environmentally friendly modes of travel.

Conduct Before In-Depth Control Group Survey: Hour-long interviews with randomly selected individuals in the Control Group.

Materials, Rewards, Incentives: Design and produce materials for individualized marketing campaign, purchase of incentives and rewards.

Individualized Marketing campaign for 3,000 additional participants within the target area.

Conduct home visits with approximately 5 percent of participants.

Conduct After In-Depth Survey and Analysis: In-depth survey and analysis completed.

Conduct After In-Depth Control Group.

Coding, Recording, Evaluation, Final Report

Project staff time (1/3 FTE)

BUDGET SUMMARY

Phase I Requirements:		**Resources:**	
Personal Services	$300,000	STP	$300,000
Materials & Services	$ 30,000	Match	$ 30,000
TOTAL Phase I	**$330,000**	**TOTAL**	**$330,000**

Phase II Requirements:		**Resources:**	
Personal Services	$200,365	STP	$200,365
Materials & Services	$ 22,935	Match	$ 22,935
TOTAL Phase II	**$223,300**	**TOTAL**	**$223,300**

CITY OF PORTLAND – UNION STATION MULTI-MODAL FACILITY DEVELOPMENT

This project establishes a planning program to improve multi-modal access to Union Station from regional and local transit systems. The planning study would analyze and recommend improvements to the following connections: current light rail at NW 1st and NW Everett; running light rail on the transit mall; the Portland Streetcar at NW 10th and NW Lovejoy; and, the North Downtown Bus Mall extension. The current EIS work to determine the light rail configuration on the Transit Mall will be integrated into the planning and circulation analysis work for Union Station. There would also be some preliminary planning to determine the need for updates to the station's electrical, structural and mechanical systems.

RELATION TO PREVIOUS WORK

Transportation improvements that have created the need for more direct connections to Union Station include the following:

- Eastside light rail, including new airport rail is 1,800 feet from the Station at NW 1st Avenue and NW Davis. The Portland Streetcar line is 1,200 feet away at NW 10th Avenue and Lovejoy.
- The transit mall extension brings many TriMet buses within one block of the station.
- The inter-city bus terminal is also adjacent to the Station, linking passengers to other towns and cities throughout the state, region and nation.
- A new street, NW 6th Avenue extension, will be completed in 2004, improving access to the Station from both the River and Pearl Districts.
- A possible new rail alignment on the 5th Avenue and 6th Avenue street transit mall will bring light rail less than two blocks away from the Station.

Constructing direct links to these other facilities will greatly enhance the Station's access to the local and regional transit system.

RESPONSIBILITIES

The City of Portland's Bureau of General Services will contract with the Office of Transportation to complete a comprehensive transportation analysis and plan intended to better link the existing Union Station with light rail on the Transit Mall, bus services on 5th/6th Avenues and the intercity bus services.

OBJECTIVES/PRODUCTS

Objectives:
- Preserve and upgrade the historic building;
- Reinforce the role of the facility as an inter-city transportation hub providing vital connections to regional and city transit services;
- Improve the pedestrian environment and orientation in the vicinity; and
- Provide a catalyst for transit supportive development in the area.

Products:
- Analysis of the station area geography;
- Recommendation of facilities and programs to improve multi-modal access to Union Station and related circulation improvements;
- Emphasis on transit access in and around the station;
- Recommend projects that would improve transit connections;
- Prepare cost estimates; and
- Determination of preliminary engineering requirements for the next stages of the overall Union Station improvement program. It would also include preliminary architectural work for structural and mechanical system improvements to the historic Union Station.

BUDGET SUMMARY

Requirements:			**Resources:**		
Services/Materials	$	484,000	STP	$	300,000
			Local	$	184,000
TOTAL	**$**	**484,000**	**TOTAL**	**$**	**484,000**

CITY OF PORTLAND STREETCAR – SOUTH WATERFRONT AND EASTSIDE PROJECTS

The purpose of the planned extensions of the Portland Streetcar is to provide a physical transit connection of the current streetcar service to existing and planned high-density development in the South Waterfront, Lloyd and Central Eastside districts of Portland's Central City. These extensions will result in an interconnected transit service providing access to all of the major districts of the Central City and circulation within these districts.

The Eastside extension will provide access to employment concentrations in the Lloyd District and the Central Eastside Industrial District and numerous public attractors including the Rose Quarter, the Oregon Convention Center and the Oregon Museum of Science and Industry (OMSI). This extension will also provide access to key commercial destinations such as the Lloyd Center mall and the Grand Avenue corridor.

The South Waterfront extension will provide access to the existing and planned mixed-use development projects of this district featuring residential, commercial and employment destinations. These include Riverplace - an existing mixed-use development along the Willamette River, a new South Waterfront multi-modal Transit Hub, and a new Transit and Housing Center adjacent to the transit hub.

A possible scope expansion may be developed to include a planning study/alternatives analysis for extension of streetcar facilities and services from South Waterfront to Lake Oswego. This extension of approximately five miles in length would provide commuter transit access between the Lake Oswego town center and Portland's central city.

RELATION TO PREVIOUS WORK

During the late 1990s, the City constructed an initial operating segment for the Central City Streetcar. This route provides service to the NW 23rd Avenue shopping district, Good Samaritan Medical Center, the Pearl District, the City's West End, Portland State University and the South Auditorium high density housing and office district. The line permits a transfer to existing east/west/airport MAX at SW 10th Avenue and SW Morrison and SW Yamhill Streets. The line has 17 stations along it 5.7-mile length.

Portland Streetcar is a part of the City's growth management and neighborhood livability strategy. The City's goals call for 15,000 new housing units and 75,000 new jobs in the Central City along over the next 40 years. Jobs, housing and public attractors in close proximity to each other, connected by high quality transit services, supports substantial growth and activity in the Central City. Reduced vehicle-miles-traveled per capita provides associated environment benefits to air quality, energy conservation and urban land use efficiencies.

RESPONSIBILITIES

The project will be developed and managed by the City of Portland, Office of Transportation.

OBJECTIVES/PRODUCTS

Eastside Extension:
- Plan basic route and preliminary station locations;
- Determine a logical first phase extension segment;
- Determine service and vehicle requirements; and
- Conduct preliminary engineering on the initial segment.

South Waterfront Extension:
- Determine final alignment and station locations;
- Conduct preliminary engineering on the Riverplace-Gibbs Street segment; and
- Conduct planning study/alternatives analysis for extension of streetcar facilities and services from South Waterfront to Lake Oswego (possible scope expansion and not included in budget estimate).

BUDGET SUMMARY

Requirements:		**Resources:**	
Services/Materials	$ 2,250,000	HUD*	$ 2,250,000
TOTAL	**2,250,000**	**TOTAL**	**$ 2,250,000**

*HUD = Housing and Urban Development.

WASHINGTON COUNTY – I-5/99W CONNECTOR STUDY

The I-5/99W Connector Study is to identify feasible alignments and design concepts within the southern corridor. These alternatives must be reasonable (from a land use perspective) and feasible and prudent (from NEPA perspective). The studied alignments should represent a reasonable range (up to six) of alternatives that would be consistent with a possible future NEPA process. The detail for identifying these alignment alternatives and designs should be at a planning or concept level - enough detail to understand broad feasibility and environmental effects.

The southern corridor was carefully chosen to avoid and/or minimize impacts to agricultural and forest resource lands, natural resources such as streams, wetlands and riparian corridors, public facilities, regional trails, parks and open spaces, existing development and aggregate resource extraction activities. In addition, the corridor boundary was defined to remain close to the Urban Growth Boundary (UGB), south of Tualatin and Sherwood, within exception lands as much as possible to allow the corridor to serve as a future “hard edge” to lands outside of the current UGB designated for future growth.

RELATION TO PREVIOUS WORK

In 1995, the Oregon Department of Transportation (ODOT) completed the Western Bypass Study, which evaluated five alternatives for addressing circumferential travel in the southwest Portland metropolitan area, including the urban portion of Washington County and westernmost portions of the City of Portland and Clackamas County. The study also included portions of rural Washington County. The recommended alternative from this study was a combination of improvements to the existing transportation system in conjunction with construction of new

arterial and collector road improvements, implementation of transportation system management and demand management strategies and expanded transit service in the study area.

- June 1997, the Metro Council adopted recommendations identified in the Western Bypass Study, including an amendment to add the I-5 to 99W Connector corridor to the 1995 Interim Federal Regional Transportation Plan for the Portland metropolitan area. The amendment establishes need, mode, function and general location (transportation need, highway mode, statewide and regional function in the specified corridor) consistent with state land use statutes for the proposed I-5 to 99W Connector. A future selected alignment within the corridor would be subject to further land use review and actions.

- Senate Bill 626, codified into Oregon Revised Statute 383 (ORS 383), passed by the 1995 Oregon Legislature, authorizes the building, operation and maintenance of tollways by governments, private entities or a combination of the two. The law requires that ODOT obtain authorization of the Legislative Assembly before entering into any agreements for the construction or operation of any tollway facilities except two: the Newberg-Dundee Bypass, and the Tualatin-Sherwood Highway, linking Interstate 5 and Highway 99W. This restriction was subsequently amended to include the Lewis and Clark Bridge in Columbia County and an unnamed project in the Portland urban area.

- August 14, 1996, the Oregon Transportation Commission (OTC) approved proceeding with siting studies and land use and environmental feasibility reviews of the Tualatin-Sherwood and Newberg-Dundee tollway projects. This decision came after the OTC considered a staff report and public testimony regarding the preliminary assessment of the financial feasibility of these projects as toll roads.

OBJECTIVES/PRODUCTS

The goal of this study is to evaluate an arterial improvement/truck route between I-5 and Highway 99W. The general area of the alignment would be south of Sherwood and north of Wilsonville. The intent is to examine a complementary project that would help meet the east-west needs of the connector.

The study will compare and contrast traffic, environmental, and engineering issues for various alignment alternatives. It will focus on utilizing existing facilities and right-of-way as much as possible. Traffic analysis will identify arterial options for consideration. An initial conceptual engineering evaluation cost estimate, and environmental screening will be completed.

The results of the study will include identification of potential issues and mitigation opportunities. Additionally, selection of alternatives to be carried forward into NEPA will be identified. The product is intended to include agreement by resource agencies and Department of Land Conservation & Development (DLCD), on purpose and need as well as appropriateness of alternatives selected for NEPA.

Activities

- Decision Making Process: Setting up and support a Steering Team made up of affected government officials and representatives from key agencies.

- Alternatives: Identify and evaluate several alternatives that have the potential to function as an arterial between I-5 and Highway 99W utilizing existing facilities and right-or-way as much as possible.

- Environmental Setting, Inventory and Comparative Evaluation: Compile a summary map of the study area showing significant environmental (physical, social and cultural) features that influence the location of transportation improvements.

- Impacts and Cost: Reconnaissance level review of environmental issues associated with each alternative. Conceptual engineering for each alternative. Develop preliminary/ planning costs for each alternative.

- Significant Land Use Characteristics: Compile a summary map showing significant land uses, jurisdictional boundaries, the UGB, roadways, "Exceptions" lands, wildlife refuges, floodplains, etc.

- Summary Report: The findings and conclusions of the above analyses will be summarized in a single report of a size and format suitable for distribution to public and elected officials. Sufficient narrative, graphs, maps, data, etc. should be included so that the reader understands the basis for the findings and conclusions without having to refer to more detailed technical papers or reports.

PRODUCTS AND TARGETS

- Technical memo documenting Steering Team process, involvement and outcome;
- Maps showing each alternative and its relationship to key environmental (physical, social and cultural) features;
- A technical paper describing the conceptual design characteristics and cost estimate of each alternative selected for further study. The paper should describe the process used for narrowing the alternatives to those selected and should document the basis for rejecting other alternatives that were considered;
- Environmental resource summary map;
- Technical report and appendices describing the environmental setting and documenting the comparative environmental evaluation of studied alternatives;
- Land use features summary map and technical report; and
- Transportation technical report.

BUDGET SUMMARY

Resources:		
High Priority Project (HPP) TEA21 Earmark	$	375,000
Match	$	93,750
TOTAL	**$**	**468,750**

TRIMET FREQUENT SERVICE PLANNING AND DEVELOPMENT

The Regional Transportation Plan (RTP) and TriMet's Transit Investment Plan call for the development of "Frequent Service" bus routes as part of a family of public transit modes. Frequent Service is characterized by 15-minute frequencies, day and evening, seven days a week. This service is enhanced with added customer amenities and information and priority treatments that keep the service fast and reliable. This type of service complements the high capacity service provided by MAX light rail and makes connections to local services.

The intent of this development program is to increase the visibility of the service (new signage and service branding), to make it convenient and available (frequent and reliable) and more competitive with the automobile (direct service, expedited through traffic). Early results show a strong ridership response. This new service type raises the service standard for the majority of transit riders. TriMet proposes to develop 22 Frequent Service lines that will serve 65 percent of the bus ridership (based on existing ridership statistics).

TriMet and the region have made this program a priority through the distribution of regional Metropolitan Transportation Improvement Program (MTIP) funds. The program is actually the combination of two historical programs that are now integrated to achieve the greatest impact on a route-by-route basis. An important program priority is to improve access to transit for all population groups and for the mobility impaired in particular. This takes the form of sidewalk and curb ramp construction and increased pedestrian crossing safety – in partnership with other jurisdictions. TriMet also gives priority consideration to services for disadvantaged populations and communities – reflected in TriMet's Title VI Report.

STREAMLINE

PROGRAM DESCRIPTION

This is the sixth year of a comprehensive program that incorporates the grant-funded signal priority treatment project that is managed by the City of Portland. In partnership with the City, TriMet has expanded that program to include other preferential street treatments and related bus stop amenities. It is reducing transit running times and thereby operating costs, while also making the service more attractive to riders. Further Streamline implementation will be coordinated with Frequent Service and bus stop improvements. As the program has become more integrated with the bus stop and route management process, it also is being applied beyond the City of Portland.

RELATION TO PREVIOUS WORK

As noted above, this program builds on the TEA-21 funded (OR-90-X087-00) signal priority project. The program is also coordinated with other City pedestrian and streetscape programs. While the original grant is still being used to develop the software and install Opticom at remaining intersections, this (essentially capital) program is sustained with CMAQ funds allocated through the regional MTIP for FY 2004 and FY 2005.

OBJECTIVES

- Decrease transit running time on 12 targeted routes by 10 percent or enough to eliminate one bus from the weekday operating schedule.
- Increase transit ridership on those same lines by 10 percent.
- Improve the transit riding environment through enhanced rider amenities.
- Increase the visibility of transit in the community.

PRODUCTS AND TARGETS

- Assessment of principal intersections used by the targeted bus routes, prioritized for installation of signal priority treatment, including Opticom preemption, potential queue jump lanes or curb extensions.
- Detailed review of each selected bus route, including inventory of facilities and compliance to bus stop standards, ADA requirements and operating requirements.
- Identification of related bus stop improvements including improved access, respacing of stops, amenity improvements, customer information and adjacent sidewalk/crosswalk needs – in coordination with those respective programs.
- Work program, schedule and budget for each line.
- Construction drawings and documents.

Status

- Three bus routes have been substantially "Streamlined":
    - Line 4: Division/Fessenden is completed and being evaluated. Route schedule reductions have already been taken in the range of 10 percent.
    - Line 72: 82nd Avenue/Killingsworth is completed. A significant element of this project is a northbound bus only lane on 82nd Avenue from the Clackamas Town Center.
    - Line 12: Sandy/Barbur is completed.

- Two routes are in final stages of completion (summer 2004):
    - Line 9 Powell/Broadway is a major route serving the urban northeast and a major State-operated arterial in the southeast. The Powell transit service was considered in a regional corridor study and is the lead candidate for the region's first bus rapid transit route. Steamline improvements on this route can help to initiate a long-term need to build transit ridership in this congested corridor. This work is being coordinated with ODOT and related ODOT and City of Portland projects.
    - Line 14 Hawthorne is a heavily used urban route. Hawthorne Boulevard is to receive City of Portland streetscape improvements. Efforts will be combined to improve operation and ridership on this route.

- Further implementation of the program will be in concert with TriMet's development of a network of Frequent Service routes – there are now 14 frequent service routes accounting for 45 percent of weekly bus ridership. TriMet's five-year plan calls for there to be 22 frequent routes carrying 65 percent of the bus ridership. Signal priority emitters are operational on all TriMet buses, though some units were defective and have been replaced. Opticom installation was targeted at 225 intersections. Of those intersections, 180 are completed and 100 more are scheduled over the next year (circumstances make installation at some intersections difficult).

Streamline Program Evaluation to Date

Early evaluation of the program has been conducted on the Lines 12 – Barbur and Line 4 Fessenden/Division. A more complete review is in progress. These early results include:

- Reduction of 2-11 percent of travel time for all Line 12-Barbur peak-period buses (depending on direction; largest reduction of 11 percent was for outbound p.m. peak).

- Reduction of 8-11 percent of travel time for Line 12-Barbur p.m. peak period buses that were behind schedule by 90 seconds or more for their entire trip (and thereby activated signal priority at all City of Portland signals on Barbur).

- Average reduction for peak period travel time of 7-12 percent in a route segment that was isolated around a signal with TSP on Line 4-Division.

- Dramatic reduction in variability of travel times for all Line 12-Barbur peak-period buses, in most cases reducing variability by half or more. This reduction in variability improves schedule reliability and significantly reduces the time needed for layovers.

- Trimming away of the longest travel run times.

- Elimination of one four-hour peak tripper bus on Line 4 in June 2002 that resulted in an estimated annual cost savings of $60,000 and potential one-time capital cost savings of $300,000 by reducing the peak vehicle requirement. These treatments reduce schedule erosion due to congestion and thus postpone the need to add trips.

- Median run time over the whole route (both directions) on Line 4 (Division and Fessenden) that was roughly the same in Spring 2003 as in Spring 2001 (prior to signal priority treatment) despite additional congestion (not quantified).

BUDGET SUMMARY

The TriMet portion of the original program was $6,650,000 – using TriMet and grant funds. The program used $1.5 million of the City of Portland's TEA-21 funded signal priority project for the installation of Opticom emitters on buses and system development. The City transferred an additional $400,000 to TriMet for software system upgrades. Some of those funds ($621,000 as of November 2003) remain for software refinement and are to be expended by the end of 2004.

In FY 2004, $312,665 of CMAQ funds were locally matched to support a total budget of $348,451 to continued this program. These funds were provided through the region's MTIP. That funding level will be repeated in FY 2005.

TriMet expects to continue this program as long as benefits are cost-effectively realized. High frequency, high ridership routes identified as "Frequent Service" will receive priority consideration under this on-going program.

BUS STOP DEVELOPMENT

PROGRAM DESCRIPTION

For several years, TriMet has promoted the concept of the Total Transit Experience. This concept emphasizes the environment at the bus stops and the transit rider's experience getting to and from the bus stop. Out of this effort have emerged the following capital improvement programs:

Bus Stop Sign and Pole Replacement with Schedule Displays

- Deployment of new two-sided bus stop signs and poles. The multi-part signs are a unique shape and the pole are dedicated and colored to make this stop identifier more distinguishable in the streetscape.
- Printed schedule displays are being installed on each bus stop pole, which is a significant convenience for riders.
- These signs are being deployed on a route basis throughout the system, but with priority for Frequent Service routes and the Focus Areas identified in the Transit Investment Plan. In FY 2004 this focus was on North/Northeast Portland in coordination with the introduction of MAX light rail service.
- The FY 2004 program investment of $238,000 will be repeated for two additional years and $75,000 in the fourth and final year to complete all bus stops.

Bus Stop Enhancements

- This program improves bus stops by constructing wheelchair access, strategic sidewalk connections and other improvements that integrate stops with the streetscape. The cost can vary greatly, but approximately 50+ locations supported through a mix of funding programs can be addressed annually.
- These improvements must be closely integrated with other streetscape improvements (sidewalks and crosswalks) and will be programmed in support of Transit Investment Plan focus areas and frequent corridors and where jurisdictions are making other improvements that can support these improvements.

Shelter Expansion

- TriMet continues to increase the number of bus shelters from 850 four years ago to approximately 1,100 by the end of FY 2004.
- With the help of other grant funding additional bus stop improvements are being made in Washington County, particularly along Tualatin Valley Highway, which has been the focus of some concern regarding pedestrian safety.
- TriMet expects to continue the FY 2004 program level with up to 25 new shelters in FY 2005 using CMAQ funds provided through the regional MTIP process.

Transit Tracker

- With software development and refinement nearly complete, TriMet began implementation of real time customer information at bus stops and MAX light rail stations. These electronic units are being deployed based on criteria that address the Transit Investment Plan focus areas and frequent corridors together with needs and benefit-based criteria.
- In FY 2004 TriMet electrified 10 bus stops for Transit Tracker.
- The Transit Tracker program was placed on hold in January 2004 as the longevity of the system software and telecom agreements are being reviewed and reconsidered.

While this is a capital program and CMAQ and Section 5307 funds are being used for capital elements of these programs, they are presented here as each program requires detailed up-front planning using in-house general funded staff. Planning activities are performed by in-house staff and paid with general TriMet funds.

RELATION TO PREVIOUS WORK

This program is at the core of TriMet's service development and expansion program and is part of the five-year Transit Investment Plan. These capital improvements complement both development of Frequent Bus corridors and service development in local focus areas. It is also integrated with the on-going Streamline program which is described herein and which has been funded through federal grants.

OBJECTIVES

- Increase transit ridership by improving the total transit experience – focused on on-street transit and pedestrian facilities improvements.
- Improve the utility of transit by providing better customer information – identifiable signage, posted schedules and maps and real time arrival information.
- Improve access to transit with integrated sidewalk and crosswalk improvements and bus stop improvements that meet ADA requirements.
- Increase pedestrian and rider safety with appropriate lighting at bus stops and by removing pedestrians from the path of traffic.
- Support communities, town centers, regional centers and land use and transportation policies identified in the RTP and 2040 Framework Plan.
- Respond to specific user needs and community input for improved transit facilities, access and information.

PRODUCTS AND TARGETS

- Preparation of work programs, schedule and budget for each sub-program.
- Community outreach to assess needs and coordinate implementation.
- Supporting intergovernmental agreements, property transactions and permits.
- Construction drawings and documents.
- Delivery of specific and priorities on-street capital facilities investments.
- Coordination of capital improvements with related roadway improvements managed by local jurisdiction and ODOT.

Status

These programs build on prior work. Program priorities are identified in the Transit Investment Plan. The on-street programs, including Streamline, are coordinated to achieve the greatest combined effect that will contribute to new transit ridership. Where possible they are being combined with service improvements. The FY 2005 program will largely focus on Frequent Service bus routes. The installation of new signs is proceeding on a route-by-route basis, again with priority given to Frequent Service routes and the focus areas identified in the Transit Investment Plan.

BUDGET SUMMARY

The FY 2005 budget for this composite program is as follows:

Bus Stop Development Program	CMAQ	Section 5307	TriMet	Total
Transit Tracker *		$ 261,000	$52,200	$ 313,200
Bus shelter expansion	$ 99,000		$ 11,331	$ 110,331
Bus shelter pavement and ADA improvements	$ 13,665		$ 1,564	$ 15,229
Bus stop signs and poles	$200,000		$ 22,891	$ 222,891
Total: Bus Stop Development	$ 312,665	$ 261,000	$87,986	$ 661,651

*This program is under review and the budget is subject to revision.

Note that these are capital budget funds provided through the MTIP and do not reflect non-grant funded work of TriMet staff who plan and administer these programs.

TRIMET – REGIONAL JOB ACCESS AND REVERSE COMMUTE (JARC) PROGRAM

PROGRAM

OR-37-X001-01 of the Job Access and Reverse Commute (JARC) funds will be applied to the Portland Area-Wide Job Access Program administered by TriMet. Funds will be used to support and promote programs in the region that connect low-income people and those receiving Temporary Assistance to Needy Families (TANF) with employment and related support services.

The Portland Area-Wide Job Access Program includes over 20 programs designed to serve targeted low-income populations and employment areas (see below) in the region. Creating and improving access to work and job-training services for low-income job seekers is the focus of the programs. They include:

- U-Ride Shuttle in Tigard and rural Washington County
- Washington County Ride Connection service to the Capital Resource Center
- Swan Island Evening Shuttle
- Installation of bike racks and lockers at transit centers
- Community resource maps at transit centers identifying social service agencies, bike and bus routes and childcare information
- Non-commute taxi voucher program (Clackamas and Multnomah County)
- Tualatin employer vanpool shuttle
- Create-a-Commuter bike program
- Alternative Commute Center
- Portland Community College Joblink Program
- Improved bike and pedestrian access to Swan Island
- Capital projects improving access to transit in the targeted areas of North and Northeast Portland, particularly to the north extension of TriMet's Metropolitan Area Express (MAX) light rail system opening in May 2004

- South Metro Area Region Transit (SMART) service between Wilsonville and Portland as well as between Wilsonville and Canby
- South Clackamas Transportation District Service (SCTD) service between Molalla and Canby
- Clackamas and Washington County travel training programs
- Trainings and presentations for case managers and their clients regarding transportation options
- Free transit schedules and maps
- Increased fixed route transit service in targeted areas
- Free *Commuter Choices* brochures, available in English and Spanish
- *How to Ride* brochures and videos available in seven languages
- *Job Access Quarterly* newsletter
- Vehicle purchases in rural and suburban communities

Target Areas

The Job Access program works to increase the mobility of residents in lower income neighborhoods and improve access to areas that provide a high number of entry-level employment opportunities. In the Portland metropolitan region, such areas include:

Population Areas	Employment Areas
Gateway Transit Center	**Clackamas Town Center**
N/NE Portland	Columbia Corridor
Lents & Brentwood/Darlington	Rivergate Industrial area
Hillsboro Central Transit Center	City of Tualatin (Industrial area)
Oregon City Transit Center	City of Wilsonville
Rural Washington County	Swan Island Industrial area
Rockwood	Washington County (Light rail corridor)
	City of Milwaukie (Industrial Way area)
	Tigard (Nimbus Business area)

Regional Partners

Implementation of the Portland Area-Wide Job Access Program takes place through partnerships TriMet has formed in the region. Many partners provide direct services to the Job Access targeted audience as well as matching funds to the grant. Partners include:

- Oregon Department of Human Services (DHS)
- Clackamas County Employment Training and Business Services
- Housing Authority of Portland
- Washington County Housing Authority
- Metro Childcare Resource and Referral/AMA
- Multnomah County Aging and Disabilities Services
- Clackamas County Social Services
- Steps to Success (Mt Hood and Portland Community colleges)
- Worksystem Inc. (Southeast One Stop, Northeast One Stop, East County One Stop and Capital Career Center)

- City of Portland
- City of Gresham
- Tualatin Transportation Association
- Westside Transportation Association
- Swan Island Transportation Management Association
- Ride Connection
- Goodwill Industries
- Oregon Department of Employment
- Community Cycling Center
- South Metro Rapid Transit District
- South Clackamas Transit District
- Metro
- U.S. Federal Transportation Administration

OBJECTIVES

Compliance with JARC Program Objectives

1. According to the 1990 Census, 17 percent of the 1.3 million people that live in the Portland metropolitan region live below 150 percent of the poverty level. Among this 17 percent, 15,000 are currently receiving welfare.
2. Access to transportation that meets their needs is among the top three challenges this target audience faces in moving out of poverty. The other two challenges identified include affordable childcare and acquiring job skills and training.
3. Rides provided by Job Access funded programs and services total over 3,000,000 between September 2000 and September 2003.

BUDGET SUMMARY

Job Access programs are supported by grant funds provided from the Federal Transit Administration (FTA) and regional match dollars from partners. Elements of the work program for fiscal year 2005 totaling $2.1 million are shown below.

Work Program Line Item	JARC Funds
Regional Transportation Improvements	$211,480
Customer Support and Information	$18,000
Project Marketing – Staff	$126,000
Bicycle Program	$75,500
Transportation Services	$497,400
Other Operating	$111,700
Non-Commute Trips	$52,500
Service to Employment Areas	$403,800
North Portland Capital Improvements – Staff	$15,000
North Portland Capital Improvements	$243,620
Transit System Access	$345,000
Total: Jobs Access Reverse Commute Funds	$2,100,000

Match Programs	Local Funds
TriMet Operating Costs	$800,000
AFS Capital Costs (bus pass & ticket purchases)	$500,000
City of Portland Capital Costs (Pedestrian Improvements)	$800,000
Total: Local Match Programs	$2,100,000

This budget reflects Federal FY 2004 Jobs Access funds carried into TriMet's FY 2005 program. Federal FY 2006 funds will be a reduction in the amount of $495,630. Those funds have not yet been programmed.

TRIMET – INTERSTATE MAX BEFORE AND AFTER EVALUATION

PROGRAM DESCRIPTION

In August 2001 the Federal Transit Administration (FTA) instituted Section 611.7(c)(4) of the *Final Rule on Major Capital Investment Projects (New Starts)* (published on December 7, 2000, and effective as of April 7, 2001) whereby Section 5309 New Starts Full Funding Grant Agreement grantees must submit a plan for collection and analysis of information to identify project impacts and to determine the accuracy of forecasts prepared during project development. While this provision does not apply to the Interstate MAX Full Funding Grant Agreement (FFGA) OR-03-0076, which was executed in September 2000, FTA concurred that TriMet could use project savings for the study. That project, constructed between the Rose Quarter and the Expo Center in Northeast Portland, is scheduled to open for service in May 2004.

FTA requires that grantees report on five project characteristics:

1. Project scope – the physical components of the project, including environmental mitigation
2. Service levels – the operating characteristics of the guideway, feeder bus services, and other transit services in the corridor
3. Capital costs – the total costs of construction, vehicles, engineering, management, testing and other capital expenses
4. Operation and maintenance costs – incremental operating/maintenance costs of the project and the transit system
5. Ridership patterns – incremental ridership, origin/destination patterns of transit riders on the project and in the corridor, and incremental fare box revenues for the transit system.

FTA further requires that this information be assembled at three key milestones in the development and operation of the project:

1. Predictions – predictions for the five characteristics developed at the conclusion of preliminary engineering, along with any changes made to those estimates during final design
2. Prior conditions – transit service levels, operating/maintenance costs, and ridership/fare box revenues that prevail immediately prior to any significant changes in transit service levels caused by either construction or opening of the project
3. After conditions – actual outcomes for the five characteristics of the project two years after the opening of the project in revenue service and associated adjustments to other transit services in the corridor.

TriMet and Metro are working with the FTA to prepare a comprehensive before and after evaluation of this project both to assess success in the project itself meeting its goals for improving the quality of transportation in this urban community as well as evaluating the tools used in the region to plan and forecast the benefits and impacts of the project.

The study in progress builds on work to date, including that contained in the project Environmental Impact Statement (EIS), and requires extensive before and after data collection to ascertain the utilization of the introduced services and there intended or unintended impacts of the project on the community and the corridor.

The project is divided into seven tasks as follows:

1. Organization
2. Documentation of forecasts
3. Documentation of conditions before project implementation
4. Documentation of conditions after project opening
5. Proposed analyses
6. Findings and recommendations
7. Bibliography

Tasks 2 through 5, above, will include the following subtopics:

1. Project scope
2. Service levels
3. Capital costs
4. Operating and maintenance costs
5. Ridership and fare revenue
6. Transit equity
7. Environment
8. Public opinion

Task 3 will be executed primarily in spring 2004, prior to opening day operations with Task 4 taken up between 18 and 24 months after operation begins. TriMet and Metro will conduct work jointly under guidance of an Intergovernmental Agreement (IGA). Input will also be sought from the City of Portland and the Oregon Department of Transportation (ODOT). C-TRAN is also a partner as a principle operator of transit services in this corridor.

RELATION TO PREVIOUS WORK

As noted above, this program builds on corridor work program work to date, principally that contained in the North Corridor Interstate MAX Light Rail Project Final Environmental Impact Statement (October 1999). It will also draw on origin-destination surveys and systems statistics maintained by the transit and road jurisdictions.

OBJECTIVES

This study will in large measure validate the goal of the North Corridor Interstate MAX light rail project:

> *Implement a major transit program in the North Corridor that maintains the livability in the metropolitan region, supports bi-state land use goals, optimizes the transportation system, is environmentally sensitive, reflects community values and is fiscally responsive.*

The study, however, is also a means of evaluating the project planning and management tools, with feedback to improve our collective ability to make the effective transportation investment decisions. The study will provide the region and FTA with valuable information regarding the validity of model assumptions and the sensitivity of new modeling software; the accuracy of capital, operating and maintenance estimates; the results of environmental mitigation measures; and rider characteristics. The next opportunities for the region to conduct such an extensive studies will come with the Commuter Rail (planned opening in 2006) and the I-205/Portland Mall projects (planned opening in 2008). The participating jurisdictions are committed to making the results of this study meaningful for local and Federal objectives.

PRODUCTS AND TARGETS

The project will produce the following products:

1. Summary of findings, including the relationship between forecast and actual ridership and capital and operating cost
2. Summary of recommendations, including proposed improvements to forecasting methodology or other action that can improve transit investment decision-making
3. A draft report for submittal to the FTA
4. A presentation of findings with the FTA
5. Revised and final report

All pertinent data will be collected and made available for reference including plans, reports, drawings, resolution, technical memoranda, schedules, spreadsheets and maps.

Status

TriMet submitted the draft study plan to the FTA in December 2003. The FTA approved the inclusion of the study work scope into the Interstate MAX project on January 14, 2004. TriMet and Metro are proceeding with execution of the tasks as outlined in the draft work plan. Tasks 1 and 2 are largely complete as of January 2004. Task 3 data collection requirements are in progress, with some elements completed and others scheduled for completion in spring 2004. All tasks and subtasks have been assigned and the IGA documenting those responsibilities between TriMet and Metro is being prepared.

BUDGET SUMMARY

This work program is funded through the Interstate MAX Full Funding Grant Agreement in the total amount of $750,000. The budget for data collection under Tasks 3 and 4 is summarized as follows:

Origin/Destination Survey	
Pre-Implementation (March 2004)	$100,000
Post-Implementation (March 2006)	$300,000
On-Board Counts by Station	
Post-Implementation (May-June 2004)	$ 35,000
Attitude and Awareness Public Opinion Survey (@ 40% of full survey)	
Pre-Implementation (November 2003)	$ 14,000
Post-Implementation (November 2005)	$ 15,000
Public Opinion Survey (measures not captured in the Attitude and Awareness)	
Pre-Implementation (Spring 2004)	$ 5,000
Customer Impact Survey	
Pre-Implementation (March-May 2004)	$ 30,000
Post-Implementation (March-May 2006)	$ 32,000

Brand Identity Survey

Pre-Implementation (October 2003)	$ 22,000
Post-Implementation (October 2005)	$ 24,000

PORT OF PORTLAND – REGIONAL FREIGHT DATA COLLECTION

The safe and efficient movement of freight and the role it plays in the region's economic competitiveness is increasingly important as we increase our participation in the global economy. This region lacks a comprehensive understanding of freight flows – impacting investment decisions and land supply issues.

Approximately 63 percent of all freight tonnage moves by truck into, out of, and through the region. Within 30 years, this figure is expected to increase to more than 70 percent, and total freight volume will more than double. Regional commodity flow data describes these inter-regional trips, but gives little information about freight movement within the region. Better translating the commodity flow data into sub-regional trips is a primary goal of this project. This will help the region get the most return on its investments by targeting projects that best facilitate the movement of goods that are so critical to the region's economy.

RELATION TO PREVIOUS WORK

The state and region have invested time and resources to better understand freight movement. The region has developed a freight facilities database, nationally recognized truck model and commodity volume information. The truck modeling in the region is based in part on commodity flow data, updated every three to five years. The commodity flow database provides information on commodity volumes by industry sector by mode and supplies data on truck load factors. However, the database only shows whether the freight is moving in, out, within or through the region. It does not translate that commodity information into specific truck routing and movements, leaving the region with basic questions like:

- What kinds of commodities cross the Interstate Bridge (on Interstate 5) between Portland and Vancouver and where are they going?
- How much and what type of freight moves between the suburban counties and Portland International Airport and what is it? What are the origins of air freight arriving at Portland International Airport by truck for shipment out of the region by air? Conversely, what are the destinations of arriving air freight and to be delivered to its ultimate destination by truck?
- What percentage of suburban county O/D freight moves to/from either transportation facilities or transshipment/reload centers in the Columbia Corridor?
- Have we adequately identified the key chokepoints for cargo in the region?

The answers to these and other questions will improve Metro's truck model, provide the local jurisdictions with better information on key freight flows and potential bottlenecks and help the region make better, more effective infrastructure investments for multiple travel modes.

RESPONSIBILITIES

This project will obtain extensive freight mobility data to augment Metro's truck model and to answer key questions posed by jurisdictions and business associations within the region. The data collection and analysis will be accomplished in four elements:

1. The collection of origin-destination for truck movements, particularly less than truckload (LTL);
2. The collection of information on transshipment points, including their size, commodities handled, truck trip generation rates and origin and destination patterns;
3. The survey of freight forwarders and other freight movers to develop decision making criteria regarding movement patterns, modes and ports of entry/exit; and
4. The development of a truck traffic monitoring program for the region.

OBJECTIVES/PRODUCTS

This data should provide the region with a better understanding of:

- Origin and destination of shipments;
- Freight routing on roads;
- Truck load factors (how full are trucks based on the commodities they carry);
- Empty loads; and
- Other factors to be determined.

Ultimately, the project will help the region make more targeted, strategic freight investments, increasing the benefit for each dollar spent.

BUDGET SUMMARY

Requirements:			**Resources:**		
Personal Services	$	750,000	STP (MTIP)	$	500,000
			Local Match	$	250,000
TOTAL	**$**	**750,000**	**TOTAL**	**$**	**750,000**

ODOT – I-5 TRANSPORTATION AND TRADE PARTNERSHIP

The I-5 corridor is critical to the metropolitan economy and to national and international trade. Traffic congestion on I-5 affects goods moved by air, rail barge and truck as well as passenger travel. Within the Portland/Vancouver region, I-5 has a number of bottlenecks – the most significant of which occur between I-205 in Vancouver, Washington and I-84 in Portland. Within this corridor crossing the Columbia River, is one of the last and most active drawbridges on the interstate system. Because of the importance in the region of community livability, the environment, regional, national and international trade, plans must address a broad range of issues and include numerous stakeholders and the public.

The Transportation Equity Act of the 21st Century (TEA-21) recognized the importance of trade corridors to the national economy and designated I-5 within the Portland/Vancouver region as a Priority Corridor under the National Trade Corridors and Borders Program. ODOT and Washington State Department of Transportation (WSDOT) have completed the initial phase of

the I-5 Transportation and Trade Partnership Study which was funded in part by FHWA through the National Trade Corridors and Borders Program.

The initial phase of the I-5 Partnership study evaluated a wide range of multi-modal alternatives to improve travel and facilitate freight movement in the I-5 corridor between Portland and Clark County, Washington. Staff and the consulting team reported findings to a 28-member task force appointed by the governors of Oregon and Washington.

Based on the recommendations from the Governors' Task Force, the next step in the process is to proceed into an Environmental Impact Statement (EIS) process.

RELATION TO PREVIOUS WORK

The I-5 Transportation and Trade Partnership builds upon work completed over previous years. In FY 2000, a group of civic and business leaders from the bi-state area concluded that the problems within the Corridor will require a significant effort to address. They recommended that the region develop a strategic plan for the corridor.

In FY 2001 and FY 2002, the I-5 Partnership broadened discussion of problems and solutions to include the corridor business and residential community and other regional interests. The two Governors appointed a bi-partisan task force of elected officials, civic and business leaders to evaluate the range of options and develop recommendations for a strategic plan. The public participated in development of the strategic plan through comments at Task Force meetings, open houses and other forums. The strategic plan was approved by the Task Force in June 2002 and circulated for endorsement by the project participants in fall 2002.

Regardless of how a new I-5 crossing of the Columbia River is configured, it will be an expensive and difficult undertaking. Before committing the managerial, financial and staff resources to an EIS, substantial work must be done to determine how best to approach this project from the EIS through construction and operation phases. Examining a range of options for proceeding with projects will provide the ODOT, WSDOT and the Portland/Vancouver region as much flexibility as possible in advancing this important project.

RESPONSIBILITIES

ODOT, in partnership with WSDOT, will develop and evaluate a variety of options for how to approach the EIS and the subsequent phases of the project development including PE, construction, and operation for a new I-5 Columbia River crossing and associated improvements. This work will be carried out in cooperation with local and regional governments and civic groups.

OBJECTIVES/PRODUCTS

Consider and fully explore four options for the EIS and project implementation for a new I-5 crossing of the Columbia River and associated improvements, including:

- Traditional Approach: The public sector develops the project through the EIS and PE stages of the project and then turns to the private sector for construction of the project.

- Design-Build: The public sector develops the project through the EIS stage of the project and then turns to the private sector for PE and construction.

- Design-Build-Operate: The public sector conducts the EIS and then turns to the private sector for PE, construction and operation of the improvement.

- Public-Private: The private sector is involved up-front in the development of the scope of the project, the EIS process and then the PE, construction and operation of the project(s).

In carrying out the analysis, ODOT and WSDOT will examine issues including:

- Policy Objectives, Project Shaping and Implementation Strategy
- Finance Options
- Traffic Patterns and Movements
- Legal Analysis and Implementation Framework
- EIS Scope and Methodology
- Public Involvement and Communications
- Preliminary Investigations leading to the EIS

The final product of this work will be a fully developed plan for proceeding with the new I-5 crossing of the Columbia River and associated projects, including project management and approach (EIS through construction), jurisdictional involvement, public involvement and potential financing mechanisms.

BUDGET SUMMARY

Requirements:	**Resources:**		
	Section 1118 Grant*	$	3,500,000
	Match	$	400,591
	TOTAL	**$**	**3,900,591**

Federal Aid # NCPD S000(197)

ODOT – SPR

RESPONSIBILITIES

The Oregon Department of Transportation (ODOT) SPR program in partnership with local and regional governments will update, refine and implement the Regional Transportation Plan (RTP). The program is responsible for coordinating the RTP implementation with the Metro's 2040 Growth Concept Plan, Urban Growth Management Functional Plan, Oregon's Transportation Plan, Highway Plan and the Transportation Planning Rule.

RELATIONSHIP TO OVERALL PROGRAM

Transportation improvement projects in the Portland Metropolitan Planning Organization (MPO) must be included in the Metro RTP before they can receive federal funds for project development.

PREVIOUS WORK

ODOT will continue to work on updating and implementation of the RTP.

MAJOR ACTIVITIES AND TASKS

Coordination and Support of Metro Programs

ODOT provides staff resources for Metro's standing and project committees and conduct analysis (as needed) to support efforts. Specifically:

- *Coordinate Metropolitan Transportation Improvement Program (MTIP) Development:* ODOT staff to work with Metro to assure that the process for selecting federally funded transportation projects is balanced, fair and provides for a range of needs.
- *Support RTP Updates:* ODOT staff works closely with Metro to update the RTP to accommodate Urban Growth Boundary (UGB) amendments and industrial lands.
- *Support RTP Implementation:* ODOT staff works closely with Metro to assure that the implementation accurately reflects ODOT's projects and incorporates the State's interest into regional policy making. ODOT staff will continue to participate in development of the RTP Financing, PTP Business Partnership, Model Refinement and Local Plan Coordination.
- *Support Metro Transportation/Land Use Integration Efforts:* ODOT staff to work with Metro to implement the 2040 Growth Concept Plan. ODOT staff will participate in the Economic Revitalization Team (ERT) process to assist in the selection of projects to implement the Plan. The ERT will collaboratively solve transportation and community issues that affect the Portland MPO area. ODOT works closely with Metro to assure that regional growth management policy does not adversely impact the State's transportation system.
- *Support Regional High Capacity Transit (HCT) Studies:* ODOT staff will work with Metro to assess the utility of high capacity transit (HCT) and propose regional policies. HCT is responsible for analysis of alternative transportation modes and the completion of project planning for major fixed guideway transit facilities including commuter rail, light rail (LRT) and busways.
- *Support the Analysis of Alternative Funding:* ODOT is a project partner in the Traffic Relief Options (TRO) study to assure issues and concerns of ODOT and Federal Highway Administration (FHWA) are adequately addressed. ODOT will develop a policy response to funding the congestion pricing study and continue to investigate alternative sources of funding.
- *Assist Green Corridor Implementation Strategy:* ODOT staff will assist in development of a strategy for assuring that ODOT facilities on the fringe of the UGB can function as a green corridor as envisioned in the 2040 Growth Concept Plan.
- *Assist in Transportation Model, Traffic Analysis and Methodology:* ODOT staff to provide assistance with traffic input and analysis. ODOT staff, Metro and local governments will develop traffic analysis methodology to identify new land use patterns. Traditional methods of analysis of traffic impacts are inadequate for these new patterns.
- *Assist in the Development of the Transportation Model and Traffic Analysis:* Assist with analysis and input from ODOT traffic engineers.

Coordinate Transportation Planning Activities

Link land use and transportation planning programs with planning and operation of State highways as part of the regional transportation system. Coordinate with other state agencies concerning activities that affect regional transportation planning. Specific activities:

- *Local Land Use and Development Review:* ODOT staff processes almost 5,000 land use notices and provides comments on several hundred that potentially affect state highways. Staff response usually consists of a letter of record, however it sometimes requires extensive negotiation and traffic analysis.
- *Coordinate Local Transportation System Plan (TSP):* ODOT staff participates in development of TSPs for every jurisdiction in the region. The TSPs are critical in identifying the impact of future growth on the state highway system. ODOT staff assists in the development of these plans to assure consistency with the Oregon Transportation Plan (OTP), Oregon Highway Plan (OHP), Corridor Plans and the Transportation Planning Rule (TPR).
- *Oregon Highway Plan Coordination:* ODOT staff coordinates and participates with regional and local jurisdictions in the process of selecting Special Transportation Areas (STA), Urban Business Areas (UBA), and expressways in the Portland metropolitan area. ODOT staff will continue to negotiate transfer of state highways whose function is primary local or redundant. Staff will work with Metro and local jurisdictions to define national highway system (NHS), state freight route and the functional classifications system in conjunction with the adoption of local TSPs and RTP.
- *Regional Air Quality Planning:* ODOT staff to participate with the Department of Environmental Quality (DEQ) to assure that the region's transportation projects comply with federal air quality regulations.

Conduct Transportation Planning Studies

Conduct various transportation planning studies within the metropolitan area to refine proposed transportation improvement alternatives and develop management strategies. Specific activities:

- *Freeway Interchange Management Studies:* Conduct studies of various freeway interchanges in the Portland metropolitan area to assess the potential to accommodate growth. The studies will identify any short-term; relatively inexpensive improvements that can be made to add capacity. The studies will determine the feasibility of acquiring additional right-of-way for access control in the vicinity of the interchange.
- *I-5 Trade Corridor*: Participate in the Phase II of the I-5 Trade Corridor study. The goal of the I-5 Trade Corridor Project is to alleviate a major bottleneck on I-5. ODOT will conduct preliminary engineering and begin an environmental impact study for improvements.
- *Urban Corridor Studies:* Participate in studies of the Urban Corridor in the Portland metropolitan area. The studies will identify long-term management strategies for the corridor while identifying and prioritizing future improvements in the corridor. It will include technical analysis, policy development and ongoing public involvement. The study will include an evaluation of congestion pricing, HOV and HOT, and Transit capital improvements on selected corridor as a possible strategy to accommodate future traffic growth. The Urban Corridor studies will provide recommendations on future level of service standards as specified in the OHP and the Metro RTP.

- *Innovative Improvements Studies:* Assist and participate in studies to identify and examine potential freight improvements on interstate freeway corridors and participate in regional efforts to develop a freight network to better accommodate the movement of goods.

BUDGET SUMMARY

Resources:

SPR	$	1,038,500

Metro
FY 2005 UNIFIED WORK PROGRAM FUNDING SUMMARY

								carryover								
	05PL ODOT (1)	12465 05STP* Metro Q23 (2)	ODOT Mtch	FY05 ODOT Support Funds	FY05 Sec5303* 80X014	FY05 Lcl TriMet	CMAQ	FTA STP* Willamette Shoreline	key 13293 FY04 Damascus STP Q230	FY04 TriMet FEIS	FHWA ValuePricing Hwy 217 VP-S000*	FHWA TRANSIMS 66-01*	FTA-TOD(3) 97Sec5307 90-x073* 90-x070*	Other Funds (4)	Local Match	TOTAL
METRO																
RTP Update/Refinement**	435,432	138,517	7,927	66,500	15,000	37,649									39,975	741,000
2040 Performance Indicators**	26,063	12,000	687	1,000	1,000	1,000									687	48,000
UGB Planning**		15,230	872	1,027	7,200										2,671	27,000
2060 Planning**	66,000															66,000
MPO Planning**	22,090	6,200	353												357	29,000
Regional Mobility Program**	20,234	6,295	361	1,000	3,000	2,000									1,110	34,000
Transportation Imprvmnt Pgm**.	92,272	143,590	8,218	15,000	43,710	16,316									17,894	337,000
RTP Financing**	10,500	41,002	2,346	400	5,000	19,151									3,601	82,000
Greenstreets**	16,710	22,692	1,299												11,799	52,500
Livable Streets**	32,710	13,721	785												10,784	58,000
Regional Travel Options**	4,425	12,181	697				506,077							120,000	58,620	702,000
Concept Planning	36,000															36,000
Springwater Concept**	5,283	6,315	361												8,041	20,000
Damascus Concept									538,380						131,620	670,000
Trans Model Improvement Prog												258,800			64,700	323,500
Model Development**	50,052	44,482	2,546	10,000	46,418	2,851									20,351	176,700
Trans System Monitoring**	20,422	43,589	2,494		20,000										7,495	94,000
Technical Assistance Program**		37,452	2,143	27,500		8,100								6,100	7,144	88,439
Household Survey	83,333													166,667		250,000
Management & Coordination**	124,771	159,291	9,116	16,027	20,000	8,000									120,795	458,000
Environmental Justice		3,000	172												2,828	6,000
S Corridor Trans FEIS/PE										2,211,000						2,211,000
Willamette Shoreline								300,000							34,500	334,500
Transit Planning		15,000	858			19,284									858	36,000
Bi-State**	35,994	35,000	2,003	5,000		5,000									2,003	85,000
Regional Freight Plan**	12,454	83,584	4,783	21,546											9,633	132,000
Powell/Foster	40,000	300,000		10,000	2,325	31,399									35,276	419,000
Hwy 217**	303,258	49,457	2,830	25,000	5,000	11,083					244,716				37,656	679,000
Project Development**	10,000			2,000	39,400	17,750									21,850	91,000
I-5/99W Corridor**	39,840	8,000	458	8,000	7,267	7,917								52,433	13,085	137,000
Transit Oriented Development (3)													5,000	315,000	35,000	355,000
Data, Growth Monitoring**	86,373			15,000	63,336	37,500									557,191	759,400
																-
Metro Subtotal	1,574,216	1,196,598	51,309	225,000	278,656	225,000	506,077	300,000	538,380	2,211,000	244,716	258,800	5,000	660,200	1,257,524	9,538,039
																-
GRAND TOTAL	1,574,216	1,196,598	51,309	225,000	278,656	225,000	506,077	300,000	538,380	2,211,000	244,716	258,800	5,000	660,200	1,257,524	9,538,039

*Federal funds only, no match included

(1) The full $1,574,217 shown is based on assumption of 1,022,803.00 (fed) new PL plus $117,064.00 ODOT match and $389,742.00 carryover PL and $44,608.00 ODOT match

2. FY 05 STP is comprised of $750,000 federal + 42,920.00 ODOT (1/2 match) plus $72,000 FY04 carryover + $4,120.00 ODOT (1/2 match) +83,584 freight study '+4,783 1/2 ODOT match +300,000 Powell/Foster Ph II.

Federal Aid Numbers:
Damascus: STP-C000(015)

(3) TOD budget does not include any land acquisition activities

(4) See narratives for anticipated funding sources

**If PL funds remain at the FY04 level these projects will be funded.
If PL funding is increased to the amount shown here, the Household Survey, Powell/Foster and Concpet Planning will be included.

FY 2005 UNIFIED WORK PROGRAM
OTHER PROJECTS OF REGIONAL SIGNIFICANCE
FUNDING SUMARY

Federal Aid Number	Project	Jurisdiction	STP	CMAQ	HPP	37-x00101 JARC	Section 1118	Section 5307	Section 5309	SPR	Funds/ Match	TOTAL
STP-C005(046)	*Sunrise Corridor*	Clackamas	600,000								1,769,000	2,369,000
X-STP5900(144)	*Red Electric*	*Portland*	135,000								15,000	150,000
	Interstate TravelSmart	*Portland*	500,365								52,935	553,300
	Union Station Facility	*Portland*	300,000								184,000	484,000
	***Portland Streetcar*	*Portland*										
X-HPPC067(043)	*I-5/99W Corridor*	*Washington Co*			375,000						93,750	468,750
	Streamline	*TriMet*		312,665							35,786	348,451
	Bus Stop Development	*TriMet*		312,665				261,000			87,986	661,651
	Job Access/JARC	*TriMet*				1,800,000					1,800,000	3,600,000
	Interstate Max Eval	*TriMet*							597,450		152,550	750,000
	Regional Freight Data	*Port of Portland*	500,000								250,000	750,000
NCPD S000(197	*I-5 Trans & Trade*	*ODOT*					3,500,000				400,591	3,900,591
	ODOT Planning Assistance									1,038,500		1,038,500
	GRAND TOTAL		**2,035,365**	**625,330**	**375,000**	**1,800,000**	**3,500,000**	**261,000**	**597,450**	**1,038,500**	**4,841,598**	**15,074,243**
												15,074,243

*** see page 85 for funding**

Red Electric - MTIP Key #11443
Sunrise Corrridor - MTIP Key# 12454
I-5/99W -MTIP Key #09788

SOUTHWEST WASHINGTON
REGIONAL TRANSPORTATION COUNCIL
(RTC)

UNIFIED PLANNING WORK PROGRAM FOR FISCAL YEAR 2005

(July 1, 2004 to June 30, 2005)

Draft I
January 23, 2004

Southwest Washington Regional Transportation Council
1300 Franklin Street
Vancouver, WA 98660
Telephone: (360) 397-6067
Fax: (360) 397-6132

RTC's Website: http://www.rtc.wa.gov

SOUTHWEST WASHINGTON
REGIONAL TRANSPORTATION COUNCIL
(RTC)

UNIFIED PLANNING WORK PROGRAM FOR FISCAL YEAR 2005

(July 1, 2004 to June 30, 2005)

Draft 1
January 23, 2004

This Unified Planning Work Program has been financed in part through grants from the Federal Highway Administration, Federal Transit Administration, and the Washington State Department of Transportation. The views expressed in this Program do not necessarily represent the views of these agencies.

Southwest Washington Regional Transportation Council
1300 Franklin Street
Vancouver, WA 98660
Telephone: (360) 397-6067
Fax: (360) 397-6132

FY 2005 UPWP for Clark County: Index

This Unified Planning Work Program has been financed in part through grants from the Federal Highway Administration, Federal Transit Administration, and the Washington State Department of Transportation. The views expressed in this Program do not necessarily represent the views of these agencies.

FISCAL YEAR 2005 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). RTC is the Metropolitan Planning Organization (MPO) for the Clark County, Washington portion of the larger Portland/Vancouver urbanized area. An MPO is the legally mandated forum for cooperative transportation decision-making in a metropolitan planning area. With passage of the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991, the region became a federally designated Transportation Management Area (TMA) because it is a larger urban area with over 200,000 population. TMA status brings with it additional transportation planning requirements that the MPO must carry out. RTC is also the Regional Transportation Planning Organization (RTPO) for the three-county area of Clark, Skamania and Klickitat as designated by the state. RTC's UPWP is developed in coordination with Washington State Department of Transportation, C-TRAN and local jurisdictions. As part of the continuing transportation planning process, all regional transportation planning activities proposed by the MPO/RTPO, Washington State Department of Transportation and local agencies are documented in the UPWP. The financial year covered in the FY 2005 UPWP runs from July 1, 2004 through June 30, 2005.

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

RTC was established in 1992 to carry out the regional transportation planning program. Previously, the designated MPO was the Intergovernmental Resource Center (IRC) that disbanded in 1992. In FY 2005, RTC will continue to work closely with local jurisdictions on transportation plans, concurrency programs and congestion monitoring and with the Bi-State Coordination Committee to discuss recommendations on bi-state issues.

UPWP Objectives

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

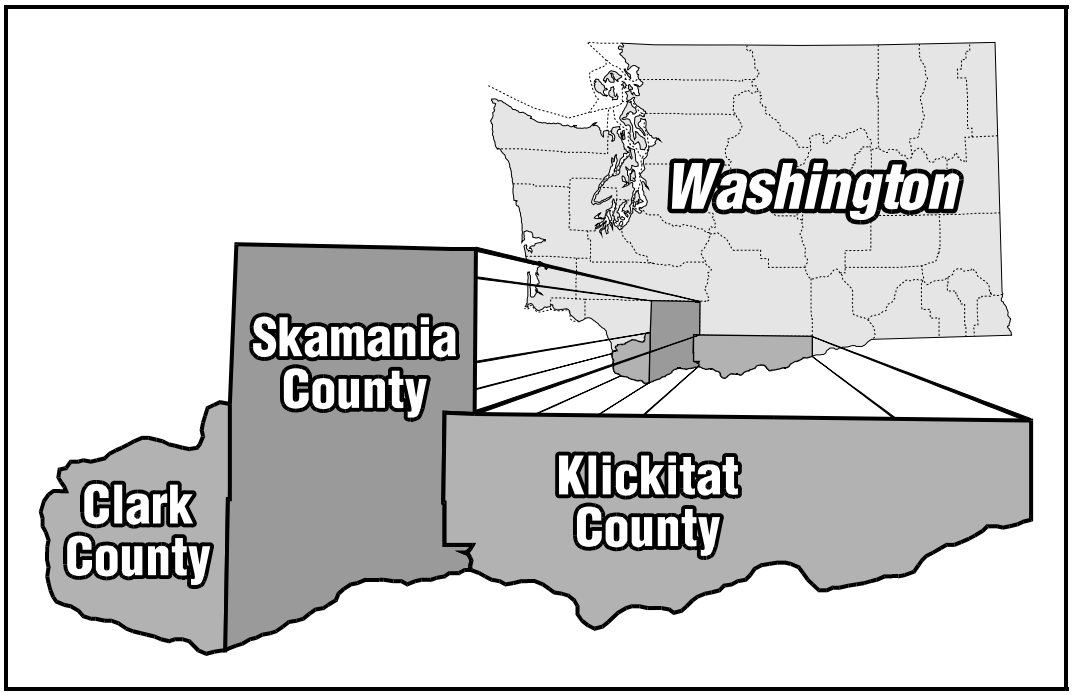
The FY 2005 UPWP provides for the continuation of baseline program activities such as the Metropolitan and Regional Transportation Plans, the Metropolitan Transportation Improvement Program, data collection and analysis, travel model forecasting, air quality conformity analysis, program and project coordination. The Portland-Vancouver I-5 Partnership arrived at a set of recommendations in June 2002 but now the Partnership is poised to take the next step to prepare for initiation of a Draft Environmental Impact Statement (DEIS) to evaluate and document the impacts of I-5 Bridge Influence Area alternatives. The region will also pursue development of a high capacity transportation system in the I-5/I-205/SR-500 loop in Clark County.

RTC will continue the program management, coordination, outreach and education for the Intelligent Transportation System (ITS) project deployment as part of the VAST program. An update to the Comprehensive Growth Management Plan for Clark County is scheduled for adoption in 2004 and this will be followed by an update to the Metropolitan Transportation Plan (MTP) to ensure that the Comprehensive Plan and MTP use consistent land use assumptions. RTC will also work with WSDOT to update Washington's Transportation Plan. RTC will continue to work in partnership with local and state elected officials to bring needed transportation investments to this region.

Key Transportation Issues Facing The Region:

- Providing transportation system improvements to support economic development and accommodate growth in Clark County. Between 1990 and 2003, Clark County's population grew by 56.4 percent from 238,053 to 372,300.
- Investing in transportation infrastructure to support the growth in family wage jobs in the region.
- The 2003 Washington State Legislature's passage of a $4.2 billion, 10-year package of transportation improvements dramatically improved the state's transportation infrastructure investment picture with Clark County set to receive just over $200 million of the total for much-needed state projects. A top priority in FY 2005 will be to support the state through final design and implementation of these projects.
- Seeking revenue sources to fund the remainder of the "high-cost" interstate and state route projects needed in Clark County.
- Addressing the funding needs for transit service to adequately serve the growing Clark County community. Transit funding now relies heavily on fare box recovery and sales tax revenues after the Motor Vehicle Excise Tax (MVET) was repealed.
- Meeting the growing revenue needs for continued operation and maintenance of the existing transportation system.
- Maintaining Level of Service and concurrency standards consistent with the limited revenues available for transportation "mobility/capacity" projects.
- Moving projects through the necessary planning and environmental review phases to ensure that they are "ready to construct" as transportation funds become available.
- Proceeding to environmental review of the I-5 Partnership and I-205 corridors.
- Making the most efficient use of the existing transportation system through implementation of Transportation Demand Management (TDM) and Transportation System Management (TSM) measures and strategies.
- Continuing deployment of Intelligent Transportation System (ITS) projects, measures and strategies through implementation of the Vancouver Area Smart Trek program developed cooperatively in the Clark County region.
- Addressing bi-state transportation needs in cooperation with Metro, Portland, WSDOT and ODOT through the Bi-State Coordination Committee.
- Implementing the recommendations of the Portland-Vancouver I-5 Transportation and Trade Partnership.
- Addressing environmental issues relating to transportation, including seeking ways to reduce the transportation impacts on air quality and water quality and addressing environmental justice issues.
- Monitoring the growing transportation congestion in the region.
- Implementing projects to allow people to walk and bike to their destinations throughout the region.
- 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

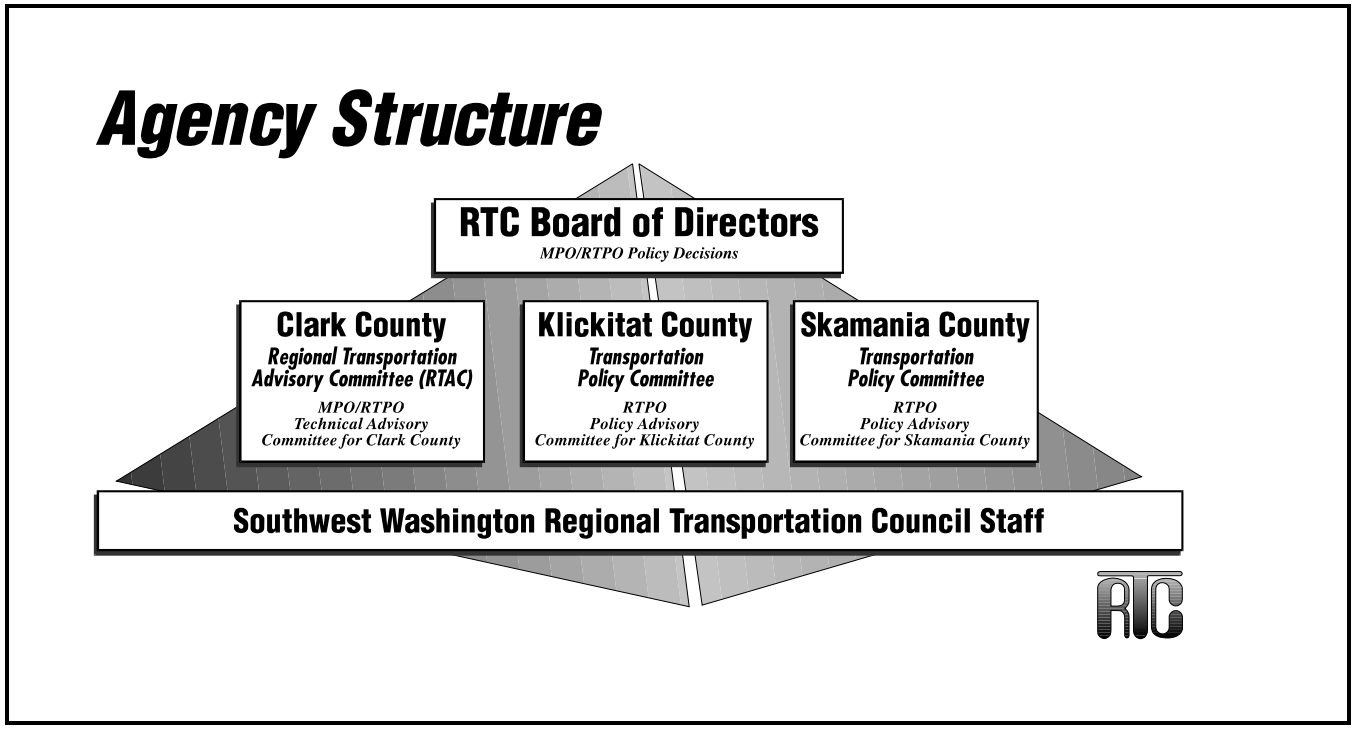


SOUTHWEST WASHINGTON REGIONAL TRANSPORTATION COUNCIL (RTC)

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
Project Manager	Vancouver Area Smart Trek (VAST), Intelligent Transportation System (ITS), Congestion Management Monitoring, High Capacity Transportation (HCT)
Sr. Transportation Planner	MTP, UPWP, Corridor Studies
Sr. Transportation Planner	Metropolitan Transportation Improvement Program (MTIP), Project Programming, RTPO, Skamania and Klickitat Counties, Traffic Counts
Sr. Transportation Planner	Regional Travel Forecast Model, Data
Sr. Transportation Planner	Geographic Information System (GIS), Mapping, Data, Graphics, Webmaster
Transportation Analyst	Regional Travel Forecast Model, Air Quality
Staff Assistant	RTC Board of Directors' Meetings, Bi-State Committee Meetings, Appointment Scheduling
Office Assistant	General Administration, Reception, Regional Transportation Advisory Committee (RTAC) Meetings
Accountant	Accounts Payable, Grant Billings

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). Membership of RTC, the RTC Board, the Regional Transportation Advisory Committee (RTAC), Skamania County Transportation Policy Committee and Klickitat Transportation Policy Committee is listed on pages vii through viii.

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 that includes the Metro Portland region. RTC is also responsible for the development of the Metropolitan Transportation Plan, the Metropolitan Transportation Improvement Program, the Congestion Management program and other regional transportation studies.

C-TRAN regularly adopts a *Transit Development Plan* (TDP) that 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. In 2003/04 C-TRAN has worked on a 20-Year Transit Development Plan set for adoption in early 2004.

WSDOT is responsible for preparing *Washington's Transportation Plan*; the long-range transportation plan for the state of Washington. RTC coordinates with WSDOT to ensure that transportation needs identified in regional and local planning studies are incorporated into statewide plans. RTC and WSDOT also cooperate in involving the public in development of transportation policies, plans and programs.

WSDOT, the Clark County Public Works Department and City of Vancouver Public Works Department conduct project planning for the highway and street systems related to their respective jurisdictions.

The coordination of transportation planning activities includes local and state officials in both Oregon and Washington. Coordination occurs at the staff level through involvement on advisory committees (RTC's RTAC and Metro's TPAC). Mechanisms for local, regional and state coordination are described in a series of Memoranda of Agreement and Memoranda of Understanding (MOU). These memoranda are intended to assist and complement the transportation planning process by addressing:

1. The organizational and procedural arrangement for coordinating activities such as procedures for joint reviews of projected activities and policies, information exchange, etc.

2. Cooperative arrangements for sharing planning resources (funds, personnel, facilities, and services).

3. Agreed upon base data, statistics, and projections (social, economic, demographic) as the basis on 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 the August 1, 1995 Board meeting (RTC and WSDOT MOU; RTC Board Resolution 08-95-15). An MOU between RTC and Metro was first adopted by the RTC Board on April 7, 1998 (RTC Board Resolution 04-98-08). The Metro/RTC MOU is reviewed triennially with adoption of the UPWP. It was last revised with adoption of the FY 2004 UPWP in May 2004 (RTC Board Resolution 05-03-11, May 6, 2003).

Southwest Washington Regional Transportation Council: Membership 2004

Clark County
Skamania County
Klickitat County
City of Vancouver
City of Washougal
City of Camas
City of Battle Ground
City of Ridgefield
City of La Center
Town of Yacolt
City of Stevenson
City of North Bonneville
City of White Salmon
City of Bingen
City of Goldendale
C-TRAN
Washington State Department of Transportation
Port of Vancouver
Port of Camas/Washougal
Port of Ridgefield
Port of Skamania County
Port of Klickitat
Portland Metro
Oregon Department of Transportation

Washington State Legislators from the following Districts:
15th District
17th District
18th District
49th District

RTC Board of Directors

City of Vancouver	Mayor Royce Pollard (Vancouver) [Chair]
City of Vancouver	Thayer Rorabaugh (Transportation Services Manager)
Cities East	City Council Member Brian Beecher (Washougal)
Cities North	City Council Member Bill Ganley (Battle Ground)
Clark County	Commissioner Judie Stanton
Clark County	Commissioner Craig Pridemore
Clark County	Commissioner Betty Sue Morris
C-TRAN	Lynne Griffith (Executive Director/CEO)
ODOT	Matthew Garrett (Region One Manager)
Ports	Commissioner Arch Miller (Port of Vancouver) [Vice-Chair]
WSDOT	Donald Wagner (Southwest Regional Administrator)
Metro	Metro Councilor Rex Burkholder
Skamania County	Commissioner Bob Talent
Klickitat County	Commissioner Ray Thayer
Washington State Legislative Members:	
15th District Senator	Jim Honeyford
15th District Representative	Bruce Chandler
15th District Representative	Dan Newhouse
17th District Senator	Don Benton
17th District Representative	Marc Boldt
17th District Representative	Deb Wallace
18th District Senator	Joe Zarelli
18th District Representative	Tom Mielke
18th District Representative	Ed Orcutt
49th District Senator	Don Carlson
49th District Representative	Bill Fromhold
49th District Representative	Jim Moeller

Regional Transportation Advisory Committee Members

WSDOT Southwest Region	Mike Clark
Clark County Public Works	Bill Wright
Clark County Planning	Evan Dust
City of Vancouver, Public Works	Phil Wuest
City of Vancouver, Community Development	Bryan Snodgrass
City of Washougal	Mike Conway
City of Camas	Jim Carothers
City of Battle Ground	Sam Adams
City of Ridgefield	Randy Bombardier
C-TRAN	Ed Pickering
Port of Vancouver	John Fratt
ODOT	Thomas Picco
Metro	John Cullerton
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 Linda Jones
City of Bingen	Mayor Brian Prigel
City of Goldendale	Larry Bellamy, City Administrator
WSDOT, Southwest Region	Donald Wagner, SW Regional Administrator
Port of Klickitat	Dianne Sherwood, Port Manager

D. Bi-State Coordination

Both RTC and Metro recognize 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. RTC participates on Metro's Transportation Policy Advisory Committee (TPAC) and Joint Policy Advisory Committee on Transportation (JPACT) committees. Currently, several locations on the I-5 and I-205 north corridors are at or near capacity during peak hours resulting in frequent traffic delays. The need to resolve increasing traffic congestion levels and to identify long-term solutions continues to be a priority issue. Also of bi-state significance is the continued implementation of air quality maintenance plans for ozone and carbon monoxide. The Bi-State Transportation Committee was established in 1999 to ensure that bi-state transportation issues are addressed. This Bi-State Transportation Committee will be reconstituted in 2004 to expand its scope to include both transportation and land use per the Bi-State Coordination Charter. The Committee will be known as the Bi-State Coordination Committee.

1 REGIONAL TRANSPORTATION PLANNING PROGRAM

1A. METROPOLITAN TRANSPORTATION PLAN

The Metropolitan Transportation Plan (MTP) serves as the Regional Transportation Plan (RTP) for the Clark County metropolitan region to promote and guide development of an integrated, multimodal and intermodal transportation system that facilitates the efficient movement of people and goods, using environmentally sound principles and fiscal constraint. The Plan for Clark County covers a county-wide-area, the area encompassed by the Metropolitan Area Boundary, and covers a 20-year planning horizon. The most recent update to the *Metropolitan Transportation Plan (MTP) for Clark County* was adopted in December 2002 that extended the Plan's horizon year to 2023. A Plan amendment was adopted in December 2003 that incorporated the Port of Ridgefield's proposed rail overpass project, made revisions to the text of the Strategic Plan section and updated the chapter 4 financial plan to acknowledge the funding of the state's 2003 "nickel package" projects. The MTP should be consistent with the Washington Transportation Plan (WTP) and state Highway System Plan (HSP) to provide a vision for an efficient future transportation system and to provide direction for sound transportation investments. The next major MTP update is set to follow the update to the County's comprehensive plan that is due in 2004. With the completion of the Comprehensive Growth Management Plan, the update of the MTP will be key to incorporating and re-prioritizing the regional transportation system project changes that will be a part of the new comprehensive land use plan.

Work Element Objectives

1. Develop regular MTP updates or amendments to reflect changing comprehensive plan land uses, demographic trends, economic 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 current federal law requires the Plan to be updated at least every three years. Whenever possible, major update to the MTP for Clark County will be scheduled to coincide with update to the County and local jurisdictions' comprehensive growth management plans. Plan updates will also acknowledge federal transportation policy interests and reflect the latest version of Washington's Transportation Plan (WTP) and Highway System Plan (HSP). At each MTP amendment or update, the results of recent transportation planning studies are incorporated and identified and new or revised regional transportation system needs are documented. MTP development relies on analysis of results from the 20-year regional travel forecast model as well as results from a six-year highway capacity needs analysis. The Plan also reflects the transportation priorities of the region.
2. Comply with state law and guidance 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. (468-86-180)
    d. A statement of the principles and guidelines used for evaluating and development of local comprehensive plans. (See WAC 468-86-170)
    e. A statement defining the least cost planning methodology employed within the region. (140)
    f. Designation of the regional transportation system. (See WAC 468-86-190)

g. A discussion of the needs, deficiencies, data requirements, and coordinated regional transportation and land use assumptions used in developing the Plan. (See WAC 468-86-200, (1))

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. (468-86-200, (3))

j. A financial section describing resources for Plan development and implementation. (86-210)

k. A discussion of the future transportation network and approach. (See WAC 468-86-220)

l. A discussion of high capacity transit and public transportation relationships, where appropriate. (See WAC 468-86-230)

3. Address the seven general planning elements in the regional transportation planning process to meet federal requirements. 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 non-motorized 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.

5. Reflect updated results from the Congestion Management System process. The latest update to the Clark County region's *Congestion Management Report* was adopted in June 2003 (RTC Board Resolution 06-03-16) and an update is anticipated in 2004.

6. Address bi-state travel needs and review major bi-state policy positions and issues. Issues include High Occupancy Vehicle (HOV) policies and their implementation, High Capacity Transit (HCT) expansion in the I-5/I-205/SR-500 loop around Clark County, Traffic Relief Options (TRO), Transportation Demand Management (TDM), Transportation System Management (TSM) including Intelligent Transportation System (ITS) implementation and congestion management policies.

7. Address regional corridors, associated intermodal connections and statewide intercity mobility services.

8. Identify, if necessary, Transportation Control Measures (TCMs) to maintain federal clean air standards and analyze the MTP for conformity with the Clean Air Act Amendments of 1990.

9. Reflect freight transportation issues and describe the State's Freight and Goods System.

10. Describe concurrency management and its influence on development of the regional transportation system as well as a tool to allow for the most effective use of the existing transportation systems.

11. Describe transportation system management and operations, Intelligent Transportation System (**ITS**) applications, as well as Transportation Demand Management (TDM) strategies.

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

13. Coordinate with environmental resource agencies.

14. Carry out an environmental review process of the proposed MTP prior to its adoption, as necessary.

15. Address the impacts of the Endangered Species Act as it relates to transportation system development.

16. Report on transportation system performance.

17. Implementation of MTP through corridor planning.

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 address 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 the congestion management system.

FY 2005 Products

1. An update to the MTP will be developed and adopted following adoption of the updated Comprehensive Growth Management Plan for Clark County due in 2004. The MTP update will reflect the new County demographic projections, updated land use allocations and urban area boundaries, the transportation planning process in the region and will address the seven planning factors as required by federal law. RTC is working closely with the County in the Comprehensive Plan update process. In summary the following list of items are anticipated to be addressed in the MTP update process:

   - Review of MTP Vision and Goals to ensure consistency with the Comprehensive Plan update.
   - Update demographic allocation to Transportation Analysis Zones (TAZs) to reflect updated land use plans.
   - Update MTP base year to 2002.
   - Update MTP horizon year to ensure MTP covers at least a 20-year planning horizon to comply with federal requirements.
   - Revision of functional classification of the highway/arterial system MTP map following the 2003 update of the Urban Area Boundary. The revised map will reflect a comprehensive update to the federal functional classification system incorporating both programmatic changes to reflect the updated urban area boundary and systemic changes to reflect current use of the highway system throughout Clark County.

- Review of the designated regional transportation system.
- Identification of transportation deficiencies in the 20-year horizon and listing of projects to improve the transportation system. The listing of projects will reflect the State's *Highway System Plan* and local Capital Facilities Plans.
- Re-assessment of financial plan assumptions.
- Update of maintenance, preservation, safety improvement and operating cost data and information.
- Re-evaluation of Level of Service standards for Highways of Regional Significance.
- Update of Intelligent Transportation System (ITS) and Transportation Demand Management (TDM) strategies.
- Results and recommendations from recent and ongoing transportation planning studies that affect the regional transportation system.
- Update to the list of transportation improvements to be included in the regional air quality conformity analysis.
- Certification of updated transportation elements of local comprehensive growth management plans.

2. Update to the Plan will reflect Washington's Transportation Plan (WTP), the latest state Highway System Plan (HSP) and will acknowledge federal transportation policy interests, including safety and security of the transportation system, transportation planning for rural areas, reverse commute, welfare to work, environmental justice and integration of environmental review into the planning process.

3. The MTP update will include further work to enhance the application and implementation of Transportation Demand Management (TDM) to make the most efficient use of the existing transportation system. The update will incorporate information from a comprehensive TDM plan for the Clark County region anticipated to be complete in FY 2004. The TDM plan is to take a broader definition of TDM and will identify policies, programs and actions to include use of commute alternatives, reducing the need to travel as well as spreading the timing of travel to less congested periods, and route-shifting of vehicles to less congested facilities or systems.

4. Documentation of conformity with the requirements of the Clean Air Act Amendments (CAAA) will be provided with MTP update and/or amendment. Transportation improvement projects proposed in the MTP and assumed in air quality conformity analysis will be clearly listed in the MTP update. The new EPA Mobile 6 emissions model will be used for conformity analysis of 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 Congestion Management Monitoring (CMM) work will be reflected in the MTP update.

6. Efforts to address transportation needs in the I-5 corridor are ongoing through the Portland-Vancouver I-5 Transportation and Trade Partnership and Bi-State Coordination Committee.

7. Initiation of a study of Clark County High Capacity Transportation needs in the I-5/I-205/SR-500 loop corridors. RTC proposes to initiate an Alternatives Analysis (AA) consistent with the Federal Transit Administration (FTA) New Start process. The purpose of the AA would be to address how to significantly increase the level and capacity of transit service within Clark County and the connection to transit-served destinations in the Portland region. The analysis would address the travel mobility in each of these corridors, the economic impacts, focus on improving the internal Clark County transit mode share, and connection with the Portland high capacity transit system.

FY 2005 Expenses:	$	**FY 2005 Revenues:**	$
RTC	164,346	• Federal CPG	71,139
		• State RTPO to Match Federal CPG	12,687
		• State RTPO Balance	11,850
		• Federal STP	57,000
		• MPO Funds	11,670
Total	164,346		164,346
	Note:	Minimum required to match federal CPG and STP funds	21,583

1B. METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM

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

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

Work Element Objectives

1. Develop and adopt the Metropolitan Transportation Improvement Program (MTIP), consistent with the requirements of a new six-year federal transportation reauthorization bill.
2. Review of the MTIP development process and project selection criteria used to evaluate, select and prioritize projects proposed for federal highway and transit funding. Project selection criteria reflect the multiple policy objectives for the regional transportation system (e.g. safety, maintenance and operation of existing system, reduction of Single Occupant Vehicles (SOVs), capacity improvements, transit expansion and air quality improvement).
3. Coordinate the grant application process for federal, state and regionally-competitive fund programs such as federal Surface Transportation Program (STP), state Transportation Improvement Board (TIB) programs, corridor congestion relief and school safety.
4. Program 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 documentation of MTIP Clean Air Act conformity.
8. Amendments to the MTIP, where necessary.
9. Monitoring of MTIP implementation and obligation of project funding.
10. 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 uses data from the transportation database and regional travel forecasting model output. It relates to the Public Involvement element described in section 3 of the UPWP. The MTIP program requires significant coordination with local jurisdictions and implementing agencies in the Clark County region.

FY 2005 Products

1. The 2004-2006 Metropolitan Transportation Improvement Program will be adopted, fiscally-constrained by year that will reflect the programming of federal funds and project selection procedures.
2. MTIP amendments, as necessary.
3. Prioritization of regional transportation projects for the statewide competitive programs e.g. programs administered by the Transportation Improvement Board (TIB). The prioritized projects will be presented to RTAC for recommendation and to the RTC Board for adoption and/or endorsement.
4. MTIP Clean Air Act conformity analysis and documentation, as required.
5. Reports on tracking of MTIP implementation and on obligation of funding of MTIP projects.
6. Provide input to update the State Transportation Improvement Program (STIP).
7. Opportunity for public involvement in MTIP development.

FY 2005 Expenses:	$	**FY 2005 Revenues:**	$
RTC	59,637	• Federal CPG	39,522
		• State RTPO to Match Federal CPG	7,049
		• State RTPO Balance	6,583
		• MPO Funds	6,483
Total	59,637		59,637
	Note:	Minimum required to match federal CPG and STP funds	7,049

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 were modified in TEA-21, but the federal act continues to recognize the value of the CMS by directing TMAs to continue the data collection and monitoring elements of the CMS. It is also a requirement that a process be in place to assess transportation system performance and alternative strategies for addressing congestion. The CMS focuses on vehicular travel, auto occupancy, transit, and TDM performance in congested roadway corridors. Monitoring of the CMS continues with this work program element. Information produced as part of the CMS program provides valuable information to decision-makers in identifying the most cost-effective strategies to provide congestion relief.

Work Element Objectives

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

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

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

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

5. Initiate development of a database that would incorporate all CMS related data elements into a single transportation database that can be referenced and queried to meet user-defined criteria.

6. 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. Assess expansion of data collection effort to support other regional transportation analysis needs for items such as model calibration, monitoring fast growth locations, and new parallel facilities.

7. 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

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

9. 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.

10. Review the existing CMS report content and structure to enhance its use, access and level of analysis. This could include more explanatory text, modified or additional graphics and charts, additional analysis, or more detailed examination of the data. It will assess innovative ways to present the information already collected and look at other items that could be added.

11. Coordinate with Metro on development of CMS plans.

12. Coordinate with WSDOT on development of the Highway System Plan (HSP) update 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 2005 Products

1. Update traffic counts, turning movements, vehicle classification counts, travel delay and other key data for numerous locations throughout Clark County. Data updates will come from new counts and the compilation of traffic count information developed by the state and local transportation agencies. New and historic data is made available on RTC's web site (http://www.wa.gov/rtc). Traffic count data is separated into 24 hour and peak one-hour (a.m. and p.m. peak) categories. In FY2004, 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 assesses the overall performance of a full corridor (which may include multiple intersections and parallel roads) instead of just a single intersection. The corridor congestion ratio is used to classify each corridor according its relative level of congestion, to identify the need for further evaluation, and to determine the effectiveness of alternative strategies.

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

4. Comparison between most recent data with data from prior years back to 1999 to support identification of system needs and solutions and monitoring of impacts of implemented improvements.

5. The first Transportation System Monitoring and Congestion Management Report was adopted by the RTC Board in April, 2000. The second report was published in April 2001. In FY 2005, the Report will be reviewed and updated, as necessary, including a comparison to previous reports. In addition to a comprehensive summary of transportation data, the Report includes analysis and presentation of data to provide a better understanding of regional transportation system capacity and operations and potential for its improvement. It also includes analysis of the potential for transportation demand management to limit infrastructure needs and to improve transportation efficiency. The Report provides an update of performance information for the identified regionally-significant multimodal transportation corridors

critical to the mobility needs of the region. Initially, there were twenty-one transportation corridors identified and monitored through the CMS, additional corridors were added in 1999.

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

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

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

FY 2005 Expenses:		**FY 2005 Revenues:**	
	$		$
RTC	126,850	CM/AQ	140,000
Consultant	35,000	Local	21,850
Total	161,850		161,850

Assumes use of 2004/05 CM/AQ funds, $35,000 of which is used for data collection by contractor.

1D. VANCOUVER AREA SMART TREK (VAST)

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

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

RTC has worked with regional partners to define the VAST regional architecture for the Clark County region, including a 20-year plan of ITS projects and an operational concept by VAST program areas.

Work Element Objectives

1. Continuation of the VAST program.

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

3. Provide for ongoing planning, coordination and management of the VAST program by RTC. This will include ensuring the region is meeting federal requirements for ITS deployment for integration and interoperability. It will also provide for completion of the VAST project checklist to determine project compliance for current projects and new projects.

4. Manage and provide support for the VAST Steering Committee for oversight in the development and deployment of projects contained in the 20-year VAST Implementation Plan. Ensure that VAST integration initiatives and consistency with the ITS architecture are addressed. The RTC Board established a Steering Committee that has executed a memorandum of understanding that defines how our region will work together to develop, fund, and deploy ITS projects contained in the 20-year plan. The Committee is comprised of Vancouver, Camas, Clark County, the Washington State Department of

Transportation Southwest Region, the Southwest Washington Regional Transportation Council, C-TRAN and the Oregon Department of Transportation. The Committee's oversight role will include project review and endorsement prior to funding, and monitoring and tracking of projects during implementation. The Steering Committee will also act as liaison with other key ITS stakeholders and assist in regional ITS policy formulation.

5. Initiate activities and agreements under the Cooperative Improvement Agreement for the coordination of construction, management and maintenance of communications infrastructure for VAST member agencies.

6. Manage and facilitate the development of strategies to secure funding for ITS projects contained in the VAST 20-year implementation plan. Assist Steering Committee members on funding applications for individual ITS project funding. Continue process of Steering Committee partnership for joint project funding applications.

7. Continue to work with ITS stakeholders, including emergency service providers such as Clark Regional Emergency Services Agency (CRESA), police and fire departments, as part of the VAST process to assess how VAST/ITS can facilitate and benefit public safety needs.

8. Assist in the development of an Incident Management Operational Plan for the I-5/Highway 99 Corridor and an incident management plan for the region.

9. Complete the data archive project that will identify the availability, format, and retrieval of electronic transportation system performance data from transportation jurisdictions including findings on a process for retrieval and transfer of information, transfer media, quality control, and aggregation of data.

10. 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.

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

12. Technical assistance in ITS implementation.

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 2005 Products

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

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

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

4. Initiate agreements and activities under the Cooperative Improvement Agreement for communication infrastructure executed in FY 2004.

5. Facilitation of the activities of the Steering Committee.

6. Management of consultant technical support activities as needed.

7. Carry out the recommendation of the Communication Operations Plan for VAST that provides the specific detail needed to fully implement ITS which includes a communications network among VAST agencies. The Plan includes definition of the fiber optic needs and communication hubs required for ITS and mapping the communications network for ITS.

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

9. Complete development of hardware and software for the functional requirements of the initial ATIS deployment.

10. Coordinate with state to develop a scope of work for initial deployment of the Advanced Traveler Information System (ATIS) Business Plan based on the functional requirements.

11. Development of improved tools to analyze costs and benefits of ITS investment. The use of Intelligent Transportation Systems Deployment Analysis System (IDAS) software for these purposes will be investigated.

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

FY 2005 Expenses:		**FY 2005 Revenues:**	
	$		$
RTC: VAST Program Coordination/Management	98,266	CM/AQ	85,000
		MPO Local Match (13.5%)	13,266
Total	**98,266**		**98,266**

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

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

The Transportation Equity Act for the 21st Century (TEA-21) recognized the importance of trade corridors to the national economy and designated I-5 within the Portland/Vancouver region as a Priority Corridor under the National Trade Corridors and Borders Program. The Portland-Vancouver I-5 Transportation and Trade Partnership strategic planning effort for the I-5 corridor between I-84 in Portland and I-205 in Vancouver was initiated in response to recommendations of a bi-state Leadership Committee, which met over a nine-month period in 1999. The Committee found that the I-5 corridor is a critical economic lifeline for the region and the state, serving the Ports of Portland and Vancouver, two transcontinental rail lines, providing critical access to industrial land in both states, and facilitating through movement of freight. The Committee also concluded that there would be economic and livability consequences if nothing is done in the corridor, improvements will need to be multi-modal and solutions will be costly and require innovative funding. It was noted that congestion on I-5 affects goods moved by air, rail, barge and truck as well as passenger travel and that there are significant bottlenecks in this segment of I-5. In addition, the I-5 drawbridges crossing the Columbia River are some of the last and most active drawbridges on the U.S.A.'s interstate system.

ODOT and WSDOT completed the initial phase of the Portland-Vancouver I-5 Transportation and Trade Partnership funded, in part, by FHWA through the National Trade Corridors and Borders Program. In 2001/2002, a Task Force appointed by Governors Gary Locke of Washington and John Kitzhaber of Oregon met to guide development of the Partnership Study. On June 18, 2002, the Bi-State Governors' Task Force adopted its recommendations. The Metropolitan Transportation Plan for Clark County has incorporated Study recommendations in the Strategic MTP. The I-5 Partnership is now poised to continue efforts on an extensive scoping phase and proceed with a Draft Environmental Impact Statement (DEIS).

Work Element Objectives

1. Continue Portland-Vancouver I-5 Transportation and Trade Partnership work with Scoping and advancement to EIS phase.
2. Cooperate with ODOT, WSDOT and Metro in evaluating and documenting the impacts of the I-5 Bridge Influence Area alternatives conducting an in-depth analysis of the "bridge influence area" to determine the preferred Columbia River Crossing and connecting roadway segment between Lombard and SR-500.
3. Address environmental and social impacts of the project.
4. Develop a financing plan.
5. Participate in study committee and forums, such as the Bi-State Coordination Committee.
6. Support development of ODOT's Delta Park to Lombard project environmental and HOV analysis.
7. Participate in the development of an I-5 TDM/TSM Corridor Plan and make progress on implementing the recommended TDM Current Action Items.
8. Participate in public involvement activities relating to the I-5 Partnership DEIS.

Relationship To Other Work

Implementation of a strategic plan for transportation improvements in the I-5 corridor is critical to the long-term development of the region's transportation system. The I-5 Partnership recommendations have been incorporated into the Strategic Plan section of the MTP update for Clark County (December 2002). The Governors' Task Force recommendations included supplementing or replacing the I-5 Interstate Bridge and related highway improvements, Transportation Demand Management (TDM) measures, a land use accord,

Environmental Justice initiatives, park and ride spaces, a light rail loop in Clark County that would connect to the Portland region's light rail system and recommended railroad and railroad bridge improvement.

The RTC I-5 Partnership work element ties into the I-5 Partnership DEIS that is being led by ODOT and WSDOT. The DEIS process begins with development of a statement of public purpose, policy objectives, and framework for advancing I-5 Partnership projects. This DEIS transitional phase will address the following tasks: 1) development of a funding strategy, including sources, funding capacity, and political acceptance, 2) analysis of toll revenue producing capacity of both the I-5 and I-205 corridors, 3) exploration of a public-private partnership, 4) EIS scope/methodology, and 5) communications/public involvement. RTC will work cooperatively with ODOT/WSDOT in all elements of the DEIS and specifically assist with the development of travel demand networks, traffic analysis associated with tolling options, and development of Columbia River crossing alternatives.

RTC has submitted a federal funding request to pursue planning for high capacity transportation in the I-5/I-205/SR-500 loop corridors. If funding is forthcoming, the UPWP will be amended.

RTC's work element relates to the "I-5 Transportation and Trade Partnership" work element described in the "Other Projects of Regional Significance" section of Metro's FY 2004-05 Unified Work Program (UWP). The ODOT work element allows for the obligation of $3.5 million in federal National Corridor Planning and Development Program (Section 1118) funds.

ODOT's work element describes how ODOT and WSDOT have been working together on how to respond to a key recommendation of the I-5 Transportation and Trade Partnership Strategic Plan which is to conduct a federal Environmental Impact Statement (EIS) process for a new I-5 crossing of the Columbia River and associated improvements in the bridge influence area. The DOT's anticipate having a fully developed plan for proceeding with the new I-5 crossing of the Columbia River and associated projects. The plan will address project management and approach from EIS to construction jurisdictional involvement public involvement and potential financing mechanisms. RTC will be coordinating with regional partners on these activities.

FY 2005 Products

1. Draft Environmental Impact Statement (DEIS) process.

FY 2005 Funding: RTC

FY 2005 Expenses:		**FY 2005 Revenues:**	
	$		$
RTC	33,699	Federal STP (RTC TMA funds)	29,150
		Local Match	4,549
Total	33,699		33,699

The above funding table assumes use of balance of $110,000 STP TMA funds obligated by RTC in 2003 with local match provided by RTC.
Additional funding is required to meet the objectives of the work element.

The work element is led by ODOT/WSDOT.
Further details of the work and funding can be found in the ODOT section of Metro's FY 2005 Draft UPWP

IF. SKAMANIA COUNTY RTPO

Work by the RTPO on a transportation planning work program for Skamania County began in FY 1990. The Skamania County Transportation Policy Committee meets monthly to discuss local transportation issues and concerns. The SR-14 Corridor Management Plan was completed in FY 1998. The Skamania County Regional Transportation Plan (initially adopted in April, 1995) was reviewed and updates adopted in April 1998 and in May 2003. In 2003, Skamania County completed a transit feasibility Study. In FY 2005, the recommendations of this transit study will begin to be implemented. Development and traffic trends are monitored and the regional transportation planning database for Skamania County kept up to date. RTC staff will continue to provide transportation planning technical assistance for Skamania County.

Work Element Objectives

1. Continue the regional transportation planning process.
2. Ensure the Skamania County Transportation Plan is regularly reviewed and provide opportunity for regular update if needed.
3. Gather growth and development data to reveal trends to report in the Regional Transportation Plan update.
4. Further develop the transportation database for Skamania County, for use in the Regional Transportation Plan update.
5. Ensure that components of the Washington Transportation Plan (WTP) are integrated into the regional transportation planning process and incorporated into the RTP update.
6. Coordinate with WSDOT staff and review plans of local jurisdictions for consistency with RTP and WTP.
7. Continuation of transportation system performance monitoring program.
8. Assistance to Skamania County in implementing a new federal transportation reauthorization act. This will include continued assistance in development of federal and state-wide grant applications and, if there are regionally significant projects, development of the Regional TIP.
9. Work with Skamania County to ensure that TEA-21 High Priority Funding is used effectively and, where possible, is used to leverage additional funds for transportation projects in the region. The TEA-21 High Priority Funding will be used for SR-34 improvements along SR-14 in the Cape Horn area.
10. Continue assessment of public transportation needs, including specialized transportation, in Skamania County. Implement the recommendations of the 2003 Skamania County Transit Feasibility Study. In 2004, Skamania will begin commuter service between Skamania County and Clark County (Fisher Landing Transit Center).
11. Coordinate with Skamania County to implement the next steps of the SR-35 Columbia River Crossing Feasibility Study. This would include obtaining funding to move forward with preliminary design and a Final Environmental Impact Statement (FEIS).
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 2005 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. Report to WSDOT Planning Office on consistency between RTP, WTP and local plans.

FY 2005 Expenses:		**FY 2005 Revenues:**	
	$		$
RTC	16,811	RTPO	16,811
Total	16,811		16,811

1G. KLICKITAT COUNTY RTPO

Work by the RTPO on a transportation planning work program for Klickitat County began in FY 1990. 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) is reviewed regularly and updates were adopted in April 1998 and in May 2003. Development and traffic trends are monitored and the regional transportation planning database for Klickitat County kept up to date. 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. Keep the transportation database for Klickitat County updated and current so that data and information can be used as input to the Regional Transportation Plan.
5. Coordinate with WSDOT staff and ensure that components of the WTP are integrated into the regional transportation planning process and incorporated into the RTP update.
6. Review plans of local jurisdictions for consistency with RTP and WTP.
7. Work with Klickitat County to ensure that TEA-21 High Priority Funding is used effectively and, where possible, is used to leverage additional funds for transportation projects in the region.
8. Continuation of transportation system performance monitoring program.
9. Assistance to Klickitat County in implementing the new six-year federal transportation reauthorization bill. This will include continued assistance in development of federal and state-wide grant applications and, if there are regionally significant projects, development of the Regional TIP.
10. 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 is fulfilling transit service needs through grant funding.
12. Coordinate with Klickitat County to implement the next steps of the SR-35 Columbia River Crossing Feasibility Study. This would include obtaining funding to move forward with preliminary design and a Final Environmental Impact Statement (FEIS).
13. Assistance to Klickitat 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 Klickitat County will be tailored to their specific needs and issues and, where applicable, coordinated across the RTPO.

FY 2005 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. Report to WSDOT Planning Office on consistency between RTP, WTP and local plans.

FY 2005 Expenses:		**FY 2005 Revenues:**	
	$		$
RTC	18,531	RTPO	18,531
Total	18,531		18,531

DATA MANAGEMENT, TRAVEL FORECASTING, AIR QUALITY AND TECHNICAL SERVICES

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

This element includes the development, maintenance and management of the regional transportation database to support the regional transportation planning program. The database is used to assess transportation system performance, evaluate level of service standards, calibrate the regional travel forecasting model, and includes 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. Technical assistance will be provided to MPO/RTPO member agencies and other local jurisdictions as needed. RTC will continue to assist local jurisdictions in updating and implementing Growth Management Act (GMA) plans. 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 regional model and coordinates closely with Metro to ensure the model is kept current including use of most up-to-date census data and land use inputs as the basis for the model.

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

Work Element Objectives

1. Maintain an up-to-date transportation database and map file for transportation planning and regional modeling that includes transit ridership and transit-related data, developed by C-TRAN. The database is used as support for development of regional plans, travel forecasting model and transportation maps.

2. Collect, analyze and report on regional transportation data from data sources such as the U.S. Census, Census Transportation Planning Package data, Nationwide Personal Transportation Study (NPTS) data, travel behavior survey data, and County GIS information.

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

4. Analyze growth trends and relate these to future year population and employment forecasts. RTC coordinates with Metro on its work and procedures for forecasting the region's population and employment data for future years. RTC has coordinated with Metro on Metro's development of the integrated land use and transportation Metroscope process. RTC also works with Clark County jurisdictions to review allocation of the region-wide growth total to Clark County's transportation analysis zones.

5. Continue to incorporate transportation planning data elements into the ArcInfo system and work with Clark County's Assessment and GIS Department to support transportation data being incorporated in the County ArcGIS system.

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

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

8. Coordinate with the County's computer division to update computer equipment and software, as needed.

9. Continue to develop the regional travel forecast model and use it as a tool to help analyze the transportation system in the region and to use its output to identify deficiencies in the regional transportation system.

10. Document the regional travel forecast model development and procedures.

11. Work with local agencies to help them use the 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, the procedures outlined in the adopted Sub-Area Modeling guide (February, 1997) are followed.

12. 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.

13. Participate in the Oregon Modeling Steering Committee (OMSC) meetings to learn about model development in Oregon and the Portland region. The committee is organized as a part of the Oregon Travel Model Improvement Program.

14. 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.

15. Coordinate with WSDOT on the Congestion Relief Analysis.

16. Develop and maintain the regional travel model to include: periodic update to provide updated 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.

17. Continue research into regional travel forecasting model enhancement.

18. 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 USDOT's Transportation Model Improvement Program (TMIP). As part of the program a new model framework known as TRANSIMS is being developed. RTC will work with Metro on this USDOT program and on updating the regional forecast model to include a tour-based framework.

19. Continue to expand RTC's travel modeling scope through development of micro-simulation model applications that are increasingly important in evaluating new planning alternatives, such as HOV operations and impacts, ITS impact evaluation, and concurrency analysis.

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

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

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

23. 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 improvement needs.

24. Provide technical support for analysis of High Capacity Transportation (HCT) needs in the I-5/I-205/SR-500 loop in Clark County.

25. Provide technical support for implementation of the Commute Trip Reduction program.

Air Quality Planning

26. Monitor federal guidance on the Clean Air Act and state Clean Air Act legislation. In FY2005 this will include dealing with issues concerning reverting to the one-hour from the eight-hour ozone standard and impact on AQMA status. The EPA has noted that the Portland-Vancouver area will be classified to attainment status. However, monitored data still indicates potential ozone problems.

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

28. Program any identified TCMs in the Metropolitan Transportation Improvement Program (MTIP), as necessary.

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

30. Coordinate with Southwest Clean Air Agency (SWCAA) 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 MTIP. In addition, the MOU seeks to ensure that inter-agency coordination requirements in the State Conformity Rule are followed.

31. Coordinate and cooperate with air quality consultation agencies (Washington State Department of Ecology, EPA, FHWA, WSDOT, and SWCAA) on air quality technical analysis protocol and mobile emissions estimation procedures. This consultation process supports the review, update, and testing of the new Mobile 6 emissions model to ensure accuracy and validity of mobile model inputs for the Clark County region and ensure consistency with state and federal guidance.

32. Coordinate with Metro to ensure consistency of mobile emissions estimation procedures and air quality emissions methodology using the travel-forecasting model.

33. 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.

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

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

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

37. Use TCM Tools, where applicable, to assess the comparative 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 MTIP programming and to measure the impacts of air quality improvement strategies that cannot be assessed through the regional travel model.

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

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

Transportation Technical Services

40. Continue to enhance technical transportation services provided to member agencies. The provision of technical transportation planning and analysis services to member agencies is continued in recognition that a common analysis of traffic congestion issues is a key element in the overall process of planning and building additional transportation system capacity as well as making most efficient use of the existing system. The complexity of the analytical tools and need for comprehensive data support the concept of conducting this analysis on a coordinated regional platform. Technical service activities are intended to support micro traffic simulation models, updating the population and employment forecasts, and the translation of the land use and growth forecasts into the travel demand model.

Relationship To Other Work Elements

This element is the key to interrelating all data activities. Output from the database is used by local jurisdictions and supports development of the MTP, MTIP, congestion management report 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 forecast model in EMME/2. Development and maintenance of the regional travel forecasting model is vital as it is the most significant tool for long-range transportation planning.

FY 2005 Products

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

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

3. Metro's 2025 population and employment forecast and Clark County comprehensive plan update to 2023 will be used to update the regional travel forecasting model for use in the MTP update. Updated land use and demographic data will be input to the regional transportation database. The model base year will be reviewed and updated. A six-year model is also updated regularly to help growth management planning efforts and concurrency program development. The MTP's long-range planning horizon is currently is at 2023 but is likely to updated to 2025 for the next MTP update.

4. Integration of transportation planning and GIS Arc/Info data.

5. Coordinate with Clark County on maintenance and update of the highway network and local street system in a GIS coverage. A comprehensive review and update of the federal functional classification system will be completed in 2004 following re-definition of the Urban Area Boundary (UAB) in 2003.

6. Work with regional bi-state partners on a Freight Origin and Destination Study ("Truck O-D Study") to improve truck forecasting ability. 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 to the traffic count database.

8. Technical assistance to local jurisdictions.

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

10. Data and information for the Congestion Relief Analysis led by WSDOT. It is understood that the first phase of the analysis will be completed by July 2004.

11. Purchase of updated computer equipment using RTPO revenues.

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

13. Host Transportation Model Users' Group (TMUG) meetings.

14. Documentation of the program modules for the Windows version of MTX (WinMTX) and on the travel forecasting procedures using WinMTX.

15. Refine travel forecast methodology using the EMME/2 program and post-processing techniques.

16. Documentation of regional travel forecasting model procedures.

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

18. Review and update of model transportation system networks, including highway and transit.

19. Analysis of TDM and ITS impacts.

20. Consider adoption of a multiple hour peak instead of a one-hour peak in the regional travel model process.

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

Air Quality Planning

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

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

24. Coordination and participation in the development of the transportation elements of Carbon Monoxide and Ozone Maintenance Plan update process.

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

26. 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 especially the new Mobile 6 vehicle emissions model.

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

Transportation Technical Services

28. RTC will continue to serve local jurisdictions' needs for travel modeling and analysis.

29. A regular travel model update procedure for base year and six-year travel forecast is now established to use for concurrency programs. This requires annual update of the model base year.

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

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

32. Technical assistance to support update of the Comprehensive Growth Management Plan for Clark County and local jurisdictions due in 2004.

FY 2005 Expenses:	$	**FY 2005 Revenues:**	$
RTC	272,546	• Federal CPG	158,086
Computer Equipment (use of RTPO Revenues)	6,000	• State RTPO to Match Federal CPG	28,194
		• State RTPO Balance	26,332
		• Federal STP	40,000
		• MPO Funds	25,934
Total	278,546		278,546
	Note:	Minimum required to match federal CPG and STP funds	34,437

2B. ANNUAL CONCURRENCY UPDATE

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

Work Element Objectives

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

Relationship To Other Work Elements

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

FY 2005 Products

1. Technical analysis relating to local Concurrency Management Programs.

FY 2005 Expenses:		**FY 2005 Revenues:**	
	$		$
RTC	20,000	City of Vancouver	20,000
Total	20,000		20,000

Note: *Budget not yet determined.*

REGIONAL TRANSPORTATION PROGRAM COORDINATION AND MANAGEMENT

3A. REGIONAL TRANSPORTATION PROGRAM COORDINATION AND MANAGEMENT

This element provides for overall coordination and management required of the regional transportation planning program. Ongoing coordination includes holding regular RTC Board and Regional Transportation Advisory Committee (RTAC) meetings. It also provides for bi-state coordination including partnering with Metro to organize and participate in the Bi-State Coordination Committee. The Bi-State Coordination Committee will replace the Bi-state Transportation Committee that was formed through a joint resolution of RTC and Metro in 1999. The Bi-State Coordination Committee will have a broader scope to address both transportation and land use issues of bi-state significance. In addition, this coordination element provides for public outreach and involvement activities as well as the fulfillment of federal and state requirements.

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 Coordination Committee Skamania County Transportation Policy Committee and Klickitat County Transportation Policy Committee.
3. Promote RTC Board interests through the participation on statewide transportation committees and advisory boards. Specific opportunities for this include participation on the Statewide MPO/RTPO Coordinating Committee.
4. Provide leadership, coordination, and represent RTC Board positions on policy and technical committees within the Portland-Vancouver region that deal with bi-state, air quality, growth management, high capacity transit, and transportation demand management issues and programs. Specifically, the key committees include the following: C-TRAN Board, Metro's Joint Policy Advisory Committee on Transportation (JPACT), Metro's Transportation Policy Advisory Committee (TPAC) and the Bi-State Coordination Committee.
5. Coordinate and promote regional and bi-state transportation issues with the Washington State legislative delegation and with the Washington State congressional delegation. The Washington State legislative delegation are now members of the RTC Board of Directors.
6. Represent RTC's interest in the following organizations: Greater Vancouver Chamber of Commerce, Columbia River Economic Development Council, and the Washington State Transit Association.
7. Facilitate early environmental decisions in the planning process through work with jurisdictional and agency partners.
8. Coordinate with WSDOT on update of Washington's Transportation Plan (WTP) to be completed by fall 2005.
9. Coordinate regional transportation plans with local transportation plans and projects.
10. Coordinate with the Growth Management Act (GMA) planning process. The local GMA plan update should be complete in 2004. 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.

11. Work with environmental resource agencies to ensure a coordinated approach to environmental issues relating to transportation.

12. Represent the MPO at EIS scoping meetings relating to transportation projects and plans.

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

14. Participate in transportation seminars and training.

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

16. Ensure that the MPO/RTPO computer system is upgraded when necessary to include new hardware and software to efficiently carry out the regional transportation planning program. Provide computer training opportunities for MPO/RTPO staff.

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

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

19. Develop bi-state transportation strategies and participate in bi-state transportation studies. In FY 2005 this will include continuation of coordination efforts to implement recommendations from the I-5 Partnership's Governors' Task Force and proceeding to the next phase in implementing improvements in the I-5 north corridor between Portland and Vancouver.

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

Bi-State Coordination Committee

The I-5 Transportation and Trade Partnership Study recommendations called for the reconstitution of the Bi-State Transportation Committee to become the Bi-State Coordination Committee. The new committee will be charged with not only coordinating transportation issues of bi-state significance, but also coordinating bi-state land use-transportation issues. The new committee is to be advisory to JPACT/Metro, RTC, and Clark County. The Bi-State Coordination Committee is formed through intergovernmental agreement.

21. Hold meetings of the Bi-State Coordination Committee to serve as the communication forum to address transportation and land use issues of bi-state significance. The two interstates now serve business, commercial, freight and other personal travel needs including over 56,000 daily commuters who travel from Clark County to Portland to work.

Public Involvement

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

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

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

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

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

27. 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.

28. 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.

29. Communicate with local media.

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

31. 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.

32. 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.

33. Support InterACT's efforts to raise awareness and solicit feedback from the public on transportation issues. InterACT is a subsidiary of Identity Clark County, a private, non-profit organization focused on community and economic development.

Federal Compliance

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

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

36. Certify transportation planning process as required by federal law.

37. Gather and analyze data to support C-TRAN and local jurisdictions' implementation of the Americans with Disabilities Act (ADA) enacted by the federal government in 1990. The Act requires that mobility needs of persons with disabilities be comprehensively addressed. C-TRAN published the C-TRAN ADA Paratransit Service Plan in January 1997 and in 1997 achieved full compliance with ADA requirements.

38. Report annually on Title VI activities. The Title VI Plan was adopted by the RTC Board of Directors in November 2002 (Resolution 11-02-21).

39. 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 follows release of the relevant decennial Census data.

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

transportation planning program. Beginning with the transportation planning process, consideration is given to identify and address where programs, policies and activities may have disproportionately high and adverse human health or environmental effects on minority and low-income populations.

41. Continue to review Clean Air Act Amendments conformity regulations as they relate to regional transportation planning activities and the State Implementation Plan (SIP). Participate in SIP development process led by the Washington State Department of Ecology (DOE).

42. Implement 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 continue to be met.

43. 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 2005 Products

Program Coordination and Management

1. Meeting minutes and meeting presentation materials for transportation meetings organized by RTC.

2. Year 2005 Budget and Indirect Cost Proposal.

3. Participation in Metro's regional transportation planning process.

Bi-State Transportation Committee

4. Continue partnership with Metro to organize and host meetings of the Bi-State Coordination Committee.

Public Involvement

5. Documentation of public involvement and public outreach activities carried out by RTC during FY 2005.

6. Participate in public outreach activities related to Washington's Transportation Plan update.

7. Ensure that the significant issues and outcomes relating to the regional transportation planning process are effectively communicated to the media, including local newspapers, radio and television stations through press releases and press conferences.

8. Participate in and publicize the work of InterACT through RTC's web site. InterACT is moving forward with Phase II of the "Dream It, Fund It, Build It" project for public outreach regarding transportation.

Federal Compliance

9. Certification of the MPO planning process including preparation for the triennial certification review due in 2004. RTC usually signs annual certification documents and includes the certification statement in the MTIP.

10. An adopted FY 2006 UPWP, annual report on the FY2004 UPWP and FY 2005 UPWP amendments, as necessary

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

12. Title VI and Executive Order 12898 (Environmental Justice) compliance documentation, as required by federal agencies. RTC completes a Title VI report annually.

FY 2005 Expenses:	$	**FY 2005 Revenues:**	$
RTC	243,837	• Federal CPG	126,469
		• State RTPO to Match Federal CPG	22,555
		• State RTPO Balance	21,066
		• Federal STP	53,000
		• MPO Funds	20,747
Total	243,837		243,837
	Note:	Minimum required to match federal CPG and STP funds	30,827

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 2005 Unified Planning Work Program* that provides details of each planning element outlined below.

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

1. Follow-up on the Phase Two Strategic Plan Recommendations of the Portland-Vancouver I-5 Transportation and Trade Partnership (Partnership Study), managed jointly by WSDOT and ODOT. Specific activities include:
    a. Support development of the next Draft Environmental Impact Statement Phase of the Partnership study.
    b. Support development of a Bi-State Environmental Justice Work Group and ODOT's Delta Park to Lombard project environmental and HOV analysis.
    c. Provide staff support for the establishment of the Bi-State Coordination Committee and their Land Use, Rail and TDM Forums.
    d. Work with ODOT and the I-5 Partners to develop an I-5 TDM/TSM Corridor Plan and to make progress on implementing the recommended TDM Current Action Items.
    e. Work with RTC, Clark County, C-TRAN, and the City of Vancouver on the next steps for pursuing the I-5/I-205/SR-500 FTA New Start High Capacity Transit Alternatives Analysis in Clark County that will connect to the Oregon light rail system.
2. Work with the RTPO's, MPO's, transit agencies, local jurisdictions and tribes on updating the WTP, including an updated HSP.
3. Participate with bi-state partners on policies, issues, and coordination related to the bi-state regional transportation system.
4. Continue planning and coordination with the MPO's, transit agencies, local jurisdictions and tribes located in the region on multimodal and intermodal planning, air quality analysis, transportation system performance, congestion management, intelligent transportation systems (ITS), livable communities, and major investment studies.
5. Coordinate with tribes located in the region on implementing Washington Transportation Plan (WTP), Highway System Plan (HSP), Route Development Plans (RDPs), and other work plan elements.
6. Continue to analyze mobility and safety deficiencies, and mitigation implementation on the State Highway system.
7. Work with the Program Management section in supporting development of the Capital Improvement and Preservation Program (CIPP).
8. Provide public information and support opportunities for public involvement and communication in elements of regional and statewide WSDOT planning, EIS, accountability, and communications activities.
9. Work with local agencies to review development proposals to assess and mitigate potential impacts on the transportation system.

10. Coordinate with Counties and their local jurisdictions on Growth Management Area planning efforts to update comprehensive land use plans, transportation plans and capital facilities plans.
11. Work closely with RTC and Clark County on integration of local comprehensive plans in updating the Metropolitan Transportation Plan.
12. Research Bi-State freight issues and participate in regional data collection, analysis and planning activities with Portland Metro' Regional Freight Committee.
13. Coordinate SW Washington freight mobility issues with WSDOT's Office of Freight Strategy and Policy and with WSDOT's Freight Working Group.
14. Continue to implement elements of the local Commute Trip Reduction program.
15. Coordinate with RTC, C-TRAN, Clark County and cities on development of transportation demand management strategies for inclusion in the Metropolitan Transportation Plan (MTP).
16. Continue to support additional evaluation of the I-5 HOV lane operation.
17. Work with RTC, ODOT and local governments on the SR-35 Columbia River Crossing Study.
18. Investigate SR-14 and additional Route Development Plan (RDP) needs.

WSDOT WORK ELEMENTS:

Planning and Administration
Public Information/Communications/Community Involvement
MPO/RTPO Regional and Local Planning
- MPO/RTPO Coordination and Planning
- Bi-State Coordination
- Tribal Coordination
- Regional or Local Studies

Corridor Planning
- Route Development Planning
- Corridor and Special Studies
- Corridor Management Planning

State Highway System Plan
- Deficiency Analysis
- Benefit/Cost Analysis

Data and Research
- Data Collection/Analysis
- Travel Demand Forecasting

Transportation Planning and Coordination
- Public Transportation and Rail Planning/Coordination
- Multimodal/Intermodal Planning/Coordination
- Transportation Demand Management (TDM)
- High Occupancy Vehicle (HOV)/High Capacity Transportation (HCT) Coordination
- Non-Motorized (Bike & Pedestrian Planning/Coordination
- Freight Mobility Planning/Coordination

Growth Management and Development Review
- Coordinate Access Management/SEPA/NEPA reviews and mitigation
- Local Comprehensive Plans/County Planning Policies and Other Policy Review

Transportation Demand Management
- Congestion Relief
- Commute Trip Reduction

4B. C-TRAN

In addition to coordinating work with RTC, C-TRAN has identified the following planning elements for FY2005:

Regional Participation

C-TRAN provides representatives to several regional and bi-sate (Washington and Oregon) transportation-related committees. These committees provide guidance and coordination for regional transportation initiatives and investments that benefit area residents and businesses. The various committees are sanctioned by federal, state or local jurisdictions. C-TRAN continues to coordinate with the MPO's, DOT's, local jurisdictions and other transit providers on multi-modal planning, air quality analysis, land use and transportation system planning. C-TRAN works to inform and educate our riders and the public, and works with the disabled and environmental justice communities to assure a broad level of public participation in planning and delivering transit services.

Transit System Development

Service Planning: C-TRAN continues to maximize efficiencies within the transit system and modifies service delivery on a semi-annual basis following public review and input. Improvements to fixed route service and paratransit service, and the addition of innovative service will be based on efficiency and effectiveness criteria. As a result, C-TRAN typically modifies service delivery on a semi-annual basis.

C-TRAN will continue to support Growth Management Act (GMA) Comprehensive Plan activities of Clark County and local cities. C-TRAN participates in the process on several levels including coordinating with jurisdictions to advocate for land use and transportation systems that are supportive of the transit system. C-TRAN will size and deploy transit services that are responsive to growth management policies and strategies, within the constraint of available resources. The GMA process will inform C-TRAN about areas of housing and employment growth as the basis for transit service planning.

C-TRAN will be implementing the short- and long-range recommendations of the 20-Year Planning Process. The direction provided by this process will be based on an extensive public involvement effort and potential referendum. C-TRAN investment and operational plans will e developed based on the outcome of the planning process to include a detailed 6-year implementation plan and a visionary 20-year plan.

C-TRAN will be working with WSDOT state and regional offices in developing the revised Washington Transportation Plan, and in particular the public transit modal plan. C-TRAN will also be working with WSDOT on their Congestion Relief Study.

C-TRAN will be evaluating the potential to deploy innovative services in Clark County including a downtown Vancouver shuttle service and a battle Ground circulator service. Other opportunities to combine services will be evaluated similar to the Connector service in East County. Additional applications of reverse commute and JARC service, and more efficient special event services will also be evaluated.

Park and Ride Development: Consistent with the findings of the 1999 Park and Ride Study, development of a Park and Ride facility in the I-5 corridor is progressing. C-TRAN has purchased land and development engineering and permit applications will be completed. Construction is anticipated in FY 2005.

An archaeological analysis of the I-205/Central County Park and Ride site is needed and will precede preliminary engineering and permitting steps.

Transit-Oriented Development (TOD): Transit-oriented developments make transit use more convenient for the passengers through compatible land use development, thus encouraging transit ridership. Examples of TOD developments include higher density residences, daycare centers, and convenience shopping adjacent to transit facilities. C-TRAN is pursuing joint public and private partnerships to promote transit-oriented development with the goal of establishing pedestrian and transit oriented environments. Joint development opportunities are being explored with the Vancouver Housing Authority, Clark County Sheriff, Clark College and Veterans Administration.

Implementation of the relocated transit center at Westfield Shoppingtown Vancouver Mall will include engineering, permitting and siting decisions. Engineering and environmental analysis of the relocated transit center will occur in FY 2004. The transit center relocation will allow for more efficient transfers and route design.

Seventh Street Transit Center will be undergoing a relocation and design analysis related to the downtown Vancouver service redesign analysis and recommendations of the 7th street Transit Center Site Evaluation. Included may be preliminary engineering, environmental assessment and acquisition of right of way.

Portland-Vancouver I-5 Transportation and Trade Partnership: C-TRAN continues to work with regional partners in developing the means to implement I-5 Partnership recommendations. In collaboration with state transportation agencies, the potential for additional I-5 HOV lanes is being investigated that could benefit commuter express bus service. C-TRAN will work with the I-5 Partners to develop an I-5 TDM/TSM Corridor Plan and to move ahead on the recommended TDM Current Action Items. C-TRAN will collaborate on the region's initiative to develop a high capacity transit alternatives analysis. C-TRAN will continue to participate with bi-state partners to coordinate on policies and issues concerning bi-state transportation issues.

Information Applications: An Origin-Destination Study will identify the origin and destination characteristics of transit riders. This information could enable further transit service efficiencies within the regional transit service structure. Data developed through the Vancouver Area Smart Trek Vancouver Area Smart Trek (VAST) applications will greatly add to the ability to analyze ridership and service effectiveness. Community Report Cards and other means to communicate with Clark County residents and businesses will be instrumental in focusing transit services to customer needs.

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.

Job Access / Reverse Commute: A federal JARC grant is providing for transportation needs of low-income workers needing to access training and/or employment. This grant will be used, in part, to provide an innovative service in the east Clark County area between identified low-income neighborhoods and the major employers in the Cascade Business Park in Camas. Future applications for use are in Battle Ground as well as Reverse Commute Service to large employment centers in Clark County will be considered.

Intelligent Transportation System (ITS)

VAST (Vancouver Area Smart Trek) is a cooperative program by transportation agencies in Clark County including the cities of Vancouver and Camas, Clark County, the Washington State Department of Transportation - Southwest Region, the Southwest Washington Regional Transportation Council, Port of Vancouver and C-TRAN, to develop and implement a 20-year Intelligent Transportation System (ITS) Plan. Implementation of ITS measures will improve the safety and efficiency of our transportation system. The VAST program

partnership is 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: C-TRAN is continuing to implement projects recommended through VAST including Phase II scooping and planning. Individual C-TRAN projects are as follows:

- Integrate paratransit service dispatch with fixed-route service dispatch. 2004
- Install Automated Vehicle Location (AVL) equipment on each bus to provide inputs into operations and traveler information systems. 2004/2005
- Install automated passenger counters on all vehicles to provide continual ridership data for planning (on 10% fleet). 2004/2005
- Provide transit traveler information (on-line trip planning). 2004-2006
- Provide transit priority treatment to C-TRAN buses at traffic signals. 2005+
- Integrate transit operations system with regional traffic management systems. 2005+
- Install automated fleet maintenance management system. 2005-2007
- Provide transit traveler information at key bus stops. 2005-2007
- Install automated fare system. 2008+
- Provide transit traveler information to mobile devices including pagers and hand held PC's. 2008+

4C. CLARK COUNTY AND OTHER LOCAL JURISDICTIONS

CLARK COUNTY has identified the following planning studies:

- Development of Transportation Improvement Program (TIP).

- Concurrency Management System: includes maintenance of the Concurrency Management System. The work program includes monitoring of existing capacity, capacity reserved for recently approved development and LOS in response to new development proposals. In coordination with the review and update to the comprehensive plan, Clark County will be reviewing level of service standards for county transportation concurrency management corridors.

- Update to the Comprehensive Plan for Clark County as required by the state's Growth Management laws. Adoption of a full update to the Plan, including re-consideration of Urban Growth Areas, is expected to be completed in calendar year 2004. The County will be working with regional partners to fully meet the requirements of HB 1487 (the LOS Bill) as part of the Plan update.

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

- An Arterial System Classification Map was adopted in 1996 and relates to the GMA to guide improvements required of developments for existing and future roadway cross-sections. The classification system will be updated as necessary concurrently with the Comprehensive Plan review to ensure transportation system and land use consistency. The existing system mapping will be converted to a "live" document using the county's geographic information system (GIS) and will form the

backbone of a developing transportation system database that will integrate information contained in the state-mandated County Road Information system (CRIS) with other transportation-related information systems to improve long-range transportation improvement cost estimates.

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

- A Bicycle Advisory Committee assisted Clark County in putting together the 1995-2001 Bikeways Program. Clark County will continue to carry out multi-modal transportation planning activities during FY 2005.

- In connection with the on-going I-5 Transportation and Trade Partnership, Clark County will examine how to address the recommendations of that corridor study in the Comprehensive Plan.

- To protect the classified arterials and the serve local trips on the local street system, Clark County will examine local (non-arterial) circulation planning in several unincorporated urban areas. Areas identified for work that may be accomplished within FY2004 include the State Route 500/NE 124th Avenue area, and the Olin/Eastridge Business Park area.

- Alignment study to determine feasible routes for extension of five currently uncompleted north/south arterials.

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

CITY OF VANCOUVER has identified the following planning studies:

- City of Vancouver Transportation System Plan (TSP), ongoing development and implementation. Preparation and refinement of technical reports to be published upon implementation – including a walking and bicycling master plan report.

- Development and adoption of Transportation Improvement Program.

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

- Annual development and street standards code revisions.

- Annual Concurrency Program review and development.

- Transportation Impact Fee program – annual inflation update to fees.

- Subarea land use and transportation planning for Evergreen Airpark, Fourth Plain Boulevard, and Section 30.

- NE 18th Street Environmental Assessment and Design.

- Participation with WSDOT in development of the I-205 EIS in support of the I-205 Access Decision Report (approved April; 2003).

- Confluence Project – Highway 14 Land Bridge from Fort Vancouver to Old Apple Tree.

- NE 137th Avenue pre-design study (28th Street to Fourth Plain Boulevard).

- NW 26th Avenue Extension/BNSF Rail Revision to Port of Vancouver (Fourth Plain to Fruit Valley), pre-design study.

- Project development to implement safety projects at public railroad crossings to satisfy the provisions of the interim final rule issued by the Federal Railroad Administration regarding the creation of a railroad Quiet Zones.
- Vancouver Area Smart Trek (VAST) coordination.
- Green Fleet Car Sharing pilot program evaluation.
- South Central Neighborhoods Traffic Management Plan.
- City Transportation Services Business Plan.
- ADA Transition Planning/Implementation.
- Fourth Plain Boulevard – Pedestrian Safety Enhancement and Pre-design.
- Neighborhood Traffic Safety – Traffic Calming Program Project Design and Implementation.
- CDBG Transportation Program - project planning and implementation.
- Annual Traffic Safety Monitoring Report and Evaluation – update.
- Transportation Funding Task Force, follow-up.
- Commute Trip Reduction Program Support – employer evaluations and internal City promotions.
- Fourth Plain Traffic Safety Corridor – project planning and implementation, community outreach implementation.
- Handbook for Livable Streets – reversing trends by applying the "Road Diet". Planning and research support in development of this national peer handbook.

CITY OF CAMAS has identified the following planning studies:

- Growth Management Plan Update and Implementation. This will include review and redraft of the Concurrency Management Ordinance.
- Transportation Impact Fees Update.
- Implementation of the updated Transportation Impact Fee Study adopted in November 2003.

CITY OF WASHOUGAL has identified the following planning studies:

- Growth Management Plan Update together with Capital Improvement Plan.

CITY OF BATTLE GROUND has identified the following planning studies:

- Transportation System Plan Update as part of the Growth Management Plan update. Work will include update to the traffic impact fees program, access management, identification of truck routes and update to the Capital Facilities Plan.
- Work with WSODT on planning for access points onto SR-502 and SR-503 within Battle Ground.
- Establish traffic calming program.

- Implement the pathways element that is part of Battle Ground's Parks Plan Update.

- I-5 North Interchange. Battle Ground will participate in planning for a new interchange at I-5/219th Street and widening of SR-502. The new interchange was funded by the 2003 state "nickel package" and preliminary engineering and right or way acquisition for SR-502 widening is also funded from the same source. Both projects are now programmed in the MTIP.

CITY OF RIDGEFIELD:

- Update to the Growth Management Plan and related Capital Facilities Plan.

- Route Jurisdiction Transfer of SR-501 (I-5 to downtown Ridgefield) from Washington State Department of Transportation to the City of Ridgefield.

TRANSPORTATION ACRONYMS

ABBREVIATION	DESCRIPTION
AA	Alternatives Analysis
AADT	Annual Average Daily Traffic
AASHTO	American Association of State Highway and Transportation Officials
AAWDT	Annual Average Weekday Traffic
ACCT	Agency Council on Coordinated Transportation
ADA	Americans with Disabilities Act
ADT	Average Daily Traffic
AIP	Urban Arterial Trust Account Improvement Program
APC	Automatic Passenger Counter
APTA	American Public Transportation Association
APTS	Advanced Public Transportation System
AQMA	Air Quality Maintenance Area
ATIS	Advanced Traveler Information System
AVL	Automated Vehicle Location
AVO	Average Vehicle Occupancy
AWDT	Average Weekday Traffic
BEA	Bureau of Economic Analysis
BMS	Bridge Management System
BNSF	Burlington Northern Santa Fe
BRAC	Bridge Replacement Advisory Committee
BRCT	Blue Ribbon Commission on Transportation
BRRP	Bridge Replacement and Rehabilitation Program
CAA	Clean Air Act
CAAA	Clean Air Act Amendments
CAC	Citizens' Advisory Committee
CAPP	County Arterial Preservation Program
CBD	Central Business District
CBI	Coordinated Border Infrastructure Program
CCI	Corridor Congestion Index
CCP	City and County Congested Corridor Program
CCRI	Corridor Congestion Ratio Index
CCRP	Corridor Congestion Relief Program
CDBG	Community Development Block Grant
CDMP	Corridor Development and Management Plan
CERB	Community Economic Revitalization Board
CFP	Capital Facilities Plan
CFP	Community Framework Plan
CFP	Community Framework Plan
CHAP	City Hardship Assistance Program
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
CRESA	Clark Regional Emergency Services Agency

TRANSPORTATION ACRONYMS

ABBREVIATION	DESCRIPTION
CTPP	Census Transportation Planning Package
CTR	Commute Trip Reduction
C-TRAN	Clark County Public Transportation Benefit Area Authority
DCTED	Washington State Department of Community, Trade and Economic Development
DEIS	Draft Environmental Impact Statement
DEQ	Oregon State Department of Environmental Quality
DLCD	Oregon Department of Land Conservation and Development
DNS	Determination of Non-Significance
DOE	Washington State Department of Ecology
DOL	Washington State Department of Licensing
DS	Determination of Significance
EA	Environmental Assessment
EAC	Enhancement Advisory Committee
ECO	Employee Commute Options
EIS	Environmental Impact Statement
EJ	Environmental Justice
EMME/2	EMME/2 is an interactive graphic transportation planning computer software package distributed by INRO Consultants, Montreal, Canada.
EPA	Environmental Protection Agency
ETC	Employer Transportation Coordinator
ETRP	Employer Trip Reduction Program
FEIS	Final Environmental Impact Statement
FFY	Federal Fiscal Year
FHWA	Federal Highways Administration
FONSI	Finding of No Significant Impact
FTA	Federal Transit Administration
FY	Fiscal Year
GIS	Geographic Information System
GMA	Growth Management Act
GTF	Governors' Task Force
HCM	Highway Capacity Manual
HCT	High Capacity Transportation
HOV	High Occupancy Vehicle
HPMS	Highway Performance Monitoring System
I/M	Inspection/Maintenance
IMS	Intermodal Management System
IPG	Intermodal Planning Group
IRC	Intergovernmental Resource Center
ISTEA	Intermodal Surface Transportation Efficiency Act (1991)
ITS	Intelligent Transportation System
IV/HS	Intelligent Vehicle/Highway System
JPACT	Joint Policy Advisory Committee on Transportation
LAC	Local Advisory Committee
LAS	Labor Area Summary
LCDC	Oregon Land Conservation and Development Commission
LCP	Least Cost Planning
LMC	Lane Miles of Congestion

TRANSPORTATION ACRONYMS

ABBREVIATION	DESCRIPTION
LOS	Level of Service
LPG	Long Range Planning Group
LRT	Light Rail Transit
MAB	Metropolitan Area Boundary
MIA	Major Investment Analysis
MOU	Memorandum of Understanding
MP	Maintenance Plan (air quality)
MPO	Metropolitan Planning Organization
MTIP	Metropolitan Transportation Improvement Program
MTP	Metropolitan Transportation Plan
MUTCD	Manual on Uniform Traffic Control Devices
NAAQS	National Ambient Air Quality Standards
NCPD	National Corridor Planning and Development Program
NEPA	National Environmental Policy Act
NHS	National Highway System
NOX	Nitrogen Oxides
O/D	Origin/Destination
ODOT	Oregon Department of Transportation
OFM	Washington Office of Financial Management
OTP	Oregon Transportation Plan
PAG	Project Advisory Group
PCE	Passenger Car Equivalents
PE/DEIS	Preliminary Engineering/Draft Environmental Impact Statement
PHF	Peak Hour Factor
PM10	Fine Particulates
PMG	Project Management Group
PMS	Pavement Management System
PMT	Project Management Team
POD	Pedestrian Oriented Development
Pre-AA	Preliminary Alternatives Analysis
PSMP	Pedestrian, Safety & Mobility Program
PTBA	Public Transportation Benefit Area
PTMS	Public Transportation Management System
PTSP	Public Transportation Systems Program
PVMATS	Portland-Vancouver Metropolitan Area Transportation Study
RACMs	Reasonable Available Control Measures
RACT	Reasonable Available Control Technology
RID	Road Improvement District
ROD	Record of Decision
ROW	Right of Way
RPC	Regional Planning Council
RTAC	Regional Transportation Advisory Committee
RTC	Southwest Washington Regional Transportation Council
RTFM	Regional Travel Forecasting Model
RTP	Regional Transportation Plan
RTPO	Regional Transportation Planning Organization
RUGGO	Regional Urban Growth Goals and Objectives

TRANSPORTATION ACRONYMS

ABBREVIATION	DESCRIPTION
SCP	Small City Program
SEIS	Supplemental Environmental Impact Statement
SEPA	State Environmental Policy Act
SIC	Standard Industrial Classification
SIP	State Implementation Plan
SMS	Safety Management System
SOV	Single Occupant Vehicle
SPG	Strategic Planning Group
SPUI	Single Point Urban Interchange
SR-	State Route
SSAC	Special Services Advisory Committee
STIP	State Transportation Improvement Program
STP	Surface Transportation Program
SWCAA	Southwest Clean Air Agency
TAZ	Transportation Analysis Zone
TCM's	Transportation Control Measures
TCSP	Transportation and Community and System Preservation Pilot Program
TDM	Transportation Demand Management
TDP	Transit Development Program
TDP	Travel Delay Program (WSDOT)
TEA-21	Transportation Equity Act for the 21st Century
TF	Task Force
TIB	Transportation Improvement Board
TIMACS	Transportation Information, Management, and Control System
TIP	Transportation Improvement Program
TIPIT	Transportation Improvement Program Involvement Team
TMA	Transportation Management Area
TMC	Traffic Management Center
TMIP	Transportation Model Improvement Program
TMS	Transportation Management Systems
TMZ	Transportation Management Zone
TMUG	Transportation Model Users' Group
TOD	Transit Oriented Development
TPAC	Transportation Policy Advisory Committee
TPEAC	Transportation Permit Efficiency and Accountability Committee
TPMS	Transportation Performance Measurement System (WSDOT)
TPP	Transportation Partnership Program
TPR	Transportation Planning Rule (Oregon)
Transims	Transportation Simulations
Tri-Met	Tri-county Metropolitan Transportation District
TRO	Traffic Relief Options
TSM	Transportation System Management
TSP	Transportation System Plan
UAB	Urban Area Boundary
UGA	Urban Growth Area
UGB	Urban Growth Boundary
UPWP	Unified Planning Work Program

TRANSPORTATION ACRONYMS

ABBREVIATION	DESCRIPTION
USDOT	United States Department of Transportation
V/C	Volume to Capacity
VAST	Vancouver Area Smart Trek
VHD	Vehicle Hours of Delay
VISSIM	Traffic/Transit Simulation Software (a product of PTV AG of Karlsruhe, Germany)
VMT	Vehicle Miles Traveled
VOC	Volatile Organic Compounds
WAC	Washington Administrative Code
WSDOT	Washington State Department of Transportation
WTP	Washington Transportation Plan

FY 2005 SUMMARY OF EXPENDITURES AND REVENUES: RTC

SOUTHWEST WASHINGTON REGIONAL TRANSPORTATION COUNCIL
FY 2005 UNIFIED PLANNING WORK PROGRAM - SUMMARY OF REVENUES/EXPENDITURES BY FUNDING SOURCE

		Work Element	FY 2005 Federal CPG	State RTPO to Match Federal CPG	State RTPO Balance	Federal STP	Federal CM/AQ	Federal High Priority	MPO Funds	Local Funds	RTC TOTAL
I		**REGIONAL TRANSPORTATION PLANNING PROGRAM**									
	A	Metropolitan Transportation Plan	71,139	12,687	11,850	57,000			11,670		164,346
	B	Metropolitan Transportation Improvement Program	39,522	7,049	6,583				6,483		59,637
	C	Congestion Management System Monitoring					140,000		21,850		161,850
	D	Vancouver Area Smart Trek					85,000		13,266		98,266
	E	I-5 Transportation Partnership				29,150			4,549		33,699
	F	Skamania County RTPO			16,811						16,811
	G	Klickitat County RTPO			18,531						18,531
		Sub-Total	110,660	19,736	53,774	86,150	225,000	0	57,819	0	553,139
II		**DATA MANAGEMENT, TRAVEL FORECASTING, AIR QUALITY AND TECHNICAL SERVICES**									
	A	Reg. Transp. Data, Forecast, Air Quality & Tech. Services	158,086	28,194	26,332	40,000			25,934		278,547
	B	Annual Concurrency Update								20,000	20,000
		Sub-Total	158,086	28,194	26,332	40,000	0	0	25,934	20,000	298,547
III		**TRANSPORTATION PROGRAM COORDINATION AND MANAGEMENT**									
	A	Reg. Transp. Program Coord. & Management	126,469	22,555	21,066	53,000			20,747		243,837
		TOTALS	**395,215**	**70,485**	**101,173**	**179,150**	**225,000**	**0**	**104,500**	**20,000**	**1,095,523**

Jan. 22, 2004

STAFF REPORT

CONSIDERATION OF RESOLUTION NO. 04-3429 FOR THE PURPOSE OF APPROVING THE FY 2005 UNIFIED PLANNING WORK PROGRAM

Date: February 10, 2004 Presented by: Andrew C. Cotugno

PROPOSED ACTION

This resolution would: 1) approve the Unified Planning Work Program continuing the transportation planning work program for FY 2005; and 2) authorize submittal of grant applications to the appropriate funding agencies.

EXISTING LAW

Federal transportation agencies (Federal Transit Administration [FTA] and Federal Highway Administration [FHWA]) require an adopted Unified Planning Work Program as a prerequisite for receiving federal funds.

FACTUAL BACKGROUND AND ANALYSIS

The FY 2005 Unified Planning Work Program (UPWP) describes the transportation planning activities to be carried out in the Portland-Vancouver metropolitan region during the fiscal year beginning July 1, 2004. Included in the document are federally funded studies to be conducted by Metro, Southwest Washington Regional Transportation Council (RTC), the Oregon Department of Transportation (ODOT), TriMet, the Portland of Portland, and local jurisdictions. Continuing commitments include implementing the adopted Regional Transportation Plan (RTP), identifying solutions to improve goods flow in the I-5 Corridor; completing the South Corridor preliminary engineering (PE) and Final Environmental Impact Statement (FEIS), and increasing the communication of transportation system performance, needs and proposed plans. In addition, it continues a greater emphasis on freight planning and further advancements in travel modeling in cooperation with Los Alamos National Laboratories. Environmental Justice also will be an emphasis area.

One project not reflected in the UPWP is the Port of Portland's proposal to create a freight design tool that complements Metro's Creating Livable Streets handbook. Metro will be coordinating an amendment to the UPWP with the Port of Portland, City of Portland and ODOT that incorporates a work program and expected products from this effort.

BUDGET IMPACT

The UPWP matches the projects and studies reflected in the proposed Metro budget submitted by the Metro Chief Operating Officer to the Metro Council and is subject to revision in the final Metro budget. This resolution also directs staff to update the UPWP budget figures, as necessary, to reflect the final Metro budget.

Approval will mean that grants can be submitted and contracts executed so work can commence on July 1, 2004, in accordance established Metro priorities.