BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF APPROVING THE FY 1999 UNIFIED WORK PROGRAM)

RESOLUTION NO. 98-2604

Introduced by Councilor Ed Washington, JPACT Chair

WHEREAS, The Unified Work Program describes all federally-funded transportation planning activities for the Portland-Vancouver metropolitan area to be conducted in FY 1999; and

WHEREAS, The FY 1999 Unified Work Program indicates federal funding sources for transportation planning activities carried out by Metro, Regional Transportation Council, Oregon Department of Transportation, Tri-Met and the local jurisdictions; and

WHEREAS, Approval of the FY 1999 Unified Work Program is required to receive federal transportation planning funds; and

WHEREAS, The FY 1999 Unified Work Program is consistent with the proposed Metro budget submitted to the Tax Supervisory and Conservation Commission; now, therefore,

BE IT RESOLVED,

That the Metro Council hereby declares:

1. That the FY 1999 Unified Work Program is approved.

2. That the FY 1999 Unified Work Program is consistent with the continuing, cooperative and comprehensive planning process and is given positive Intergovernmental Project Review action.

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

ADOPTED by the Metro Council this 26 day of March, 1998.

Jon Kvistad, Presiding Officer

Approved as to Form:

Daniel B. Cooper, General Counsel

98-2604.RES
KT:lmk
1-21-98

TRANSPORTATION PLANNING COMMITTEE REPORT

CONSIDERATION OF RESOLUTION NO 98-2604, FOR THE PURPOSE OF APPROVING THE FY 1999 UNIFIED WORK PROGRAM.

Date: March 19, 1998 Presented by: Councilor Washington

Committee Action: At its March 17, 1998 meeting, the Transportation Planning Committee unanimously recommended Council adoption of Resolution No. 98-2604. Voting in favor: Councilors Kvistad, McLain and Washington.

Council Issues/Discussion: Andy Cotugno, Director of Metro's Transportation Department, made the staff presentation. This resolution approves the work program for the period beginning July 1, 1998, which contains planning activities to be carried out in the Portland-Vancouver region. It also authorizes submittal of grant applications to appropriate funding agencies. The attached staff report lists the major projects included in this document, and approval of the Unified Work Program was recommended by JPACT.

Items in the Unified Work Program are subject to revision based on adoption of the Metro 1998-99 budget by the Metro Council.

STAFF REPORT

CONSIDERATION OF RESOLUTION NO. 98-2604 FOR THE PURPOSE OF APPROVING THE FY 1999 UNIFIED WORK PROGRAM

Date: January 20, 1998 Presented by: Andrew C. Cotugno

PROPOSED ACTION

This resolution would: 1) approve the Unified Work Program (UWP) continuing the transportation planning work program for FY 1999 and 2) authorize the submittal of grant applications to the appropriate funding agencies.

FACTUAL BACKGROUND AND ANALYSIS

The FY 1999 Unified Work Program (UWP) describes the transportation planning activities to be carried out in the Portland-Vancouver metropolitan region during the fiscal year beginning July 1, 1998. Included in the document are federally-funded studies to be conducted by Metro, Regional Transportation Council (RTC), Tri-Met, the Oregon Department of Transportation (ODOT), the City of Portland and local jurisdictions. Major commitments continue for completing the *Traffic Relief Options Study* (Congestion Pricing) pilot project, adopting the *Regional Transportation Plan*, completing the *South Willamette River Crossing Study*, initiating a Highway 217 corridor and an *I-5/Bi-State Trade Corridor Study* and increasing the communication of transportation system performance, needs and proposed plans. In addition, the work plan calls for moving the South/North LRT project into the FEIS stage and advancing the state of the art in travel behavior modeling.

The UWP matches the projects and studies reflected in the proposed Metro budget submitted by the Metro Executive Officer to the Metro Council and is subject to revision in the final Metro budget.

Approval will mean that grants can be submitted and contracts executed so work can commence on July 1, 1998 in accordance with established Metro priorities.

KT:lmk
98-2604.RES
2-11-98

FY 98-99
Unified Work Program

Transportation Planning in the Portland-Vancouver Metropolitan Area

Metro
Southwest Washington Regional Transportation Council
Oregon Department of Transportation
City of Portland
Tri-Met

FY 98-99

Unified Work Program

Transportation Planning in the
Portland-Vancouver Metropolitan Area

Metro
Southwest Washington Regional Transportation Council
Oregon Department of Transportation
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Tri-Met

1998-10236-TRN

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UNIFIED WORK PROGRAM
OVERVIEW

INTRODUCTION

Metro is the metropolitan planning organization (MPO) designated for the Oregon portion of the Portland-Vancouver urbanized area. It is required to meet the Intermodal Surface Transportation Efficiency Act (ISTEA) "Transportation Management" areas, the Land Conservation and Development Commission Transportation Planning Rule (TPR) 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 development of a multi-modal transportation system which reduces reliance on the single-occupant automobile and consistent with realistic financial constraints.

The Unified Work Program (UWP) includes, primarily, the transportation planning activities of Metro and other area governments with reference to land use planning activities, for fiscal year July 1, 1998 through June 30, 1999.

DECISION-MAKING PROCESS

Metro is governed by a directly elected council in accordance with a voter-approved charter. The council is comprised of seven districts. The agency is administered under the direction of an executive officer, elected by voters district-wide.

Metro uses a decision-making structure which provides state, regional and local governments the opportunity to participate in the transportation and land use decision of the organization. The two key committees are the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Policy Advisory Committee (MPAC). These committees are comprised of 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 Metro Councilors (three), local elected officials (nine, including two from Clark County, Washington) and appointed officials from the Oregon Department of Transportation (ODOT), Tri-Met, the Port of Portland and the Department of Environmental Quality (DEQ). All transportation-related actions (including federal MPO actions) are recommended by JPACT to the Metro Council. The Metro Council can approve the recommendations or refer them back to JPACT with a specific concern for reconsideration. Final approval of each item, therefore, requires the concurrence of both bodies.

MPAC
This committee was established by the Metro Charter to provide a vehicle for local government involvement in Metro's planning activities. It includes local elected officials (11), appointed officials representing special districts (three), Tri-Met, a representative of school districts, citizens (three), Metro Councilors (two with non-voting status), Clark County, Washington (two) and an appointed official from the State of Oregon (with non-voting status). Under the Metro Charter, this committee has responsibility for recommending to the Metro Council adoption of or amendment to any element of the Charter required Regional Framework Plan.

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

- transportation
- land use (including the Metro Urban Growth Boundary and urban reserves)
- open space and parks
- water supply and watershed management
- natural hazards
- coordination with Clark County, Washington
- management and implementation

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

TPAC
This committee is comprised of technical staff from the same jurisdictions as JPACT plus six citizens.

MTAC
Is a committee comprised of technical staff from the same jurisdictions as MPAC to develop recommendations to MPAC on land use-related matters.

Planning Priorities Facing the Portland Region

ISTEA, the Clean Air Act Amendment of 1990 (CAAA), LCDC the Transportation Planning Rule, the Oregon Transportation Plan, the Metro Charter, the Regional Urban Growth Goals and Objectives (RUGGO) and the Regional 2040 Growth Concept, and the 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 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 designated Urban Reserve Agreements;
- Initiation of an affordable housing program;
- Implementation of the Regional Framework Plan.

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

- Initiation of alternative mode projects through the Congestion Mitigation/Air Quality (CMAQ) and Transportation Enhancement Programs.
- Selection of the preferred South/North LRT alternative and initiation of a Phase I contribution segment.
- Participation in Tri-Met's Transit Choices for Livability Program.
- Update to the State and Metropolitan Transportation Improvement Programs for the period 2000-2003.
- Initiation of an affordable housing program.
- Determination of whether to pursue a Congestion Pricing Pilot Project.

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

- The state requirement to reduce vehicle miles traveled (VMT) per capita by 10 percent over the next 20 years.
- Recently 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 single occupant vehicle travel in the RTP and local plans.
- Consideration of congestion pricing pilot project.
- Completion of the Regional Transportation Plan update to implement the Region 2040 growth concept.

In order to implement these transportation needs, finance remains a significant priority. This is particularly critical with the rejection of a transportation finance measure by the 1993 and 1995 Oregon Legislature. Major efforts underway include:

- Development of a funding proposal by the 1999 Oregon Legislature under the auspices of an Oregon Transportation Initiative.
- Inclusion of financial constraint in the TIP and RTP.
- Development of a final finance package for the South/North LRT Project.

A number of transportation issues remain unresolved and are being studied on a corridor or subarea basis to determine appropriate actions for inclusion in the RTP. The following major studies are underway or upcoming:

- South/North FEIS
- Willamette River Crossing Study
- Highway 217 Corridor
- PDX Light Rail
- Commercial Traffic Needs
- I-5 Bi-State Trade Corridor
- The role of commuter rail and street cars in the region

Several of the above issues are of interstate significance, chief among them completion of the South/North FEIS, development of I-5 Bi-State Trade Corridor improvement strategies, and meeting and maintaining air quality standards in the Bi-State Air Quality Maintenance Area.

PROGRAM DESCRIPTION

The adopted Regional Transportation Plan (RTP) serves as a policy and investment blueprint for long range improvements to the region's transportation system. Ongoing maintenance and periodic updates of the RTP ensure that the plan adequately reflects changing population, travel and economic trends, in addition to Federal, State, and regional planning requirements.

Local transportation plans in the region must conform with 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 the state and local jurisdictions.

A major update to the RTP began in FY 97 and will conclude in FY 99. The purpose is twofold. First, the plan must be updated to meet 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. Second, revisions must reflect the ongoing Region 2040 planning effort and serve as the transportation element of the Regional Framework Plan. The Metro Charter required that the Framework Plan be completed by December 1997. During FY 98, the RTP update focused on policy revisions, technical research and system alternatives analysis. The final draft will be adopted by Council ordinance in Fall 1998. As a result, the focus of the project in FY 99 will shift to emphasis on public review and comment, Council adoption activities of the updated RTP, and implementation through local transportation plans.

The current RTP update represents the most dramatic change since the plan was originally adopted in 1982 and, upon completion will significantly affect local transportation plans. As a result, the update process has been developed to foster extensive involvement of the public and local jurisdictions at every step. This includes ten technical work teams made up of local planners, engineers and citizen experts, and a 21 member RTP Citizen Advisory Committee (CAC) that meets monthly to discuss each step of the update. The CAC's final recommendations are forwarded to both JPACT and the Metro Council. In addition, regular joint RTP workshops of TPAC/MTAC and JPACT/MPAC have been held to ensure an ongoing dialogue on the policy implications of the update.

RELATION TO PREVIOUS WORK

The policy component of the RTP update was completed, and the Metro Council approved major policy revisions by resolution in July 1996. During FY 98, the updated policy component from the RTP was the basis for creating Chapter 2 of the Regional Framework Plan (RFP). The RTP policies also serve as the foundation for Title 6 of the Urban Growth Management Functional Plan (UGMFP), which was adopted in November 1996, and amended in conjunction with the RFP adoption in December 1997. Though the policy intent of these documents is consistent, the RTP policies were edited and reformatted during FY 98 to more closely match the format of the framework plan. These format revisions will appear in the final draft of the updated RTP.

OBJECTIVES

In FY 99, program emphasis will shift toward implementation. This includes publication of the adopted plan, completion of a technical appendix detailing the methodology used in

developing the plan, ongoing work on corridor refinement plans and support for local transportation planning efforts (see Local Plan Coordination Program).

In addition to these implementation tasks, the 1998-99 RTP program includes a number of other activity areas:

- Bicycle Program. Metro is responsible for coordinating regional bicycle activities including updating the "Bike There" map; finalizing RTP bike projects; revising the Regional Bike Plan; collecting regional bicycle data; developing a bicycle behavior methodology to better anticipate bicycle ridership; providing expertise to the Highway 217 and I-5 North Studies; and public outreach and education.

- Pedestrian Program. Activities include finalizing pedestrian components of the RTP, including key pedestrian projects and a sidewalk inventory; providing expertise to corridor studies; and, providing expertise on project development activities related to street design.

- Transportation Demand Management (TDM) Program. Metro will work with Tri-Met, DEQ, and local jurisdictions and private employers to continue to fund and implement TDM strategies. A key aspect will be to further develop parking reduction strategies to help meet the TPR parking/capita reduction requirement of 10 percent over the next 20 years.

- Management Systems. Congestion (CMS) and Intermodal (IMS) management systems were completed in FY 98 consistent with ISTEA requirements. Key activities for FY 99 will be to incorporate information into planning activities, system monitoring based on management system performance measures, local project review for consistency with the systems and ongoing data collection and input to keep the systems current.

- Street Design and Connectivity. Metro will conduct a follow-up study on street connectivity standards to determine the mode split benefits for transit, bicycling and pedestrians; and, refine estimates for VMT reduction. The study will assist local governments in meeting Regional Framework Plan mode split targets.

- Regional Transportation and Information. A transportation "annual report" will be prepared detailing RTP policies and strategies; listing information and data commonly requested by the public and media and, include supporting text and graphics. The report will include a user-friendly public release version and a technical appendix.

- Public Involvement. All activities require early, ongoing and responsive public involvement techniques. Final hearing and adoption actions will occur early in FY 99. Comment/response documents will be developed and records compiled for submittal with update study findings to DLCD. Metro's Public Involvement Procedures will also be updated based on lessons learned from the RTP update and other studies.

- Airport Light Rail. Metro will provide support services to Tri-Met and the Port of Portland for a light rail extension to Portland International Airport. Areas of support include defining and evaluating alternatives, ensuring consistency with state and federal planning requirements, amending the RTP, as necessary, providing travel forecasting and analysis assistance, reviewing and commenting on technical reports.

PRODUCTS AND TARGETS

The following specific tasks and products will be completed during FY 99:

1. Meet or exceed provisions of the state TPR for development of multi-modal policies, plans and programs in the updated RTP. As the transportation functional plan for the Regional Framework Plan, the RTP will include the following components:

   - Modal elements for motor vehicles, public transportation, pedestrians, bicycles and freight;
   - Street design provisions that integrate modal considerations and relate transportation to 2040 land use policies;
   - Transportation system management, parking and demand management strategies;
   - Financial forecast and corresponding system implementation strategies; and,
   - Specific corridors where refinement plans are warranted.

2. Satisfy Federal ISTEA planning requirements in the updated RTP.

3. Initiate a broad public outreach effort prior to adoption of the updated RTP.

4. Publish an adopted Regional Transportation Plan with corresponding "public release" version for regional distribution.

5. Complete and publish the RTP Technical Appendix for regional distribution.

6. Complete follow-up studies on street design and connectivity.

7. Create and publish a summary of local transportation system planning requirements based on the updated RTP.

8. Coordinate and provide technical assistance in local transportation system plan development and adoption.

9. Continue to coordinate regional corridor refinement plans identified in the RTP with ODOT's corridor planning program.

10. Maintain and update the RTP database consistent with changes in the population and employment forecasts, travel demand projections, cost and revenue estimates and amendments to local comprehensive plans. Produce a corresponding "annual report" highlighting key information and trends.

11. Participate with local governments on state TGM grants related to implementation of the updated RTP and development of local transportation system plans.

12. Assist the Port of Portland and Tri-Met on efforts to extend LRT to PDX.

Budget Summary

Requirements:	FY 98-99	Resources:	FY 98-99
Personal Services	$ 424,880	FY 99 PL	$ 231,000
Materials & Services	47,450	FY 99 Metro STP/ODOT Match	215,784
Capital Outlay	0	FY 99 Tri-Met	37,500
Interfund Transfers	144,737	Metro	77,427
Computer	30,933	FY 99 Section 5303	29,000
		FY 98 Section 5303	15,000
		FY 98 STP/Match	42,289
TOTAL	**$ 648,000**	**TOTAL**	**$ 648,000**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	6.232
TOTAL	**6.232**

PROGRAM DESCRIPTION

This study supports Metro objectives to ensure freight and commercial movement about the region and to enhance a strong regional economy.

Both the Regional Framework Plan (RFP) and the Regional Transportation Plan (RTP) identify policies to ensure the efficient movement of freight throughout the region and to provide mobility for commercial traffic, particularly in the off-peak hours. Similarly, the RFP and the RTP recognize that as the region grows around the 2040 Growth Concept and with limited transportation resources, congestion will occur on certain facilities, in certain locations during the peak hours.

The Commercial Transportation Study will evaluate the effect of this congestion on certain commercial activities, businesses and industries that have generally benefited from the Portland region's historical lack of congestion. The program will identify transportation and land use actions, strategies or projects, as appropriate, to maintain and enhance commercial traffic in the region.

RELATION TO PREVIOUS WORK

The Commercial Transportation Study is essentially a second phase to Metro transportation planning activities revolving around maintaining a strong regional economy and ensuring the efficient movement of goods as well as people. The first phase encompassed a number of 2040, RTP and ISTEA related activities and included:

- Development of the Intermodal Management System and Regional Freight System
- Development of the Regional Truck Model
- 2040 Means Business Study
- 2040 Commodity Flow Study
- Updated Commodity Flow Study

OBJECTIVES

The focus for FY 99 will be to begin and complete the Commercial Transportation Study. The study will include a public involvement process to bring together business, commercial, industrial and community stakeholders to evaluate literature, identify issues and assist in developing strategies to enhance commercial transportation in the region. The study will focus on:

- The affect of congestion on the regional economy
- The demand for commercial and industrial traffic
- Commercial and industrial access to markets, labor, and intermodal facilities through the multi-modal transportation system
- Transportation demand management strategies to more efficiently move commercial and industrial traffic
- Land use actions or arrangements that benefit the efficient movement of goods and commercial traffic

COMMERCIAL TRANSPORTATION STUDY

Services, Products, and Activities Provided by the Program:

- Background information and data on commercial transportation in the Portland area and other selected metropolitan areas
- A public discussion of the needs, issues, and trends associated with commercial transportation in the Portland area
- Recommended transportation and land use actions to maintain and enhance the commercial transportation system consistent with the Regional Framework Plan and 2040 Growth Concept

Customers, Clients, and Target Groups: The study is targeting commercial, industrial and business users of the multi-modal transportation system. The needs of those impacted by commercial traffic will also be sought. The study recommendations will be forwarded for consideration in future implementation actions, including funding through the RTP and TIP, where appropriate.

PRODUCTS AND TARGETS

- Identify needs through a combination of literature review, stakeholder interviews, and technical analysis.
- Develop a public involvement process that draws upon those who rely on or are affected by the commercial transportation system.
- Determine the relative role of commercial transportation to the Portland economy.
- Evaluate alternative strategies to address the various needs.
- Prioritize strategies based upon criteria, including economic considerations
- Make recommendations for inclusion in the RTP and Local TSPs, as appropriate

Budget Summary

	FY 98-99		FY 98-99
Requirements:		**Resources:**	
Personal Services	$ 68,812	FY 99 PL	$ 35,000
Materials & Services		FY 99 ODOT Supplement	15,000
Contractual	25,000	Metro	70,000
Interfund Transfers	23,767		
Computer	2,421		
TOTAL	**$ 120,000**	**TOTAL**	**$ 120,000**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	.894
TOTAL	**.894**

PROGRAM DESCRIPTON

The TIP is responsible for multi-year identification of federal and state funds available for transportation system improvement purposes in the Portland urban area, allocation of such funds to projects, assuring compliance of transportation projects with federal and state air quality requirements and recording the expenditure of authorized project funds. These activities require special coordination with transportation planning and engineering staff from ODOT and other regional, county and city agencies and management of significant public involvement efforts.

RELATION TO PREVIOUS WORK

The most substantial program modification is an enhanced dedication to oversight of local program delivery. As fewer projects are developed for obligation, obstacles to project delivery need to be identified early on and strategies prepared to assure maximum obligation of available funds within the region. Much of the work to enable electronic data transfers was anticipated to occur in FY 98 and into FY 99.

Incorporation of possible legislative initiatives, ISTEA reauthorization, and other revenue measures will be a primary focus of the FY 98-99 program.

OBJECTIVES

MTIP/STIP Update Focus

In January 1998, Metro staff began coordination with ODOT, the TIP Subcommittee, and the public as part of the 21-month TIP update process. This update will culminate early in FY 2000 with adoption of the FY 00-03 MTIP/STIP. Core elements of this Update will occur in FY 99.

Revenue projections will be clarified by the end of FY 98 and Metro staff will have assessed whether modification of project selection criteria for allocation of new funds is warranted. Issues that could effect the criteria include policy revisions in the ISTEA reauthorization, completion of the RTP update in May 1998 to address Goal 12 Transportation System Planning mandates and adoption of Phase II of the Regional Growth Management Functional Plan. The current criteria were endorsed by JPACT in FY 97-98 and may need revisions.

Metro will coordinate with ODOT to solicit nomination of candidate transportation projects for technical and policy-based evaluation and ranking starting in fall 1998. Draft technical ranking will be completed by January 1999 and application of administrative considerations would culminate in development of a final staff recommendation for allocation of funds in early spring 1999. Final approval of funds allocation would require significant public outreach effort. Final program development is scheduled for June 1999.

Amendment Focus

Metro staff will process both Administrative and Policy-based amendments of the TIP through-out FY 98-99. All TIP amendment activity is governed by provisions of Metro Resolution No. 85-592. Administrative amendments can be staff-initiated and require monthly notification to TPAC and quarterly notification to JPACT. They are limited to currently approved projects, or

those which fall within previously defined program scopes. Policy amendments are processed only by Resolution action and are needed to include significant new projects in the TIP. Events likely to trigger amendments in the course of the fiscal year include actual federal appropriation levels in federal FY 98 and 99 and reallocation of transit revenue in response to the FTA discretionary transit appropriations. All TIP amendments require significant coordination with effected/requesting jurisdictions and ODOT Region 1 and Salem Headquarters staff.

Database Maintenance Focus

Provide ODOT and local jurisdictions essential funding information to better schedule project implementation activities. Metro will monitor past and current funding allocations and project schedules to manage cost overruns and underruns.

Metro will continue to produce quarterly reports documenting funding authorizations, obligations, and reserves by funding category and jurisdiction. An Annual Report will also be prepared during October/November updating the TIP to reflect current costs, schedules, priorities, actual appropriations and other funding actions approved throughout the year. The Annual Report will also address progress and/or delays in implementing major projects as mandated by ISTEA.

Federal review of the MTIP/STIP process also specifically noted desirability of developing broad agency and public electronic access to a common TIP database. During FY 98-99 Metro will transfer the current MTIP database to a common, inter-active hardware/software platform to accommodate this objective. Metro staff will continue to work with ODOT toward implementation of this objective with respect to the STIP.

Conformity Focus

Adoption of the revised RTP in May 1998 will require preparation of an Air Quality Conformity Determination within six months. The Determination is composed of both a Quantitative and Qualitative element. The quantitative analysis must account for projects contained in the RTP "Financially Constrained" 20-year network and the MTIP and consists of both transportation and air quality modeling and analysis. Federal and State Conformity regulations mandate public involvement during adoption of the Determination (see Public Involvement focus, below). A conformity report will be completed mid-year FY 99.

As part of the Conformity Determination. Metro staff are responsible for coordinating interagency consultation to determine the regional conformity status of individual projects that may not be included in a conforming MTIP/STIP, or whose concept and scope have significantly changed.

Public Involvement Focus

Federal and State regulations and adopted Metro policies mandate opportunities for meaningful public involvement at significant junctures for virtually all the TIP-related activity described above. Efforts are to be made to expand inclusiveness of such outreach. Better representation of communities traditionally underserved by the regional transportation system is to be sought. Metro's TIP-related public involvement program requires the following:

- Emphasis will continue on developing the program of projects to receive federal and state funds. Federal planning regulations require summary of public comments and responses in the TIP.

- TIP amendments will be highlighted in regular meeting notices. Pursuant to Federal comment of the MTIP/STIP program, improved communication of significant amendment actions will be made to interested persons and organizations in the region.

- The core of the TIP – the six year summary tables of project authorizations and obligations – will be posted to Metro's Home Page. Additional activities are planned to expedite electronic access to current ODOT project data within the region and broader circulation and enhanced content of quarterly reports is needed both in hard copy and electronic format.

- Opportunity will be expanded for public involvement in preparation of Conformity Determinations and in subsequent interagency consultation regarding Conformity status of individual projects.

PROGRAM PRODUCTS, ACTIVITIES AND CLIENTELE SERVED

- FY 00-03 Metropolitan Transportation Improvement Program
- 1998 Air Quality Conformity Determination for RTP and MTIP
- Quarterly Reports reflecting ongoing update of approved project authority and obligation status
- Processing staff initiated and outside-agency requested administrative and policy-based amendments
- Consultation with ODOT and local jurisdictions to expedite obligation of approved funds
- Sponsorship of and participation in allied public involvement initiatives mandated by federal, state and Metro polices and regulations

PRODUCTS AND TARGETS

- Publish FY 00-03 MTIP
- Provide oversight of local program delivery up to and through closeout of federal FY 98
- Submission of Conformity Determination addressing both TIP and RTP networks
- Prepare and distribute hard copy and electronic editions of Quarterly Reports in July, January and May and an Annual Summary in November
- Linkage of MTIP and STIP authority and obligation databases
- Enhanced public involvement procedures requested during federal review of MTIP/STIP process
- Timely, efficient processing of all requested TIP amendments.

Budget Summary

Requirements:	FY 98-99	Resources:	FY 98-99
Personal Services	$ 160,551	FY 99 PL	$ 70,000
Materials & Services	13,700	FY 99 Section 5303	15,000
Contractual	10,000	FY 99 Metro STP/ODOT Match	10,572
Capital Outlay	0	FY 99 ODOT Supplemental	45,000
Interfund Transfers	56,140	FY 99 Tri-Met	45,000
Computer	32,609	FY 98 Section 5303	15,000
		FY 98 Metro STP/ODOT Match	31,717
		Metro	40,711
TOTAL	**$ 273,000**	**TOTAL**	**$ 273,000**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	2.228
TOTAL	**2.228**

RTP FINANCING

PROGRAM DESCRIPTION

Metro, through JPACT and its Finance Committee, provides a forum for cooperative development of funding services to implement the Regional Transportation Plan. Lead jurisdiction for any particular funding proposal could be a local government, Tri-Met, the Oregon Legislature, Congress or Metro itself.

OBJECTIVES

1. Develop regional priorities for funding through a '99 Legislature proposal.
2. Develop regional priorities for funding through federal sources.
3. Coordinate with Tri-Met's Transit Choices for Livability to determine whether to refer a transit ballot measure to voters.
4. Adopt a "strategic" element of the RTP based upon a plan that can be realistically implemented and requires funding sources that JPACT and the Metro Council are prepared to pursue. As an element, determine whether Metro should consider voter referral of a funding measure at some time in the future.
5. Field a public opinion poll to determine voter attitudes for funding transportation.

Budget Summary

	FY 98-99		FY 98-99
Requirements:		**Resources:**	
Personal Services	$ 53,768	FY 99 ODOT PL	$ 23,000
Materials & Services	1,500	FY 99 ODOT/Metro STP/Match	42,289
Contractual - Survey	20,000	Metro	27,711
Interfund Transfers	17,732		
TOTAL	**$ 93,000**	**TOTAL**	**$ 93,000**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	.635
TOTAL	**.635**

PROGRAM DESCRIPTION

The State Transportation Planning Rule (TPR), the Intermodal Surface Transportation Efficiency Act of 1991, and Title 6 of Metro's Urban Growth Management Functional Plan (UGMFP) outline areas of local transportation planning consistency and compliance with Metro's Regional Transportation Plan. A major work element for FY 99 is Metro staff involvement to ensure that consistency and compliance as local system plans are developed. In addition, the results of corridor, subarea, or other planning studies that have regional implications are included, as appropriate, in the RTP. Metro is responsible for the ongoing review, comment and coordination of local and regional plans, projects and studies conducted by other agencies for their consistency with regional transportation policy, primarily identified in the RTP and the UGMFP. Metro's review authority is specifically identified in the Transportation Planning Rule. Under ISTEA, inter-agency coordination is also required with transit agencies, Port authorities, State departments of transportation and air quality agencies.

The Local Plan Coordination (LPC) Program provides for Metro involvement in the following activity areas:

- Local Transportation System Planning under the Transportation Planning Rule, including mode specific plans for roads, freight, transit, bicycles, pedestrians and demand/system management.
- Compliance review for Title 6 of the UGMFP.
- Local and State Corridor and Subarea Plans.
- Local and State policy and project development.
- General coordination with ODOT, Tri-Met, DEQ and the Port of Portland
- Bi-State coordination with state of Washington agencies and jurisdictions

RELATION TO PREVIOUS WORK

Metro's involvement in these activities is ongoing from previous fiscal years.
The significant changes from FY 97-98 relate to actual projects or phases of projects which Metro is coordinating. More time will likely be spent on the LPC program in FY 99 due to completion of the RTP and the ongoing development activities of local TSPs and UGMFP compliance reports.

OBJECTIVES

As Metro completes the RTP update, local jurisdictions will begin (and continue) activities on their Transportation System Plans (TSPs). Under the Transportation Planning Rule, the 24 cities and three counties within the Metro district must complete their TSPs within one year following completion of Metro's TSP (RTP). Metro has initiated the coordination /review process with these jurisdictions. Staff will generally participate on their advisory committees, interpret regional transportation policy for local implications and review and comment on these local TSPs.

Similarly, local governments must submit UGMFP compliance actions by August, 1998. Transportation Planning staff will be responsible for review and comment of those compliance activities.

The LPC program is also responsible for Metro involvement in policy coordination with each of the four Metro area counties: Washington, Multnomah, Clackamas, and Clark (WA). Each has a policy body consisting of local jurisdictions and transportation providers. The policy bodies will often take action on items of regional significance that will be discussed by JPACT and the Metro Council. Similarly, each policy body has a technical committee, on which Transportation Planning staff is represented.

Metro is involved in studies conducted by other jurisdictions or agencies which may result in RTP or TIP action. Next year staff will continue to participate in the following activities:

- ODOT: Tualatin-Sherwood and Newberg-Dundee Toll Projects; Mt. Hood Parkway and Sunrise Corridor project development activities; corridor studies on Highways 26, 30, 43, and 99W; and, a high speed rail project and Willamette Valley forum.
- Tri-Met: Phase Two-Transit Choices for Livability Project; 5-year Transit Development Plan.
- Port of Portland: West Hayden Island Major Investment Study (MIS); Portland Airport Master Plan Update; PDX Ground Access Study.
- Local Jurisdictions: South Portland Circulation Study; Clackamas County Sunnyside Road DEIS; Washington County's Beaverton-Scholls-Olsen intersection improvement project; Sunset Highway/Barnes area Circulation Study (Ph. 2). Also, transportation staff will coordinate with growth management staff on a number of Regional and Town Center design and implementation projects and Metro staff is identified as a technical representative for local projects funded through DLCD/ODOT Transportation Growth Management Program.

For each of these activities, Metro staff will attend the technical meetings, review and comment on materials, and represent Metro policy positions at numerous citizen, project management, or steering committees. In the case of a major investment study (MIS), Metro is responsible for ensuring a report is prepared consistent with MIS procedures. Where policy action is required, Metro staff is responsible for the preparation of reports and adopting resolutions for review by JPACT and the Metro Council.

In addition, Metro regularly participates in anywhere from five to ten "immediate need" studies to address unanticipated issues (e.g., the Washington County Commuter Rail Study in FY 98).

Services, Products, and Activities Provided by the Program: The LPC Program is generally subject to the timetables of local jurisdictions or agencies. Therefore, Metro's products will be focused on participation and timeliness of review.

Customers, Clients, and Target Groups: The LPC program provides timely information for staff, elected officials, and citizens within the applicable study area.

PRODUCTS AND TARGETS

- Participate in those activities having regional transportation planning, programming, or project development significance;
- Attend all meetings, hearings, workshops, and forums to the degree necessary and practicable;
- Provide timely review and comment of all draft materials;

- Offer expertise to the extent practicable and necessary;
- Coordinate and assist agencies and local jurisdictions on matters requiring JPACT/Metro Council action or review.

Budget Summary

	FY 98-99		FY 98-99
Requirements:		**Resources:**	
Personal Services	$ 150,414	FY 99 PL	$ 16,000
Interfund Transfers	50,375	FY 97 Metro STP/ODOT Match	42,289
Computer	1,211	Metro	143,711
TOTAL	**$ 202,000**	**TOTAL**	**$ 202,000**

Full-Time Equivalent Staffing

Regular Full-Time FTE	2.055
TOTAL	**2.055**

PROGRAM DESCRIPTION

Section 1012 (b) of the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 authorized the Secretary of Transportation to create a Congestion Pricing Pilot Program to establish, maintain and monitor up to five pilot projects throughout the country. The Metro Council approved Resolution No. 93-1846 for a grant proposal to study congestion pricing and determine whether to pursue a pilot demonstration project was accepted.

In August, 1995 FHWA approved a joint Metro/ODOT Congestion Pricing application for pre-project funding of $1,290,000 for a two-year, two phase study of congestion pricing in the Portland area. The overall goals of the study are to: (1) develop a replicable process for gaining public and political understanding about congestion pricing as a demand management tool to reduce congestion; and (2) to provide for a comprehensive evaluation and possible implementation of congestion pricing, beginning with a pre-project study to evaluate alternatives.

To accomplish the program goals, the study has been divided into two distinct but overlapping components: Technical Work and Public Involvement. While there is a recognized separation between these two components, an important aspect of this study is on the integration of these efforts.

Major issues being addressed include:

- Definition and evaluation of pricing alternatives, including their geographic location, technology to be used, fee level, costs, revenues and population served;
- Determination of the socioeconomic impacts of congestion pricing on business, land development and low income drivers;
- A recommendation as to whether congestion pricing is an appropriate traffic management tool in the region and, if so, the parameters of a demonstration project as appropriate.

RELATION TO PREVIOUS WORK

In FY 96-97, contracts were signed with ODOT, who is the pass-through agency for federal funds, and between Metro and six participating agencies for securing the required 20 percent local match. In addition, based on a Request for Proposals, contracts were executed with ECO Northwest and Cogan Owens Cogan for the technical and public involvement work efforts, respectively. The work program, which started in July 1996 is now broken into two phases: a 22 month phase one and a six month phase two. Phase one is focused on the development of a large number of possible pricing options (around 40), development of evaluative criteria, successive reviews based on those criteria and selection of 3-5 preferred alternatives. It also provides for significant upgrading of Metro's Travel Forecasting model to include price sensitivity. Phase II will encompass the final evaluation and public review of 3-5 alternatives and recommendation on a demonstration project.

A Task Force comprised of 13 business, academic and community leaders and the Metro Executive Officer and the Chairman of the Oregon Transportation Commission (who participate ex-officio), was appointed by JPACT and the Metro Council. The Task Force has been charged with oversight of the study and making recommendations to the Metro Council and the OTC. A Project Management Group (PMG) of high level officials at the various

jurisdictions is responsible for coordination of policy issues and review of major work products. A Technical Advisory Committee (TAC) meets twice a month to advise Metro and the PMG on technical matters relating to the pre-project study.

Technical Work accomplished in FY 96-97 included scoping, identification of evaluation criteria, selection of 40 alternatives, evaluation and ranking of those alternatives and a narrowing to 11 options. Work on the travel forecasting model upgrade also commenced. Public involvement work included completion of preliminary research on programs in other cities to identify lessons learned, initial focus groups to establish baseline attitudes and test messages and preparation of outreach materials including newsletters, fact sheets and a slide show. Initial technical work was also reviewed by two series of workshops designed to include representatives of environmental, business, transportation, civic and social service interests.

Technical Work Accomplished in FY 97-98 included:

- preliminary task force recommendation of 9 options for detailed review
- approval of options and evaluation methodology by Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council
- preliminary engineering feasibility analysis of 9 options
- final task force selection of 8 options for detailed review
- completion of the upgraded Travel Forecasting model
- evaluation of the 8 alternatives based on modeling and other analysis
- selection of 3-5 preferred alternatives

Public outreach efforts included:

- speakers bureau presentations at City Councils and civic organizations to educate about proposed alternatives and obtain feedback for use in the selection process
- a series of six public workshops to obtain feedback on 8 options as input to the selection of 3-5 preferred alternatives
- fact sheet, newsletter and a brochure about 8 options and next steps
- focus groups to assess outreach program and identify issues and concerns about options and possible implementation of a pilot project

OBJECTIVES

FY 99's program will focus on specific program objectives to complete the remaining work on Phase I and Phase II work elements. Technical tasks include:

- further specification of the 3-5 alternatives
- evaluation and modeling of the 3-5 preferred alternatives
- selection of the preferred alternative
- final report preparation
- submission of recommendations to JPACT, Metro Council and the Oregon Transportation Commission

- If directed by the Metro Council and JPACT at the conclusion of the study, follow-up activities intended to lead to the possible demonstration project or application in the Portland area.

During this period the public outreach effort will take high priority in order to maximize education and input into the final alternative selection. Throughout the study, technical and public involvement efforts will be closely coordinated and feedback integrated. Public involvement activities will include:

- public meetings to discuss 3-5 preferred alternatives
- a random public opinion survey to assess public attitudes about Phase II congestion pricing alternatives
- a media campaign including paid newspaper and radio advertisements to inform people about upcoming decision points and public involvement activities
- distribution and publication of the final report

PRODUCTS AND TARGETS

- final report
- opinion survey to assess public attitudes
- selection of preferred alternative

Budget Summary

	FY 98-99		FY 98-99
Requirements:		**Resources:**	
Personal Services	$ 60,798	FY 96 Congestion Pricing	$ 159,236
Materials & Services	8,000	Local Match	20,116
Contractual - ECO	20,000	Metro	8,648
- COC	40,000		
- IGAs	40,000		
Interfund Transfers	19,202		
Computer	0		
TOTAL	**$ 188,000**	**TOTAL**	**$ 188,000**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	.75
TOTAL	**.75**

PROGRAM DESCRIPTION

The South Willamette River Crossing Study will identify multi-modal river crossing improvements in the area between the Marquam Bridge and the I-205 Bridge. Bridges in the study area and their approaches do not meet the needs of motorists, pedestrians and bicyclists trying to cross the river. The condition of the Sellwood Bridge, which is approaching the end of its life span increases the need for this study.

The South Willamette River Crossing Study is a major investment study (MIS). Pursuant to Federal Regulations (23 CFR 450.318) implementing the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991, a MIS is required when alternatives may include "a high-type highway or transit improvement of substantial cost that is expected to have a significant effect on capacity, traffic flow, level of service, or mode share at the transportation corridor or subarea scale." ISTEA required MPOs to develop procedures for addressing this requirement. Metro procedures have been in effect since 1995 and are applied to projects or studies meeting the above definition, regardless of lead agency. Metro is the lead agency on the South Willamette River Crossing Study.

RELATION TO PREVIOUS WORK

Changes in the Program from FY 97-98: To develop Metro Council recommendations for inclusion in the Regional Transportation Plan in FY 98-99, the South Willamette River Crossing Study will build on public outreach, jurisdictional coordination and technical analysis completed since 1994, when the study began.

OBJECTIVES

Services, Products, Activities: In FY 98-99, this study will involve sharing the results of the evaluation of crossing improvement options with the public and elected officials through a variety of medium and developing recommendations for inclusion in the Regional Transportation Plan.

Customers, Clients or Target Groups: Metro Council's recommendations for long-term crossing improvement strategies for the South Willamette River corridor will affect neighborhoods, businesses and jurisdictions located in the corridor as well as environmental groups and other agencies with interests in the area.

PRODUCTS AND TARGETS

- Develop recommendations for the Metro Council for river crossing improvement strategies that are supported by affected public, jurisdictions and agencies, including recommendations for the future of the Sellwood Bridge.
- Complete a successful public involvement program that addresses the diverse public opinions and objectives in the corridor.
- Incorporate recommended improvement strategy into the Regional Transportation Plan.
- Establish commitment from affected jurisdictions for carrying recommendations into the next stage of implementation, including possibly funding an environmental impact statement(s) on the preferred improvement project(s).

SOUTH WILLAMETTE RIVER CROSSING STUDY

Budget Summary

Requirements:	FY 98-99	Resources:	FY 98-99
Personal Services	$ 38,341	FY 99 PL	$ 20,000
Materials & Services	7,350	FY 99 ODOT Supplement	10,000
Interfund Transfers	13,216	FY 98 STP/ODOT Match	26,431
Computer	3,093	Metro	5,569
TOTAL	**$ 62,000**	**TOTAL**	**$ 62,000**

Full-Time Equivalent Staffing

Regular Full-Time FTE	.626
TOTAL	**.626**

PROGRAM DESCRIPTION

The Highway 217 Corridor Study will identify access strategies for the regional centers in the Highway 217 corridor and meet other access and mobility needs. The need for this study results from a number of other related studies that have called for: 1) additional capacity on Highway 217; 2) commuter rail between Wilsonville and Beaverton; 3) increased development in the Washington Square Regional Center; 4) improvements to the I-5/217/Kruse Way interchange; and, addressing circulation issues through local system plans.

RELATION TO PREVIOUS WORK

The Highway 217 Corridor Study is a major investment study (MIS). Pursuant to Federal Regulations (23 CFR 450.318) implementing the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991, a MIS is required when alternatives may include "a high-type highway or transit improvement of substantial cost that is expected to have a significant effect on capacity, traffic flow, level of service, or mode share at the transportation corridor or subarea scale." ISTEA required MPOs to develop procedures for addressing this requirement. Metro procedures have been in effect since 1995 and are applied to projects or studies meeting the above definition, regardless of lead agency. Metro is the lead agency on the Highway 217 Study.

Changes in the Program from FY 97-98: The Highway 217 Study will use previously developed information on regional center development plans, the western bypass study, commuter rail and other studies as the basis to begin the major investment study in the corridor. However, the program will essentially be a new separate study beginning FY 99 and will update or develop all relevant data and information.

OBJECTIVES

- Establish a public participation program consistent with Metro's Public Involvement Policies.
- Define the problems and needs in the study area, including travel patterns and land use goals.
- Define and evaluate a relevant range of alternatives.
- Coordinate with other affected jurisdictions and agencies in technical analysis and public outreach.
- Develop Metro Council recommendations for inclusion in the Regional Transportation Plan.

Customers, Clients or Target Groups: Recommendations from the Highway 217 Study could affect access to the Beaverton and Washington Square Regional Centers and other commercial and residential access between Highway 26 and I-5 in Beaverton, Tigard and Portland. Highway 217 also serves the industrial and high technology centers off US 26 and is the primary freight facility on the westside of the region.

PRODUCTS AND TARGETS

- Establish a technical and policy review process.

- Complete analysis of travel patterns in the corridor using a combination of synthesized data from the travel forecasting model, GIS data, and primary data collection, which could include an origin destination survey.

- Define problems and needs in the corridor, including the role of multi-modal access needed to support 2040 Growth Concept land use goals in the corridor and to facilitate regional travel.

- Establish a public involvement process which keeps the public actively involved through regularly scheduled meetings with a Citizens Advisory Committee, general mailings and other outreach efforts.

- Develop a wide range of alternatives for all modes in addition to demand management.

- Develop evaluation criteria and methodology for selecting a preferred strategy, including budget and intergovernmental agreement implications.

Budget Summary

	FY 98-99		FY 98-99
Requirements:		**Resources:**	
Personal Services	$ 141,695	FY 99 PL	$ 46,600
Materials & Services	9,750	FY 99 Section 5303	21,975
Contractual	25,000	FY 99 ODOT Supplement	25,000
Interfund Transfers	48,436	FY 99 Tri-Met	10,000
Computer	7,094	FY 97 STP/ODOT Match	58,147
		FY 98 Section 5303	20,000
		Other	25,000
		Metro	25,253
TOTAL	**$ 231,975**	**TOTAL**	**$ 231,975**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	2.084
TOTAL	**2.084**

PROGRAM DESCRIPTION

Pursuant to Federal Regulations (23 CFR 450.318) implementing the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991, a major investment study (MIS) is required when alternatives may include "a high-type highway or transit improvement of substantial cost that is expected to have a significant effect on capacity, traffic flow, level of service, or mode share at the transportation corridor or subarea scale." ISTEA required MPO's to develop procedures for addressing this requirement. Metro procedures have been in effect since FY 95 and are applied to projects or studies meeting the above definition, regardless of lead agency.

RELATION TO PREVIOUS WORK

The I-5 North Corridor Study will build on work previously completed in FY 98 by ODOT for their I-5 North Reconnaissance Study, RTC's HOV Study and RTC's Commuter Rail Study, and will be coordinated with the Port of Portland's Hayden Island Bridge MIS. The Study will refine initial project scoping results and the established technical review and public involvement process to begin the full analysis of problems and needs, definition, and evaluation of corridor alternatives.

OBJECTIVES

The purpose of the I-5 Study is to develop a 20 year transportation strategy for the north corridor between the I-84 interchange and the I-5 North Clark County line in the State of Washington to enhance people's ability to move around the region and to improve access to commercial, industrial, retail and recreation activities. The Study will build on ODOT's I-5 North Reconnaissance Study scheduled for completion in FY 98 which looked at corridor improvements, interchange upgrades and capacity needs. The Study incorporated conclusions and integrated the analysis that resulted from the S/N LRT DEIS process. The major focus of the I-5 North Corridor Study will include:

1. Identify multi-modal corridor improvements including TSM and TDM measures in the area between the I-84 interchange and the I-5 North Clark County line (approximately 313th Street) in the State of Washington in order to improve accessibility and mobility.
2. Identify appropriate actions for improvements to I-5 interchanges and mainline sections including the need for river crossing improvements at or near the I-5 bridge.
3. Coordinate with the Oregon Department of Transportation (ODOT), the City of Vancouver, Washington, Clark County Washington, the Washington State Department of Transportation (WSDOT) and the Southwest Washington Regional Transportation Council (RTC) through a Bi-state forum. Identify land use and development policy constructs to improve the jobs/housing balance in the corridor and establish a decision making protocol for reaching consensus on a recommended alternative.
4. Emphasis on access to and between industrial and terminal areas and identify multi-modal traffic and alternative mode actions within the corridor.

Services, Products, Activities:

- Establish public participation program consistent with Metro's Public Involvement Policies.
- Define problems and needs in the corridor, including congestion, mobility and access issues from a transportation and land use framework.

- Define and evaluate a relevant range of alternatives including capacity improvements, transportation system management improvements, transportation demand management measures and multi-modal improvements.
- Coordinate with other affected jurisdictions and agencies in technical analysis and public outreach.
- Develop Metro Council recommendations for inclusion in the Regional Transportation Plan.

Customers, Clients or Target Groups: I-5 North Corridor improvements would affect travel patterns and land use development in the area between the I-84 Interchange and the I-5 North Clark County line in the State of Washington. The Study improvements would affect residential access for North and Northeast Portland and Clark County residents as well as access by shippers and haulers to the Port of Portland, the Port of Vancouver and other commercial activities along and near the corridor.

PRODUCTS AND TARGETS

- Evaluate congestion, mobility and access issues from the I-84 interchange to the I-5 North Clark County line in the State of Washington.
- Establish a high degree of coordination with affected residents, businesses and allied jurisdictions in defining the problems and needs in the corridor including the role of multi-modal improvements.
- Identify appropriate actions for I-5 North capacity and interchange improvements and potential river crossing enhancements at or near the I-5 Bridge.
- Evaluate freight needs in the corridor in order to balance access requirements with the need for intra and inter-state freight movements.
- Identify multi-modal system alternatives to parallel facilities or facilities that connect with I-5.
- Develop a Bi-State forum for project responsibilities, technical review, public involvement and decision making.
- Develop a wide range of alternatives including: maximizing the availability of South/North LRT; TSM; TDM; HOV and Pricing.
- Develop evaluation criteria and methodology for selecting a preferred strategy, including budget and intergovernmental Agreement implications.

Budget Summary

Requirements:	FY 98-99	Resources:	FY 98-99
Personal Services	$ 129,540	Other	$ 256,500
Materials & Services	11,100	Metro	28,500
Contractual	100,000		
Interfund Transfers	41,939		
Computer	2,421		
TOTAL	**$ 285,000**	**TOTAL**	**$ 285,000**

Full-Time Equivalent Staffing

Regular Full-Time FTE	1.769
TOTAL	**1.769**

PROGRAM DESCRIPTION

In FY 98-99, Metro will study the potential for commuter rail in the Portland Metropolitan region and develop recommendations for commuter rail in the Regional Transportation Plan. The study will consider the condition and use of existing railroad lines, travel patterns that could lead to demand for passenger rail services and possible commuter rail implementation strategies.

RELATION TO PREVIOUS WORK

Changes in the Program from FY 97-98: In FY 97-98, Metro Council adopted a Resolution calling for commuter rail to be studied as part of the Regional Transportation Plan and for JPACT to conduct a series of commuter rail workshops to determine if commuter rail should be studied further and included in the RTP. The FY 99 commuter rail study will act on this resolution by working with JPACT members who volunteered to participate in a commuter rail subcommittee.

OBJECTIVES

- Conduct workshops for discussing and recommending commuter rail strategies.
- Inventory existing railroads, including owners, operators, track conditions and usage.
- Summarize commuter rail experiences elsewhere, including institutional and funding arrangements.
- Describe travel patterns in the rail corridors and the potential to attract a passenger market.
- Update the RTP to reflect the role of commuter rail in the regional transportation system and priorities for commuter rail investments.
- Coordinate with other the Washington, Clark and Yamhill County commuter rail studies.
- If directed by the Metro Council and JPACT at the conclusion of the study, pursue follow-up activities, studies, or analysis leading to implementing a commuter rail project within the region.

Customers, Clients or Target Groups: This study will require involvement of shippers who currently use the railroads, railroad owners and operators, elected officials from jurisdictions within and beyond the metropolitan area, the Oregon Department of Transportation, Tri-Met and the public.

PRODUCTS AND TARGETS

- Broaden the public understanding and discussion of commuter rail in the region.
- Establish the feasibility and priority for commuter rail service in the region.
- Develop Metro Council recommendations on the role of commuter rail in the Regional Transportation Plan.
- Develop an implementation strategy for the priority commuter rail service.
- Pursue follow-up activities leading towards commuter rail implementation if directed to do so by the Metro Council and JPACT at the conclusion of the study.

Budget Summary

	FY 98-99		FY 98-99
Requirements:		**Resources:**	
Personal Services	$ 37,007	FY 99 Tri-Met	$ 25,000
Materials & Services	1,000	FY 99 Metro STP/ODOT Match	26,431
Interfund Transfers	12,453	Metro	3,569
Computer	4,540		
TOTAL	**$ 55,000**	**TOTAL**	**$ 55,000**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	.561
TOTAL	**.561**

PROGRAM DESCRIPTION

This is a large national program to develop a new transportation modeling paradigm to respond to the policy issues in ISTEA. 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 such as road pricing, parking supply actions, fuel price change effects and employer travel reduction programs. This program is five years old. This task is part of the long term model improvement expected to produce models that will be used in the longer term future (three plus years).

As a part of USDOT's TMIP program, the Los Alamos National Laboratory is developing a new model framework known as Transims (TRANsportation SIMulationS). The second demonstration of Interim Operating Capability (IOC 2) is being carried out using the Portland Metro area in cooperation with Metro. Transims is a model structure that will permit the use of interchangeable modules for the activity and travel-pattern generation. It is intended that one of the first activity pattern modules to be included will be Metro's new model (NewMod1), suitably upgraded (NewMod2).

There are three major work areas for Metro:

1. The development of detailed network information, roadway operating characteristics and transit operating characteristics. This includes detailed intersection delineation, inclusion of local roads, and the creation of a more detailed truck network and better real-time operating speed measurements. (**Network Data Acquisition**).

2. Improvements to the new activity scheduling and travel model "NewMod1" which is partially aggregated for use with current network software to make it totally disaggregate for use with Transims. This will include model re-estimation and the allocation of data to new structures, using street segments rather than traffic zones. The intent is to take the development of Metro's model further, and to include a more spatially disaggregate variant of NewMod1, and one which carries individual sample enumeration for the complete model structure. This will remove some of the compromises made in the interests of both timely completion of the TROS project and limitations in computer speed at the time of initial model development. The other area of probable disaggregation is that of time. NewMod1 currently uses 5 time slices: before am-peak, am-peak, midday, pm-peak and evening. For the Transims project a finer set of times will enable the modeling of travel activity during the shoulders of the peak, as well as variations within the midday and evening operating conditions. (**Model Improvement & Data Manipulation**).

3. Cooperative work with Los Alamos to carry out model implementation for the Portland metropolitan region. This will be a major task late in the project. (**Model Implementation**).

This project will span at least three fiscal years (1997-1998, 1998-1999 and 1999-2000).

Funding is 100% from a joint federal grant (FTA/FHWA) at present. The total cost is expected to be $1.6 million.

RELATION TO PREVIOUS WORK

Network Data Acquisition: This included: The detailed specification of roads and intersections down to the local level (Tiger file – all roads), with signal timing, lanes and turn lanes specified. The detailed inclusion of all transit service in "real time" not hourly abstractions. The addition of the truck network and commodity flow infrastructure. Completion of a network real-time speed measurement survey.

Model Improvement & Data Manipulation: This work was started, data structure design was completed and the allocation of supporting model data (synthetic households, jobs by SIC, measures of accessibility by travel mode) was allocated to the data structure (street segments) was completed. Model re-estimation was started.

OBJECTIVES

Model Improvement & Data Manipulation: Completion of the revised activity scheduling model is expected in the First Quarter of FY 99, after which it will be integrated with the Transims modules developed at Los Alamos. It is expected that Metro staff and consultants will be involved in this process of integration to develop the complete model structure.

Model Implementation: This task will be started late in this fiscal year. This will also require the purchase of increased computing resources.

Next Year (FY 00)

Model Implementation: The intent is to carry this task to completion during this year with the resulting ability to demonstrate the feasibility of the Transims approach to simulating future travel and air quality.

Funding Flow:

Source: USDOT	FY 98	$339,067
	FY 99:	$585,000
	FY 00:	$675,933
	TOTAL:	$1,600,000

Budget Summary

	FY 98-99		FY 98-99
Requirements:		**Resources:**	
Personal Services	$ 143,483	USDOT - Section 5309	$ 585,000
Materials & Services	10,400		
Contractual - Los Alamos	64,800		
- Temporary	150,000		
- Computer Lease	80,000		
Interfund Transfers	47,279		
Computer	89,838		
TOTAL	**$ 585,000**	**TOTAL**	**$ 585,000**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	1.777
TOTAL	**1.777**

NEW MODEL

PROGRAM DESCRIPTION

The purpose of the New Model Program is to use survey and land use data to improve or replace current models with ones that offer enhanced explanatory capabilities. This program is very important because results from the travel demand models are used extensively in analysis of transportation policy and investment. In addition, federal and state legislation (Intermodal Surface Transportation Efficiency Act, Clean Air Act Amendment, Oregon Transportation Planning Rule) specify data needs that require a high degree of modeling proficiency.

RELATION TO PREVIOUS WORK

Significant investments have been made in survey data collection for this region. Over the past ten years there have been three revealed preference surveys (two region wide, one corridor specific), three stated preference surveys, and a survey of external travel. The data have been used to make substantial improvements in the modeling capabilities and analytical expertise for the region. Furthermore, the information will continue to be used in the next five to eight years to make further strides.

OBJECTIVES

The New Model Program will focus further improvement of the model over that used for the Traffic Relief Options Study (TROS), that model development effort focused on adult travel, with several compromises of detail in order to meet TROS deadlines. This effort will include travel by children and a complete calibration of the model to a higher level of geographic detail.

Work on these models progressed significantly during 97-98. The data were organized into activity sequences and tours (a tour being defined as the whole journey from home to each activity in turn until the return home). The basic organization was designed to include the decision to pursue an activity in-home. The major advance was to complete the estimation of a daily activity pattern model, which deals with the relationship of the individual tours in time during the day. This will be one of the first models in the country to deal with time of day choice as endogenous to the decision structure. The basic models were estimated for three basic activities -- work/school, household maintenance and discretionary. The models completed so far include primary activity mode and destination choice for all three types, secondary destination choice models for all three and mode and destination for work-based sub-tours (Work-Something-Work). The latter two models were estimated for aggregate trips to save time. They have been applied using pivot-point matching in lieu of secondary calibration.

This project enables the analytical and planning community in this region to allow for the effects of socio-demographic changes (such as two worker household and other household structure effects) and the changing travel environment on journey complexity. In turn this will give a truer depiction of mode choice and the effects of urban design on travel decisions. These models have replaced the previous models, which are trip-based, in planning for the region for the next 1 to 3 years.

The work to carried out in FY 99 will be to complete the original design objectives, by including children, separating work and school as activities to be modeled (a 33% increase in model complexity), possibly modeling week-end travel and allowing mode changes at intermediate stops between the primary activity location and the home. We will also attempt to model these intermediate stop choices as a disaggregate decision using sample enumeration.

PRODUCTS AND TARGETS

- Add a "children" model
- Add school-specific tours
- Disaggregate intermediate stop models
- Allow for mode changes at intermediate stops
- Inclusion of week-end travel
- Calibration of the model elements for application.
- Integration of the elements into a modeling package at Metro.

COMMODITY FLOW

PROGRAM DESCRIPTION

The ability to transport goods is an important component in maintaining a strong regional economy. The focus of the Commodity Flow Study is to improve the region's knowledge base regarding commodities and their transport characteristics. The information obtained and the modeling tools developed in the study will permit analysts to generate quantitative data for use in analysis. Examples of this include future truck flows on roadway segments, delay encountered by trucks at choke points, truck travel times through corridors, etc.

RELATION TO PREVIOUS WORK

The Commodity Flow Study focuses on the 1) quantification of the baseline commodity data (i.e., update of Region 2040 Commodity Flow Report - establish regional control totals for commodities stratified by major STCC groups, identify high volume shipping/receiving firms by commodity type) , 2) collection of origin and destination data, 3) application of a stated preference survey to determine the elasticities for those variables that influence shipping choices, and 4) development of a simulation tool for use in analyzing and estimating commodity movements. In FY 96-97, a consultant contract was initiated to carry out the work activities. An International Advisory Committee, a Regional Advisory Committee, and the Regional Transportation Plan Freight Work Team provide project oversight. This project will continue through January, 1999.

Metro and the Port of Portland share the leadership role in this study. An Intergovernmental Agreement between Metro and the Port was initiated in FY 97 that defined Port work elements in the project.

The Intermodal Management System (IMS) began the foundation for a comprehensive database of intermodal information. This project will complement the IMS database by providing a source for truck flow information (e.g., existing and future truck volumes, truck vehicle miles traveled, and delay).

OBJECTIVES

The information gathered and produced by the Commodity Flow Project will enable analysts to 1) identify current problem areas, 2) anticipate future problem areas, 3) generate viable solutions and improvements, and 4) evaluate the effectiveness of potential improvements. The tools built during the study will be used to provide information to policy makers to help make sound decisions in prioritizing freight improvements. For example, truck flows will be simulated for current and future conditions, and areas of congestion and delay will be identified. Roadway improvement projects can then be tested for effectiveness by seeing how the truck flows react under different circumstances.

The FY 98-99 work elements defined in the Commodity Flow Study will focus on origin/destination surveys at freight terminals, intermodal sites, port terminals, and other relevant locations. In addition, surveys that focus on shipment decisions will be conducted. During this time period, final decisions will be made regarding a model design that can accurately replicate today's truck flows and be used for making future projections.

It is important to understand the commodity characteristics of the region. Each commodity has its own flow characteristics (e.g., frequency of delivery, type of carrier, sensitivity to shipment time, etc.). Knowledge of these characteristics can be used to better understand how impairments to mobility would affect the transport of goods.

PRODUCTS AND TARGETS

- Collection and analysis of commodity origin and destination data.
- Administer surveys that focus on issues that influence shipping decisions.
- Development of a simulation tool for use in analyzing and estimating commodity movements.

Budget Summary

	FY 98-99		FY 98-99
Requirements:		**Resources:**	
Personal Services	$ 280,378	FY 99 PL	$ 262,170
Materials & Services	25,000	FY 99 Section 5303	15,000
Contractual - ICF Kaiser	100,000	FY 99 Metro STP/ODOT Match	79,293
Contractual - Expert Panel	10,000	FY 99 ODOT Supplement	63,000
Interfund Transfers	96,692	FY 98 STP	26,430
Computer	96,930	FY 99 Tri-Met	30,000
		Metro	108,107
		Other	25,000
TOTAL	**$ 609,000**	**TOTAL**	**$ 609,000**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	3.587
TOTAL	**3.587**

TRANSPORTATION SYSTEM MONITORING

PROGRAM DESCRIPTION

The Transportation System Monitoring Program identifies work tasks necessary to "benchmark" characteristics of the transportation system. Factors that influence travel choices are also observed. Through monitoring, Metro can access data that indicates the degree of mobility and accessibility for personal and freight travel.

RELATION TO PREVIOUS WORK

The purpose of the Transportation System Monitoring Program is to establish and maintain an inventory of transportation related data. Established in 1989, the data from the program is updated on a regular basis. The Intermodal Surface Transportation Efficiency Act, the Clean Air Act Amendment, and the Oregon Transportation Planning Rule make this program essential to monitor transportation system performance.

Each year data is gathered so that the state of the transportation system can be defined and evaluated. The data provides information necessary to benchmark the transportation system. Information regarding travel costs, traffic counts (automobile 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.

The products from the Monitoring Program include: 1) a summary of trends for transit fares, auto operating costs, parking costs, auto and truck usage, and transit patronage, 2) the calculation of the benchmark indicators required by the Regional Transportation Plan and, 3) the administration of the regional count program.

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

The Transportation System Monitoring Program is on-going. In past years, data has been tabulated and recorded in summary documents. This work program calls for more attention to be placed on assessing the data and understanding what it means. Furthermore, better methods of data dissemination to the regional jurisdictions and other interested parties will be developed.

OBJECTIVES

The collection of this data is essential for tracking the performance of the transportation system. The system characteristics indicate how easily people are able to move around, the current conditions for goods movement, and the locations for potential air quality problems.

PRODUCTS AND TARGETS

- Continue to summarize transportation related data for use in assessing system performance and monitoring system trends.

- Calculate benchmark indicators required by the Regional Transportation Plan.
- Continue the administration of the regional count program. This element ensures that proper inputs are available for the VMT estimation process and that quality vehicle classification count data is available for model validation.

- Establish improved methods for data dissemination.

MODEL REFINEMENT

PROGRAM DESCRIPTION

The Model Refinement Program defines the areas where updates and improvements are needed in the travel demand model. This area of work is important because the demand model is used in transportation studies that investigate air quality, travel accessibility, and freight mobility.

RELATION TO PREVIOUS WORK

It is important to keep the travel demand forecasting model current because results from the model 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, Oregon Transportation Planning Rule) specify data needs that require a high degree of modeling proficiency.

The program focuses on three areas of on-going refinement. First, the inputs to the travel demand forecasting model are continually refined and updated as necessary to maintain accuracy. Second, the syntax of the model code is adapted, when appropriate, to improve the computational efficiency. Third, up-to-date short and long range travel forecasts are maintained which reflect the changes in household and employment assumptions, projected highway and transit investments, and socioeconomic conditions.

The products of the Model Refinement Program include updated travel characteristics at special trip generator locations, refined simulation networks and demand model inputs, adaptation of model syntax to changing needs and conditions, and the investigation and promotion of transportation planning software and GIS data sharing capabilities.

All agencies and projects that require the use of travel demand forecasting services benefit from the Model Refinement Program. Current clients include Metro (South/North EIS, Regional Transportation Plan, Region 2040), regional agencies (Oregon Department of Transportation, Tri-Met, Department of Environmental Quality), and governments (cities and counties in this region).

The Model Refinement Program is on-going. No significant changes from last year are in the FY 98-99 scope.

OBJECTIVES

The program area links with the Metro mission and value statement in that the modeling tool is used extensively in studies that investigate air quality, travel accessibility, and freight mobility.

PRODUCTS AND TARGETS

- Continue on-going effort to investigate travel characteristics at special trip generator locations (i.e., shopping centers, the Washington Park Zoo, OMSI, colleges and universities, the Portland International Airport, and the Swan Island area).
- Update computer simulation networks, demand model inputs, and trip tables to ensure accuracy and consistency with plans and policies.
- Adapt the model code to changing needs and conditions.
- Take advantage of software enhancements to produce a higher degree of data sharing between the EMME/2 (travel demand forecasting) and Arc/Info (GIS) software packages.

Budget Summary

	FY 98-99		FY 98-99
Requirements:		**Resources:**	
Personal Services	$ 229,699	FY 99 PL	$ 38,000
Materials & Services	350	FY 99 Section 5303	25,000
Contractual - Speed Survey	80,000	FY 99 Metro STP/ODOT Match	163,870
Interfund Transfers	79,444	FY 99 ODOT Supplement	30,000
Computer	40,007	FY 99 Tri-Met	30,000
		FY 98 STP/ODOT Match	31,717
		Metro	50,913
		Other	60,000
TOTAL	**$ 429,500**	**TOTAL**	**$ 429,500**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	3.282
TOTAL	**3.282**

PROGRAM DESCRIPTION

The purpose of the Technical Assistance Program is to provide travel forecasting support to the Oregon Department of Transportation, Tri-Met, 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 is developed that defines the amount of assistance to be provided to each jurisdiction.

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 support is provided to assist in the travel forecasting aspects of the work.

ODOT, Tri-Met, Multnomah County, Clackamas County, Washington County, the City of Portland, and the City of Gresham have modem connections to the transportation planning EMME/2 database. These jurisdictions are able to use the software as a remote workstation. Analysis can be done in this way without directly using Metro staff. Computer charges are assessed on a dollar per CPU second basis.

Metro provides training to the jurisdictional staff regarding the 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.

RELATION TO PREVIOUS WORK

The Technical Assistance Program is on-going. No significant changes from last year are in the FY 98-99 scope.

OBJECTIVES

This program is relevant to the Metro mission because it assists the jurisdictions in defining projects that 1) improve the ability to get around in the region easily and 2) potentially improve the mobility of freight, an important aspect in the regional economy.

PRODUCTS AND TARGETS

- Provide travel forecasting assistance to ODOT, Tri-Met, the Port of Portland, and cities and counties of this region in terms of 1) staff support, 2) access to the EMME/2 Transportation Planning Software via modem connections, and 3) training on the topics of software use and demand modeling theory.

- Provide technical assistance based on the following budget allocation:

JURISDICTION	BUDGET
City of Portland	$ 22,005
Washington County	21,999
Clackamas County	21,999
ODOT	22,000
Port of Portland	13,430
City of Gresham	10,914
Multnomah County	10,951
Tri- Met	22,000
Sales	7,000
RTC	4,000
Clark County	3,000

- Provide expense reports to each jurisdiction at least quarterly..

Budget Summary

	FY 98-99		FY 98-99
Requirements:		**Resources:**	
Personal Services	$ 98,605	FY 99 Metro STP/ODOT Match	$ 96,098
Materials & Services	0	FY 99 ODOT Supplement	22,000
Interfund Transfers	26,849	FY 99 Tri-Met	10,000
Computer	27,846	Interfund Transfer	6,000
		Metro	14,000
		Other	5,202
TOTAL	**$ 153,300**	**TOTAL**	**$ 153,300**

Full-Time Equivalent Staffing

Regular Full-Time FTE	1.204
TOTAL	**1.204**

PROGRAM DESCRIPTION

Provide for overall ongoing department management, including budget, Unified Work Program (UWP), contracts, grants, and personnel. It also includes staff to meet required needs of the Transportation Policy Alternatives Committee (TPAC), the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council.

RELATION TO PREVIOUS WORK

Ensure compliance with all federal requirements for receipt of grants. 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, MPAC, TPAC and subcommittees to ensure coordination between state, regional and local transportation plans and priorities.

OBJECTIVES

- FY 99 UWP
- Management of department budget, staff time and products;
- Required documentation to FHWA and FTA such as quarterly narrative and financial reports;
- Monthly progress reports to the TPAC;
- Minutes, agendas and documentation;
- Execution and monitoring of various pass-through agreements;
- Periodic review with FHWA and FTA on UWP progress.

PRODUCTS AND TARGETS

- Budget Adoption (June); UWP Adoption (March)
- Grant Approvals (June and December)
- Contract Approvals (As Needed)
- Federal Certification (Annual)
- Progress Reports for Council and Federal Agencies (Quarterly)
- Tri-Annual Title VI Certification (September)

Budget Summary

	FY 98-99		FY 98-99
Requirements:		**Resources:**	
Personal Services	$ 349,556	99 PL	$ 41,000
Materials & Services	35,162	99 Section 5303	28,487
Capital Outlay	13,850	Misc.	8,000
Interfund Transfers	118,507	Metro	439,588
TOTAL	**$ 517,075**	**TOTAL**	**$ 517,075**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	4.41
TOTAL	**4.41**

PROGRAM DESCRIPTION

MILT, Metro's InfoMobile, began its service in the community on July 29, 1997. During its initial 2 1/2 month introductory period it made 50 scheduled appearances at Fred Meyer stores and community events and activities throughout the region. Nearly 8,500 people visited MILT at these sites. This new mobile, interactive public information tool enabled us to reach a broader more diverse audience than ever before. For the first time, citizens from throughout the Metro area had an opportunity to learn more about the many transportation programs and projects, issues and concerns facing the region in one concentrated setting. Parents and children were seen using the InfoMobile to discuss issues regarding our future livability, congestion, the growth and popularity of our region. MILT provided a lively backdrop and focal point to discuss Metro's region wide transportation and growth management activities as well as related activities both at Metro and other agencies.

RELATION TO PREVIOUS WORK

MILT is a program element with intergovernmental agreements that carry over into FY 98-99. After a brief October 97 through May 98 hiatus, when the multi-media program and interactive displays will be updated, MILT will resume scheduled public appearances through September and early October 98.

OBJECTIVES

If approved, MILT will be retooled, upgraded and improved during the FY 98-99 winter months and rescheduled for Spring/Summer 99 appearances. MILT responds to a number of Metro Public Outreach objectives including:

- It greatly expands our ability to reach into the community, particularly into areas where outreach has been difficult or where specific programs have a greater potential for impact.
- It enables us to seek comments on specific programs that can be shared with decision makers prior to the formulation of recommendations.
- It continues to provide a comprehensive illustration of the many issues and opportunities for choosing different types of transportation as we move around the region.
- It enables us to augment our communication/outreach efforts to ensure that we are speaking to a broad, diverse audience including school age children, parents, employees, employers, commuters, non-English speaking members of our community, elder citizens and even the ever growing number of visitors to our region.
- It is attractive to children and a growing, more technologically oriented community.
- It continues to provide opportunities for public/private partnerships (advertising/promotion, IGA's with Tri-Met and PSU) and initial joint classroom appearances with area wide schools.

- It allows for greater utilization of Metro community presence, enhancing the public involvement investment without significant increase to staff FTE.

Due to the limited amount of time that people have in their daily lives, we found that moderately paced, recreational activities, such as the Blue Lake Concerts, Farmer's Markets, and other more discretionary type activities work best for visiting MILT. Hence, the goal during this next phase of MILT is to identify more of these recreational type activities where MILT can be scheduled and to combine these activities with an initial possible school program using the existing PSU interns . Multi-day venues will also be sought as these allow for greater return visitation and easier promotion, scheduling and staffing.

PRODUCTS AND TARGETS

- Have interactive displays, Q & A panels and multi-media program fully updated with more visuals, maps, video and narration.
- Be scheduled nearly every week-end during the Summer 98 and Spring 99 periods with 1-3 events during the weekdays at schools and other appropriate community events.
- Have renegotiated IGA's with Tri-Met and PSU and cooperative advertising agreement with appropriate private retailer or media enterprise.
- Have increased presence in the community providing enhanced mailing lists for all related projects and valuable insight and information into specific Metro programs and activities.
- Have more positive image in the community with an introductory joint school program, seeking interaction on the part of some 9-10th grade school children, school teachers and officials, parents and other affiliated guardians.
- Have more outreach into the community with PSU interns using the MILT multi-media program and literature at employer sites, in the classroom or at other locations not easily accessed by MILT.

Budget Summary

	FY 98-99		FY 98-99
Requirements:		**Resources:**	
Personal Services	$ 58,768	South/North HCT Grant	$ 51,350
Materials & Services	15,400	Metro	106,752
Contractual	60,900		
Capital Outlay	5,000		
Interfund Transfers	18,934		
TOTAL	**$ 158,102**	**TOTAL**	**$ 158,102**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	.773
TOTAL	**.773**

PROGRAM DESCRIPTION

The High Capacity Transit (HCT) Program is responsible for completion of project planning for major fixed guideway transit facilities in the Region, from systems planning, through the Major Investment Study (MIS) process, to the completion of the federal environmental process, Preliminary Engineering (PE) and adoption of a project financing plan. The HCT Program at Metro works closely with Tri-Met, ODOT and local jurisdictions in HCT studies.

RELATION TO PREVIOUS WORK

Currently, the HCT Program includes one fixed guideway study: the South/North Transit Corridor Study. The South/North Study was initiated in mid-1993 following completion of the I-205/Milwaukie and the I-5/I-205 Portland/Vancouver Preliminary Alternatives Analyses. The Federal Transit Administration (FTA) authorized preparation of a Draft Environmental Impact Statement (DEIS) for the South/North Corridor in October 1993. Following the Scoping Process that concluded in December 1993, the Study initiated and completed Tier I (in December 1994) with the selection of the Length (terminus) and Alignment (routing) Alternatives to be studied further within the DEIS. Tier I also concluded with the adoption of light rail as the locally preferred alternative (LPA), the intent to perform planning activities on a potential extension of high capacity transit to Oregon City and subsequent inclusion of light rail in the South/North Corridor as the LPA through amendments to Metro's and the Southwest Washington Regional Transportation Council's Region Transportation Plans. Metro concluded the federal MIS process in November 1995 with the adoption of the *South/North MIS Final Report*. In December 1995, the Study adopted the set of design options and the downtown Portland alignment alternatives to be studied further within the DEIS. In April 1996, the FTA approved the *South/North MIS Final Report* and authorized the project to advance into PE concurrent with the preparation of the DEIS. In May 1997, Metro completed the cost-cutting process that concluded by reducing the project's estimated costs by approximately one-third. The DEIS will be published in early 1998 and a Locally Preferred Strategy (LPS) will be selected in spring/summer 1998. Metro Council will also adopt a Land Use Final Order (LUFO) in the spring/summer of 1998. Immediately following the adoption of the LPS and LUFO work will be initiated on the FEIS, PE and Oregon City extension planning activities.

OBJECTIVES

The focus of the South/North Corridor Study in FY 98-99 will be the publication of the South/North FEIS and completion of PE. Metro and Tri-Met will work with FTA on the issuance of a Record of Decision and execution of a full funding grant agreement. Metro will also lead planning activities to select a priority corridor for the potential extension of high capacity transit to Oregon City.

Services, Products and Activities Provided by the Program

The Program is generally subject to the federal intermodal surface transportation funding schedule which authorizes federal funding match to new start rail programs approximately every five to six years, with annual appropriations. The Region has proposed approximately 50% federal funding for the Project. In addition, the Program provides for the required environmental process and documentation needed to qualify for federal funding. The Program

also provides the federal, state and local project and land use decision-making process for the South/North project.

Customers, Clientele and Target Groups

The federal environmental process and federal, state and local transportation and land use decision-making provides the clientele for the Program. The Program's clientele includes the general public (which is involved in the process through an early, continuing and pro-active public involvement program), local jurisdictions (through participation in technical, project management and decision-making committees) and the federal and state governments (which are provided the environmental process and documentation needed to approve a variety of federal and state permits and the federal record of decision).

PRODUCTS AND TARGETS

- Completion of the technical analysis for the FEIS and documentation of that analysis in a variety of Results Reports and Mitigation Plans;
- Publication of the South/North FEIS in the *Federal Register*;
- Issuance of a Record of Decision by FTA;
- Continued implementation of a pro-active public involvement program;
- Initiate negotiations of a full-funding grant agreement;
- Initiate final design; and
- Selection of priority corridor for extension of High Capacity Transit to Oregon City.

During this period the public involvement program will concentrate on publication of the FEIS and providing the public with the opportunity to participate in the adoption of Mitigation Plans and completion of Preliminary Engineering. Activities will include distribution of the *South/North News* (summarizing the FEIS results), and focused public involvement efforts supporting the preparation of Mitigation Plans and the FEIS.

Budget Summary

	FY 98-99		FY 98-99
Requirements:		**Resources:**	
Personal Services	$ 1,412,847	97 FTA (Section 5309) OR-03-0066	$ 3,502,560
Materials & Services	19,327	96 FTA 103 e (4) OR-29-9023	300,000
Contractual - Parametrics	1,000,000	Excise Tax	8,000
- Larkin Group	200,000	Tri-Met Local Match	475,320
- Station Area Planning	100,000	Tri-Met/Westside-Hillsboro	11,000
- Printing	210,000	Clackamas County Local Match	475,320
- IGA's	1,026,209		
- Printing/Typesetting	263,000		
Interfund Transfers	482,984		
Computer	57,834		
TOTAL	**$ 4,772,201**	**TOTAL**	**$ 4,772,201**

Full-Time Equivalent Staffing	
Regular Full-Time FTE	21.414
TOTAL	**21.414**

PROGRAM DESCRIPTION

The purpose of the TOD Implementation Program is to operate a development program to ensure that some regionally significant Transit Oriented Development (TOD) demonstration projects are undertaken and that joint development tools are in place to help the region meet it's growth management objectives. The program causes construction by the private sector of high-density housing and mixed-use projects that encourage increased transit use. These projects, located at light rail stations, are constructed with a strong pedestrian environment by including street and sidewalk amenities, plazas, promenades, and building massing and orientation that reinforce the street level activity. These public-private partnerships utilize Development Agreements for sale or lease of TOD sites and Financial Participation Agreements for eligible site preparation and site improvements as other federal grant funds for these purposes become available. Land sale proceeds return to the Program for use in other TOD projects. Oregon Transportation Infrastructure Bank funds may be used to further leverage of the Program's influence.

Program responsibilities also include participation in the Department of Environmental Quality's (DEQ) Congestion Mitigation Air Quality (CMAQ) TOD program. Portland Development Commission (PDC) has been administering this program since 1995 under contract to DEQ, and recommended transferring program administration to Metro. Consolidating the administration of these two programs is logical due to their similar focus and structure, and to the fact that many CMAQ TOD projects are outside of PDC's areas.

RELATION TO PREVIOUS WORK

- Receipt of Capital grant approval from FTA to operate a TOD program;
- Receipt of National Environmental Protection Act (NEPA) compliance certification;
- Completion of a TOD apartment project that demonstrates a high-density building system and TOD design principles appropriate for suburban station areas. (The project was completed using CMAQ TOD funds and a Development Agreement);
- Establishing administrative and project management mechanisms necessary to operate the program within Metro procedures;
- Approval for program income and income from excess light rail right-of-way sales to be deposited into a revolving fund for use on other TOD's. (Metro was the first in the United States to use this newly created opportunity within the "Exemption from the Common Grant Rule");
- Gaining the confidence of the private sector so they will become a Metro partner;
- Soliciting and selecting a first round of potential projects;
- Providing technical assistance to other TOD projects;
- Distribution of detailed analysis of successful TOD projects that have been completed to date (case studies);
- Establishing a partnership with the Oregon Transportation Infrastructure Bank.

OBJECTIVES/PRODUCTS AND TARGETS

- Facilitating and managing construction of the first round of projects;

- Establishing site improvements funding mechanisms for TOD projects;
- Partnering with other public agencies with financial resources to increase the leverage of the limited TOD funds;
- Securing additional funding sufficient for a large scale TOD demonstration project;
- Continuing analysis of successful TOD projects with case studies;
- Successfully using second generation funds.

Budget Summary

	FY 98-99		FY 98-99
Requirements:		**Resources:**	
Personal Services	$ 168,903	97 FTA (Section 5307) OR-90-X070	1,959,060
Materials & Services	20,000	97 FTA (Section 5307) OR-90-X073	15,000
Contractual - Appraisals	20,000		
Contractual - Feasibility Study	15,000		
Contractual - Master Plan	10,000		
Contractual - Environmental Assessment	12,000		
Contractual - Technical Studies	15,000		
Contractual - Development Services	20,000		
Capital Projects	2,066,400	Metro	431,340
Interfund Transfers	57,897		
TOTAL	**$ 2,405,400**	**TOTAL**	**$ 2,405,400**

Full-Time Equivalent Staffing

Regular Full-Time FTE	2.425
TOTAL	**2.425**

PROGRAM DESCRIPTION

The Regional Land Information System (RLIS) is a computer mapping system which provides 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 Data Resource Center as a source of information of the Portland area land, population and economy.

RLIS is an invaluable tool because of its analytical capabilities in a broad range of applications. RLIS and its data and maps represent a seamless coverage across the entire Metro region, thus eliminating problems arising from data gaps and overlaps at city and county boundaries.

OBJECTIVES

The RLIS database is constantly improved and updated. A high priority FY 98-99 is developing more precise parcel level information (Master Address File) and providing regional support for measuring and monitoring the performance of the region's economy and land use (Building Permit Project). Another priority for Growth Management Services will be developing a performance measure program enabling us to measure and monitor key economic, demographic, and land use indicators. These indicators will help administer the Urban Growth Boundary. The DRC will play a major role in the Performance Measure Program.

PROJECTS AND TARGETS

- Provide quality GIS products and services to Metro programs, subscribing jurisdictions, Tri-Met, ODOT and Storefront customers (private sector businesses and the general public).
- Migrate RLIS UNIX applications to PC-Windows to empower desktop users with the data they need.
- Strengthen community (public and private) awareness of RLIS products and services.
- Develop Metro Intranet and Internet applications to provide access to a new "electronic" RLIS Storefront".
- Continually improve the RLIS database for greater accuracy, utility and reliability of the system.
- Complete initial Master Address File and a routine for updating this file on a regular maintenance schedule.
- Provide timely information for meeting Performance Measurement requirements.
- Integrate the databases of region's permit issuing jurisdictions and county assessor's database with Metro's RLIS database.

DATA RESOURCE REGIONAL LAND INFORMATION SYSTEM (RLIS) PROGRAM

Budget Summary

	FY 98-99		FY 98-99
Requirements:		**Resources:**	
Personal Services	$ 474,429	ODOT 99 PL	$ 73,030
Materials & Services	259,825	ODOT 99 Section 5303	63,732
Interfund Transfers	154,588	ODOT 99 Supplemental	15,000
		Tri-Met	37,500
		Metro	699,580
TOTAL	**$ 888,842**	**TOTAL**	**$ 888,842**

Full-Time Equivalent Staffing

Regular Full-Time FTE	7.13
TOTAL	**7.13**

WEST HAYDEN TRANSPORTATION STUDY WORK PROGRAM

The Port of Portland is developing a Master Plan for the development of West Hayden Island as a future marine terminal. The overall study effort will develop both land use and transportation access alternatives. While there is a freight and rail component for the movement of goods to and from the island, the Port foresees the likely need for construction of a new bridge specifically to serve this area, and they may eventually be seeking federal funds. For this reason, this project has been studied as a MIS.

The work scope was divided into five major elements: 1) inventory; 2) development parameters; 3) schematic alternatives; 4) alternatives refinement; and 5) development plan. The Port of Portland hired a consultant to assist with these tasks associated with the development of the Master Plan for West Hayden Island. Following selection of the preferred alternative, begin the EIS development for a West Hayden Island bridge connector and other ancillary improvements.

SUNRISE CORRIDOR

ODOT is preparing the MIS for unit 1 and expects to be completed by spring 1998. The FEIS for unit 1 will be conducted in FY 98-99. A FEIS is not being done on unit 2 since the selection was only a corridor level decision. Additional environmental work will be done when this phase is constructed. ODOT is also working on a construction phasing plan for unit 1.

TUALATIN EXPRESSWAY PILOT PROJECT

Recommendations and findings of the Western Bypass Study were adopted by Metro into the Regional Transportation Plan late in FY 96-97. ODOT and Washington County are developing a scope of work for FY 98-99 on the design level analysis of the 99W to I-5 Connector project that resulted from the Study. The analysis will define the alignment and design for the potential toll-road facility.

MOUNT HOOD PARKWAY

ODOT will complete and forward for Metro action a set of recommendations and findings resulting from the study MIS report. Metro will review the recommendations and incorporate appropriate projects and actions into the Regional Transportation Plan. ODOT, Metro, and local jurisdictions will then develop a strategy for moving priority recommendations into project development activities.

*Also see South Willamette Crossing and Highway 217 Corridor

MILWAUKIE - MCLOUGHLIN BOULEVARD (ORE 99E) FEASIBILITY STUDY

Review design options for improvements to a .5 mile segment of McLoughlin Boulevard in downtown Milwaukie; part of the integrated Milwaukie Regional Center Arterial/Street Improvement Program. The initial improvement draft was completed in January, 1997. Final design selection was in March, 1997. The Regional Center Master Plan is scheduled for completion in August, 1997.

Federal Share:	$100,000 STP
Total:	$125.000

WASHINGTON COUNTY - INTERURBAN (COMMUTER) RAIL PROJECT

Washington County and ODOT are leading a study of the costs, benefits, environmental issues and funding options of commuter rail service in Southeast Washington County. The service would use the existing rail line which runs between Wilsonville and Beaverton. The study builds upon a previously completed feasibility analysis which projected rail ridership and evaluated institutional constraints. This previous study concluded that no fatal flaws exist which would prevent service along this line. Other partners in the study are the cities of Beaverton, Tigard, Tualatin, Sherwood and Wilsonville along with Tri-Met and ODOT. The current study will extend through 1998.

TRI-MET - TRANSIT CHOICES FOR LIVABILITY (TCL)

TCL is a multifaceted planning and outreach program focusing on strategies to improve transit service to help implement the Region 2040 Growth Concept. Tri-Met is actively involving citizens in designing new ways of providing service and new solutions tailored to the localized needs of individual communities. Those strategies will be integrated into a ten year *"Transit Livability Strategy for the Portland Region."*

TCL is guided by a 30+ member Regional Advisory Committee (RAC) consisting of key elected officials, business and community leaders. The Committee has sponsored a series of community workshops in six regional clusters. The basic question being asked is: *How should transit service in your community be expanded to meet your community's vision for how it wants to grow?*

Increasingly the question being asked by suburban local governments is – 'if we change our plans to comply with Region 2040 and the TPR and become more dependant on transit – will the transit service be there to support us?' TCL is intended to answer that question.

Tri-Met has received $90,000 in TGM funding for TCL. Tri-Met will provide more than 70% of the funding for TCL Phase Two.

RELATIONSHIP TO PREVIOUS WORK

In September 1996, Tri-Met launched Phase One of TCL focusing on the regional centers of Hillsboro, Gresham, Beaverton, and Oregon City. The RAC completed their work in January 1997 and forwarded six key recommendations to the Tri-Met Board:

1. Launch Phase Two of Transit Choices for Livability
2. Use Transit Choices Sketch Plans as the Framework for Service Decisions
3. Develop Pilot Projects to begin Implementation of Sketch Plans
4. Cultivate Partnerships with Employers and Local Jurisdictions
5. Provide for Community Leadership, Education and Direction
6. Establish a "Transit Livability Fund" for Transit Choice Implementation

Tri-Met is moving forward to implement each of those recommendations. The Tri-Met Board formally endorsed the report and approved $2 million to operate Pilot Community Transit Projects in Beaverton, Hillsboro, Gresham and Oregon City. Following an extensive community process to select the routes those projects started operating in September 1997. Phase One included $173,000 of Regional STP funds.

PROJECT OBJECTIVES

Actively involve citizens in the preparation of *a "Transit Livability Strategy for the Portland Region"* which incorporates new ways of providing service to help implement the Region 2040 Growth Concept and is tailored to the localized needs of individual communities. TCL will prepare recommendations for amendments to the RTP and local TSP's. The strategy to be presented to the Tri-Met Board for adoption will consist of:

1. A ten-year action plan for service, capital and marketing investments;
2. Identification of a new revenue strategy to implement the plan; and
3. Identification of organizational options to carry out of the plan.

EXPENDITURES

TGM Funds	$90,000
Tri-Met General Funds	$287,500
TOTAL:	$377,500

TRI-MET - REGIONAL TRANSPORTATION DEMAND MANAGEMENT PROGRAM

CMAQ Funds - June 1998 - July 1999

DESCRIPTION

The Congestion Mitigation Air Quality (CMAQ) funds for Tri-Met's regional Transportation Demand Management (TDM) Program will be used to continue supporting employers throughout the region regarding compliance with the Employee Commute Option (ECO) Rule and to expand Partnership Programs at major worksites in the region.

Specific program elements funding include:

1. Partnership opportunities that leverage private funding with public dollars;
2. Employer compliance assistance for the ECO rule;
3. Research and development of new and/or improved access to alternative transportation options; and,
4. Welfare-to-Work

RELATIONSHIP TO PREVIOUS WORK

Tri-Met's CMAQ efforts have focused on expanding outreach programs into suburban locations, including providing and promoting carpool/vanpool services, TDM support services, and Transportation Management Association (TMA) assistance programs.

This past year limited stop am/pm peak transit service to the Lloyd District employment center was implemented (similar to the successful service implemented two years ago to the Marquam Hill area); developed and implemented a substantially subsidized employer annual transit pass program; and are currently in the process of expanding the year-old vanpool demonstration program to incorporate a larger subsidy allowance and more closely integrate the program with Tri-Met's other services. This expanded vanpool demonstration program will be implemented this summer.

CMAQ funds will continue to be supplemented with other regional sources including Tri-Met General Fund dollars and State Transportation funds.

OBJECTIVES

Public/Private Efforts

The regional TDM Program has effectively leveraged over $3 million a year from employers for employee alternative transportation subsidies. These dollars have worked to provide comprehensive employee transportation programs at a wide variety of businesses and worksites.

A major goal for the TDM Program expansion will be to continue this type of public/private effort with the planning and implementation of new programs and services. Partnership efforts funds have demonstrated that working together, public and private sector dollars and input can create more efficient, cost-effective transportation programs at employment centers.

The focus of future public/private efforts will be to mitigate the duplication of TDM programs and services, enhance available services and continue to involve the private sector in the responsibility of reducing vehicle miles traveled (VMT) to the worksite. Partnerships have become a way to motivate private interests to enhance transportation demand management strategies. New partnership areas to be pursued include privately funded community shuttles and targeted marketing or educational materials.

Employer Compliance Assistance

The regional TDM Program, housed at Tri-Met, has been key to the implementation of the ECO Rule. CMAQ funds were used to provide technical expertise on ECO rule development and to assist employers with ECO Rule compliance. CMAQ funds will continue these efforts by enhancing technical services and outreach efforts to employers. Tri-Met has used available resources to provide services to 40% of all ECO affected employers. These efforts will be continued and expanded to assist employers with ECO plan maintenance and plan updates and improvements.

Tri-Met recognizes its continuing role in ECO implementation and compliance, and will continue to focus on developing in public/private partnerships and TDM research and development to enhance available program options to employer worksites. Further, Tri-Met will be developing new marketing and educational efforts that target the employee and their mode choice decisions. The purpose of this marketing will be to educate employees on how their travel decisions affect regional air quality, land use planning, and improvements to the transportation network.

Alternative Transportation Demand Management Research and Development

CMAQ funds were used to design new alternative transportation options, fund initial technical assistance and provide marketing support for new options. Funds will allow us to continue these efforts, providing additional resources to explore a variety of new innovative alternative transportation options.

Some specific types of innovative options to be considered will include electric station cars at a Westside LRT station (one example of this kind of project is a CMAQ funded effort in the El Cerrito BART station car program in the San Francisco Bay area); a shared ride taxi program to connect a small community with the regional transit network; and private community shuttles with connections to the regional transit network.

Welfare-To-Work

The Tri-Met outreach staff have been trained to work with employers requesting assistance on transportation issues relating to welfare to work issues. In addition, Tri-Met staff is working with the Housing Authority of Portland, Volunteer Transportation Incorporated and Oregon Health and Human Services division to apply for grant funding that can be used to specifically target the needs of low-income individuals living in public housing.

Compliance with Congestion Mitigation and Air Quality Program Objective

Tri-Met is actively working to provide more detailed information on program impacts, including VMT reduction. This information should be available next year. However, the existing information indicates that an extensive TDM program has long-term potential for reduction of air pollution. The Oregon Department of Transportation 1990 traffic volume analysis projects a five percentage point reduction is single occupant vehicles. This translates into a VMT reduction of 14,578 miles per day.

Products

- New Employer Services and Programs
- Employer ECO Transportation Compliance Outreach Activities
- ECO Baseline and Follow-up Survey Results
- Employer/Employee Specific Marketing Materials

BUDGET

The CMAQ and STP assistance for transportation demand management, combined with Tri-Met general fund monies makes up the budget for the TDM work program. Elements of the work program and their respective funding sources are shown below.

Line Item	CMAQ	TRI-MET
Program Manager		$96,000
Rideshare Specialist	$55,000	
TDM Planner		$70,000
Outreach Representatives	$100,000	$100,000
Employer Materials	$10,000	
Emergency Ride Home	$10,000	
Vanpool Program	$150,000 (*)	$50,000
Staff Development		$20,000
ECO Surveys	$70,000	
Evaluation Staff	$100,000	
Totals	**$495,000**	**$336,000**

(*) This includes a $50,000.00 grant from ODOT for vanpools.

PORTLAND - CENTRAL CITY STREETCAR

Conduct final engineering for a streetcar line running from Northwest Portland to Portland State University via the River District and Downtown. Construction funding will come from a mix of local sources, including a Local Improvement District and city bonds.

PORTLAND - SOUTH PORTLAND CIRCULATION STUDY

Complete analysis of circulation options and recommended an option for the west end of the Ross Island Bridge/SW Naito/Barbur Blvd. Area. The project goals are to improve travel and safety and create redevelopment opportunities in the Lair Hill and North Macadam areas.

Federal Share: $120,000 STP – (Obligated 1977 - FHWA)
Total: $150,000

PORT OF PORTLAND LAND USE/TRANSPORTATION PLANNING EFFORTS

WEST HAYDEN ISLAND DEVELOPMENT PROGRAM

An environmental, land use and infrastructure planning process is proceeding to allow development of 650 acres of property in the Columbia River to accommodate future marine cargo facility operations. The land use process to provide for annexation to City of Portland will be coordinated with an environmental impact process examining issues of marine facility development and infrastructure needs.

PDX MASTERPLAN

A planning effort to examine terminal development alternatives and access to accommodate future passenger and air cargo growth in 20 and 30 years. A key element of the masterplan includes examination of different access options to meet alternative terminal configurations.

PORTLAND INTERNATIONAL AIRPORT LIGHT RAIL PROJECT (LRT to PDX)

This is a planning and development project to build light rail to Portland International Airport. It is an extension of the region's light rail system from the Gateway station to the airport. The alignment is in the I-205 right-of-way from Gateway to airport property. It then will cross through commercial property of Portland International Center and move into the Airport Way right-of-way just east of 82nd Avenue. The alignment proceeds along the south side of Airport Way to its terminus with the southside of the airport terminal building. This is a public private partnership sponsored by the Port of Portland and Bechtel Corporation with assistance from Tri-Met, the City of Portland, Metro, and other local agencies.

A regional decision on this project is expected the fall of 1998. If permitting and regulatory requirements are met, and local jurisdictions and Metro approve, final design and construction would start early in 1999. With current schedule forecasts, the line could begin revenue service in late summer of 2001.

DEQ - EMPLOYEE COMMUTE OPTIONS PROGRAM

In fiscal year 98-99, activities in the ECO Program will include compliance work and technical assistance. Emphasis will be on continuing implementation of trip reduction efforts to maintain progress toward trip reduction goals. Annual employee surveys are required of employers to measure progress toward their trip reduction goal. Employers are working toward reducing auto trips to their work sties by ten percent by the following fiscal year 99-2000. This work will be funded in part through vehicle inspection fees and in part by the Department's EPA base grant.

SPR PROGRAM DESCRIPTION

1. Prepare corridor studies on state facilities, including adoption of new corridor LOS standards.
2. Support RTP Update, including subarea analyses (e.g., South Willamette River Bridge Crossing, modal studies, demand management, transportation system monitoring, and analysis of travel behavior.
3. Support Metro Transportation/Land Use Integration efforts (e.g., 2040, TPR, and TSAP).
4. Ensure the OTP, Oregon Benchmarks, TPR, and corridor planning are integrated into the RTP and local land use transportation system planning.
5. Support regional HCT and commuter rail studies.
6. Coordinate Metro and State TIP development.
7. Support the analysis of alternative funding options (e.g., highway tolls and congestion pricing), and innovative public/private financing including the Tualatin Expressway Toll Road Pilot Project development.
8. Identify innovate HOV, freight and transit-supportive capital improvements for the state highway system.
9. Participate in regional air quality planning
10. Perform local land use development and traffic impact review.
11. Develop "Green Corridor" implementation strategy.
12. Continue jurisdictional highway rationalization and National Highway System and RTP Roadway Systems definition.
13. Develop new or refine existing investment analysis procedures to assist future urban transportation planning and investment decision-making.
14. Perform reconnaissance-level study of I-5 corridor and related river crossing, port access, and truck circulation issues.
15. Increase transportation model development activities.
16. State Infrastructure Bank development.
17. Support Willamette Valley Forum.
18. Develop and assess traffic analysis methodologies to assess the impact of mixed-use development on the roadway system.
19. Develop innovative value capture (e.g., system development charges, urban renewal) mechanisms for funding state highway improvements.

REVENUE

99-SPR	$440,000

99uwp
02/19/98

FY99 UNIFIED WORK PROGRAM FUNDING SUMMARY

	99PL* ODOT (1)	Proposed 6 mo PL Budget	99 Sec5303* 80X007	99 Metro STP* 33C	ODOT Mtch	99 ODOT Supplemt	99 Lcl TriMet	CARRYOVER 98Metro STP* 33c	98 98ODOT Mtch	98 Sec5303 80x006*	97 STP 33c*	97 ODOT mtch	FTA-S/N 97Sec5309 03-0066*	97S/N TriMet	96MetroSTP w/ODOTMtch 33C*	96FHWA* Pilot CgstnPric	FTA-S/N 96(e)4 29-9023*	FTA-TOD 97Sec5307 90-x070*	FTA-TOD 97Sec5303 90-x073*	USDOT Sec5309* TMIP	Other Federal Grants	98 SPR	Local Match	TOTAL
METRO																								
RTP Update/Refinement	231,000	231,000	29,000	204,104	11,680		37,500	40,000	2,289	15,000													77,427	648,000
Commercial Transportation Study	35,000	12,492				15,000																	70,000	120,000
Trans Imprv Program	70,000	24,983	15,000	10,000	572	45,000	45,000	30,000	1,717	15,000													40,711	273,000
RTP Financing	23,000	23,000		40,000	2,289																		27,711	93,000
Local Plan Coord	16,000	5,710									40,000	2,289											143,711	202,000
TRO (Congestion Pricing Prog)																								
Willamette Crossing	20,000	20,000				10,000		25,000	1,431						159,236								28,764	188,000
Hwy 217 Study	46,600	16,631	21,975			25,000	10,000			20,000	55,000	3,147											5,569	62,000
I-5 North																					25,000		25,253	231,975
Regional Commuter Rail Study				25,000	1,431		25,000														256,500		28,500	285,000
Trans Model Improve Prog																							3,569	55,000
New Model Development	262,170	93,568	15,000	75,000	4,292	63,000	30,000	25,000	1,430											585,000				585,000
Travel Model Refinement	38,000	13,562	25,000	155,000	8,870	30,000	30,000	30,000	1,717												25,000		108,108	609,000
Technical Assistance				90,894	5,202	22,000	10,000														60,000		50,913	429,500
Coordination & Management	41,000	14,633	28,487																				25,202	153,298
MILT																							447,588	517,075
South/North Transit Corridor Study(HCT)													41,080										117,022	158,102
TOD													3,502,560	486,320			300,000						483,320	4,772,200
Data, Growth Monitoring	73,030	26,053	63,732			15,000	37,500											1,959,060	15,000				431,340	2,405,400
																							699,580	888,842
Metro Subtotal	855,800	481,632	198,194	699,998	34,336	225,000	225,000	150,000	8,584	60,000	95,000	5,436	3,543,640	486,320	-	159,236	300,000	1,959,060	15,000	585,000	366,500	-	2,814,288	12,676,392
ODOT PLANNING ASSISTANCE																						440,000		440,000
GRAND TOTAL	855,800		198,194	699,998	34,336	225,000	225,000	150,000	8,584	60,000	95,000	5,436	3,543,640	486,320	0	159,236	300,000	1,959,060	15,000	585,000	366,500	440,000	2,814,288	13,116,392
*Federal funds only, no match included																								13,116,392

1.Actual obligation for first six months
is $370,531 plus carryover of $111,101 for
a total of $481,632 comprised of
332,477 (89.73%) fed share, $38,054 (10.27%)
ODOT match plus carryover of $99,691 fed
and $11,410 ODOT match. The full $855,800
shown is based on assumption of $668,218
(fed) new PL plus $76,481 ODOT match and $99,691carryover PL and $11,410 ODOT match

SOUTHWEST WASHINGTON REGIONAL TRANSPORTATION COUNCIL (RTC)

UNIFIED PLANNING WORK PROGRAM

FOR

FISCAL YEAR 1999

Southwest Washington Regional Transportation Council
1351 Officers' Row
Vancouver, WA 98661
Telephone: (360) 737-6067
Fax: (360) 696-1847

March 1998

FISCAL YEAR 1999 UNIFIED PLANNING WORK PROGRAM: INTRODUCTION

Purpose of UPWP

The Unified Planning Work Program (UPWP) is prepared annually by the Southwest Washington Regional Transportation Council (RTC), as designated Metropolitan Planning Organization (MPO) for the Clark County urban area. RTC is also the designated Regional Transportation Planning Organization (RTPO) for the three-county area of Clark, Skamania and Klickitat. RTC's UPWP was developed in coordination with the FY99 transportation planning program to be undertaken by WSDOT Southwest Region. All regional transportation planning activities as part of the continuing transportation planning process proposed by the MPO/RTPO, as well as Washington State Department of Transportation and local agencies, are documented in the UPWP. The financial year covered in the UPWP runs from July 1, 1998 through June 30, 1999.

The UPWP focuses on the transportation work tasks that are priorities to federal or state transportation agencies, and those tasks considered a priority by local elected officials. The planning activities relate to several modes of transportation and include planning issues significant to the Regional Transportation Plans (RTPs) for the three-county region and the Metropolitan Transportation Plan (MTP) for the Clark County region. Since RTC was established in 1992, the agency's role and program of planning activities has continually evolved. RTC has moved from initial organizational steps of establishing a regionally coordinated transportation planning and project prioritization process, to completing a series of major transportation planning studies and policy activities. In FY98 the focus was on working closely with local jurisdictions on concurrency and congestion monitoring issues. Two major study efforts began in FY98 looking at the feasibility of High Occupancy Vehicle and Commuter Rail between Vancouver and Portland. The federal transportation act, the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) ended in 1997 and was extended for an additional six months. It is hoped that the next multi-year act will soon be passed by Congress to provide further direction for regional transportation planning activities for FY99 and beyond.

UPWP Objectives

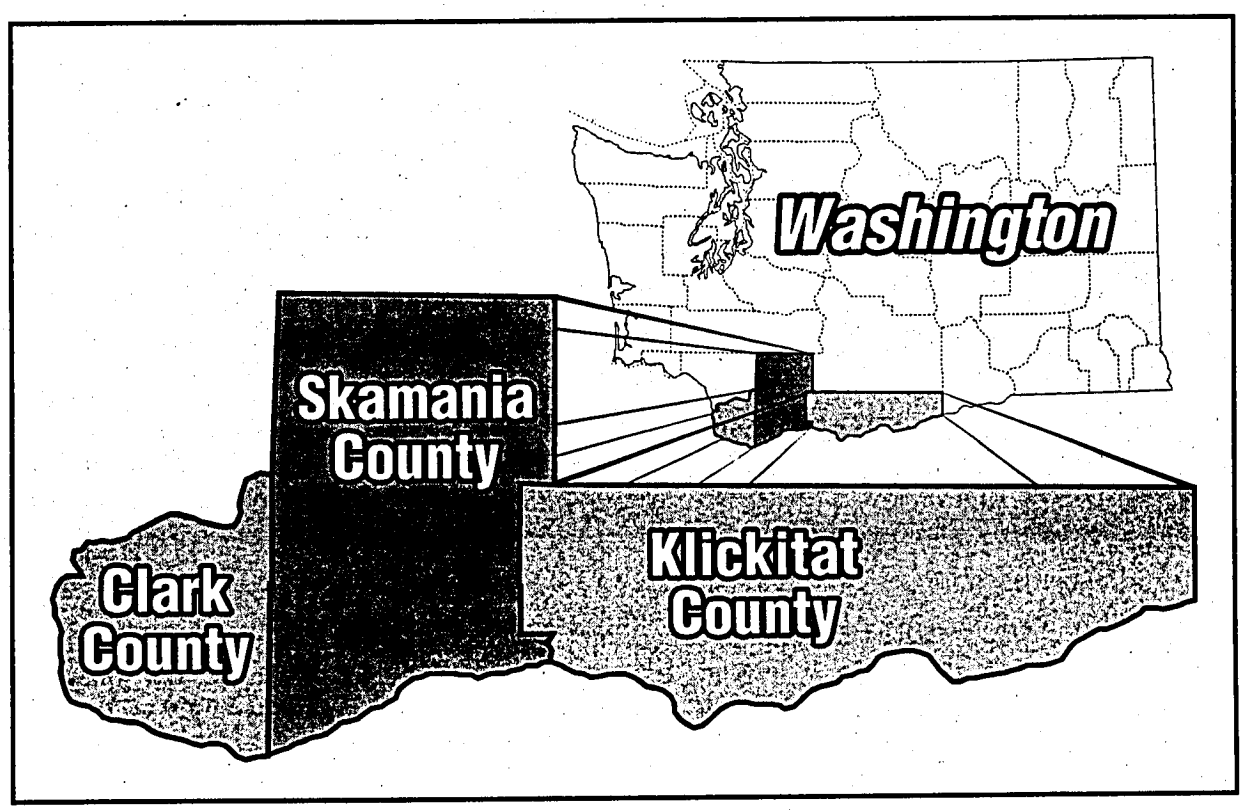
The UPWP describes the transportation planning activities and summary of local, state and federal funding sources required to meet the key transportation policy issues of the upcoming year. It reflects regional transportation problems and projects to be addressed during the next fiscal year. Throughout 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 **key transportation issues** facing the region during FY99 include:

- Providing for the rapid growth that the region is experiencing. Between 1990 and 1997, Clark County's population grew by 33 percent. A corresponding proportional investment in expanding transportation system capacity has not occurred. The result of fast-paced growth and slow transportation system investment is a loss of mobility for people and goods due to increasing levels of traffic congestion. With this scenario, the region needs to ensure that the most cost-effective transportation projects are prioritized.
- Identifying the region's priority transportation projects and completing a six-year transportation strategy.
- Adopting a 1999-2001 Transportation Improvement Program (TIP) to reflect programming of the region's priority projects and funding programs under the federal transportation act.

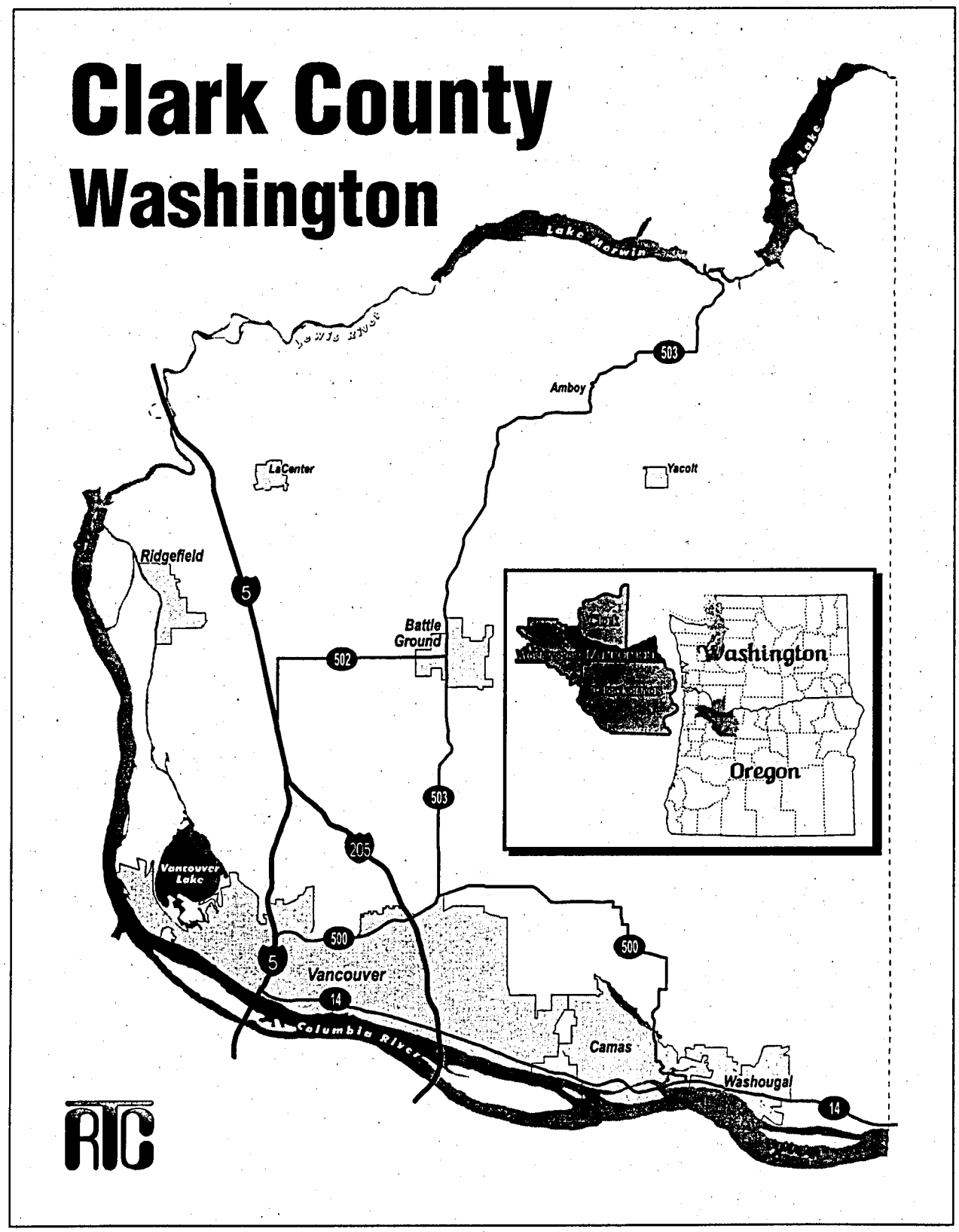
- Implementing plans adopted under the Washington State Growth Management Act and implementing the 1991 federal Intermodal Surface Transportation Efficiency Act and its anticipated successor Act.
- Completing a High Occupancy Vehicle Study to determine possible High Occupancy Vehicle (HOV) and High Capacity Transit (HCT) needs/demand, feasibility, design, potential corridors, cost and public acceptance.
- Completing a commuter rail study to determine the feasibility for establishing commuter rail options between Vancouver and Portland.
- Addressing environmental issues relating to transportation, including seeking ways to reduce the transportation impacts on air quality.
- Continuing the congestion management monitoring program.
- Evaluating freight transportation needs.
- Study of the application of Intelligent Transportation Systems (ITS) technology in the I-5/Highway 99 corridor.
- Proposal to Congress to designate the I-5 corridor as a National Trade Corridor. A proposed I-5 Portland-Vancouver Trade Corridor Study would include addressing the I-5 North corridor and its role in the regional economy.
- Working to address bi-state transportation needs in cooperation with Metro, Portland.
- Coordinating with Washington State Department of Transportation on development of the Washington Transportation Plan.
- Involving the public in identifying transportation needs, issues and solutions in the region.

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



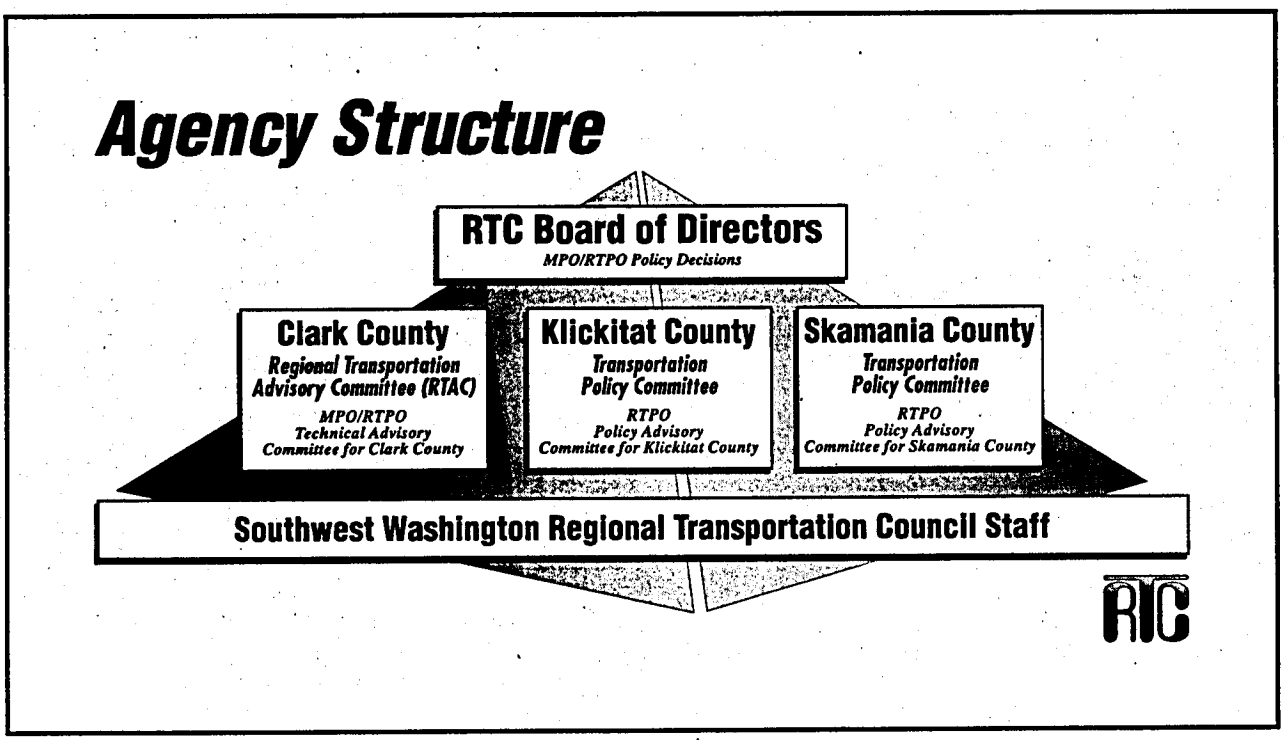
SOUTHWEST WASHINGTON REGIONAL TRANSPORTATION COUNCIL (RTC)

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



SOUTHWEST WASHINGTON REGIONAL TRANSPORTATION COUNCIL (RTC)

RTC: AGENCY STRUCTURE



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

Participants, Coordination and Funding Sources

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

A. Clark County

The primary transportation planning participants in Clark County include the following: the Regional Transportation Council, C-TRAN, Washington State Department of Transportation, Clark County, the cities of Vancouver, Camas, Washougal, Ridgefield, Battle Ground and La Center and the town of Yacolt, the ports of Vancouver, Camas-Washougal, and Ridgefield, and two federal agencies, the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA). In addition, the Department of Ecology (DOE) is involved in the transportation program as it relates to the State Implementation Plan for carbon monoxide and ozone. As the designated MPO for the Clark County Urban Area, RTC annually develops the transportation planning work program and endorses the work program for the entire metropolitan area. RTC is also responsible for the development of the Regional Transportation Plan, the Transportation Improvement Program, and other regional transportation studies, operational and near-term transit planning. C-TRAN regularly adopts a *Transit Development Plan* (TDP) which provides a comprehensive guide to C-TRAN's future development and has information regarding capital and operating improvements over the next six years. The TDP, required by RCW 35.58.2795, sets forth those projects of regional significance for inclusion in the Transportation Improvement Program within the region. to be provided in the annual Transit Development and Financial Program. WSDOT is responsible for preparing *Washington's Transportation Plan*; the long-range transportation plan for the state of Washington. RTC cooperates and coordinates with WSDOT, at the Southwest Region and Headquarters' level, in ensuring that results from regional and local planning studies are incorporated into Statewide plans. RTC and WSDOT also cooperate in involving the public in development of transportation policies, plans and programs.

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

The coordination of 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 spelled out formally in a series of Memoranda of Agreement and Memoranda of Understanding (MOU). These memoranda are intended to assist and complement the transportation planning process:

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

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

3. Agreed upon base data, statistics, and projections (social, economic, demographic) on the basis of which planning in the area will proceed.

An agreement between RTC and Metro is in place. Memoranda of Understanding (MOUs) between RTC and Southwest Washington Air Pollution Control Authority (SWAPCA), and RTC and C-TRAN, the

local public transportation provider, were adopted by the RTC Board on January 4, 1995 (Resolutions 01-95-02 and 01-95-03, respectively). A Memoranda of Understanding between RTC and Washington State Department of Transportation was adopted by the RTC Board at their August 1, 1995 meeting (RTC and WSDOT MOU; RTC Board Resolution 08-95-15).

Issues of Interstate Significance

Both RTC and METRO have recognized that bi-state travel is an important part of the Portland-Vancouver regional transportation system and it is in the best interest of the region to keep this part of the system functioning efficiently. Currently, several locations on the I-5 and I-205 north corridors are at or near capacity resulting in frequent traffic delays. The need to resolve increasing traffic congestion levels and to identify long term solutions continues to be a priority issue. Also of significance is the implementation of air quality maintenance plans for ozone and Carbon Monoxide.

RTC Board of Directors

Cities East	Mayor Charles Crumpacker (Washougal) [President]
Ports	Commissioner Bob Moser (Vancouver)
Clark County	Commissioner Mel Gordon
Clark County	Commissioner Betty Sue Morris
Clark County	Commissioner Judie Stanton [Vice-President]
City of Vancouver	Mayor Royce Pollard
City of Vancouver	Vernon Stoner (City Manager)
Cities North	Mayor Bill Ganley (Battle Ground)
C-TRAN	John Ostrowski (Acting Executive Director)
WSDOT	Donald Wagner (Southwest Regional Administrator)
ODOT	Dave Williams
Metro	Metro Councilor Ed Washington
Skamania County	Commissioner Judy Carter
Klickitat County	Commissioner Ray Thayer

Regional Transportation Advisory Committee Members

WSDOT Southwest Region	Mary Legry / Doug Ficco
Clark County Public Works	Pete Capell
Clark County Planning	Jerri Bohard
City of Vancouver, Public Works	Thayer Rorabaugh
City of Vancouver, Community Development	Azam Babar
City of Washougal	Mike Conway
City of Camas	Eric Levison
City of Battle Ground	Paul Haines
City of Ridgefield	City Clerk
C-TRAN	Deb Wallace
Port of Vancouver	Bernie Bills
ODOT	Dan Layden
Metro	Rich Ledbetter
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 Judy Carter
City of Stevenson	Monica Masco, City Council Member
WSDOT, Southwest Region	Donald Wagner, SW Regional Administrator
Port of Skamania County	Anita Gahimer, Port Manager

C. Klickitat County

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

Klickitat County Transportation Policy Committee

Klickitat County	Commissioner Ray Thayer
City of White Salmon	Mayor Roger Holen
WSDOT, Southwest Region	Donald Wagner, SW Regional Administrator
Port of Klickitat	Elmer Stacy, Port Manager

1. REGIONAL TRANSPORTATION PLANNING PROGRAM

The Regional Transportation Planning Program encompasses MPO/RTPO planning activities including (A) Metropolitan Transportation Plan, (B) Regional Transportation Improvement Program, (C) Congestion Management Monitoring, (D) Regional High Occupancy Vehicle Study, (E) Commuter Rail, (F) Skamania County RTPO, and (G) Klickitat County RTPO. This region's 1998/9 regional transportation planning program will focus on continuing implementation of the transportation requirements of the State's Growth Management Program, the federal Transportation Act, and the Federal Clean Air Act Amendments of 1990, as well as monitoring performance of the transportation system.

All RTPO planning activities are incorporated into Regional Transportation Plans which include regional transportation policies, goals, data, and identify transportation needs in Clark, Skamania and Klickitat counties. The Plans are the principal transportation planning documents which help to guide work of agencies throughout the RTPO region involved in transportation planning and programming of projects. Federal transportation funding for individual projects within the Clark County MPO region is dependent upon their consistency with the Metropolitan Transportation Plan (MTP); the Regional Transportation Plan for Clark County. Growth in population and employment and continued monitoring and analysis of transportation system performance lead to the need to review and update the Metropolitan Transportation Plan (MTP). The proposed FY99 update will incorporate results of the High Occupancy Vehicle Study and recommendations of the Commuter Rail Feasibility Study. It will also incorporate new or revised regional transportation system needs. The update will also include recommendations from the six-year transportation strategy and prioritization process of MTP projects. Clean Air Act conformity analysis must be carried out on the updated Plan.

Federal law requires that the MPO, in cooperation with the state and affected transit operators, develop a Transportation Improvement Program (TIP) which must include a priority list of projects and project segments for the next 3 years, together with a realistic financial plan. Projects included are those proposed for federal highway and transit funding. It is anticipated that a 1999-2001 TIP will be adopted in fall 1998 subject to the impending re-authorization of the federal transportation act. Air quality conformity analysis will be carried out on the Program.

ISTEA designates regions of over 200,000 population, such as Clark County, as Transportation Management Areas (TMAs). Within the TMA, the MPO, in consultation with the state, selects projects for Surface Transportation, Congestion Mitigation/Air Quality and federal Transit Programs. Under ISTEA, TMAs must have a Congestion Management System in place, to include both travel demand reduction and operational management strategies. In FY99, RTC will focus on continuing implementation of the Traffic Congestion Management System the RTC Board adopted in May, 1995 with a continuing Congestion Management Monitoring element. The program supports development of the MTP, concurrency management programs of local agencies, development of the regional travel forecasting model, TIP and implementation of the Congestion Management System.

Two significant regional transportation planning studies began in FY98 will continue into FY99. The Regional High Occupancy Vehicle Study is examining transportation corridors, evaluating HOV options, and will recommend an HOV system plan for implementation in Clark County. The Study will define policies and objectives, identify the need and benefits, and identify the location of possible corridors and/or facilities. The purpose of the Commuter Rail study is to determine the feasibility of commuter service between Vancouver and Portland. The study is examining critical issues in commuter rail implementation including schedule reliability, operations, shared use with freight and intercity passenger needs, capital and operating costs, ridership and transit service objectives.

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

1A. METROPOLITAN TRANSPORTATION PLAN

The Metropolitan Transportation Plan serves as the Regional Transportation Plan (RTP) for the Clark County metropolitan region to promote and guide development of an integrated intermodal and multimodal transportation system that facilitates the efficient movement of people and goods, using environmentally sound principles and fiscal constraint. An update to the December, 1994 *Metropolitan Transportation Plan (MTP) for Clark County* was adopted in December, 1996 and a subsequent amendment adopted in December 1997. The 1996 update was primarily a technical update to incorporate revised demographic forecasts for the Clark County region, update the designated regional transportation system and list of system improvements. The 1996 review resulted in initiating work on a new current year (1996) travel forecasting model calibration, identification of policy issues and need for work on a six-year strategic plan. The 1997 amendment focused on changes to the recommended regional transportation system. With transportation needs in the 20 year period outpacing forecast revenues, the 1997 amendment resulted in the beginning of a process to prioritize MTP-recommended transportation projects. This will be completed by early FY99 and will be reported on in the FY99 MTP update.

The Metropolitan Transportation Plan (MTP) work element includes (i) review and update of the MTP, (ii) consideration of the environment during MTP development in accordance with the State Environmental Policy Act (SEPA) and National Environmental Policy Act (NEPA), (iii) continuing MTP development and (iv) incorporation of system monitoring and performance analysis results.

Work Element Objectives

(i) Plan Review and Update

1. Update of the Metropolitan Transportation Plan (MTP) for compliance with GMA and ISTEA and consistency with state, local and regional plans. The Plan was last amended by an action of the RTC Board in December 1997. The MTP is to be regularly updated to reflect changing trends, conditions, regulations and study results. According to state requirements the Plan is to be reviewed for currency every two years and under federal rules, the Plan must be updated at least every three years. 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.

2. To comply with state standards and to incorporate the provisions of revised RCW 47.80 (SHB 1928 codified) the updated MTP must include the following components:

   a. A statement of the goals and objectives of the Plan.

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

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

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

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

   f. Designation of the regional transportation system.

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

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

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

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

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

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

3. To comply with ISTEA, the sixteen transportation planning factors to be considered in the regional transportation planning process, are to be addressed in the MTP. The sixteen factors include the consideration of both freight and people movement. The sixteenth factor is the need to address recreational travel and tourism in developing plans and programs. With re-authorization of the federal act due in FY98, any new federal requirements will be accounted for in a MTP update.

4. Public participation and review of the MTP, as well as inter-agency review of the Plan.

5. Although the National Highway System Designation Act of 1995 made ISTEA's six management systems optional at the state level, it did not remove the need for Transportation Management Areas (TMAs), such as Clark County, to maintain Congestion Management Systems (CMSs) as part of the Metropolitan Planning Organization's (MPO) planning process. The RTC Board adopted Transportation Management Systems (TMS) work completed by RTC at their May 2, 1995 meeting (RTC Board Resolution 05-95-14). Management systems include the consideration of multimodal intermodal linkages, transit, TDM and TSM strategies as alternatives to Single Occupant Vehicle capacity projects. Work on management systems will continue in this region with system monitoring through integration of CMS strategies into the MTP and through system performance monitoring to be reported in the MTP update. WSDOT's Public Transportation Office manages the State's Public Transportation Management System (PTMS).

6. Incorporation of recommendations and projects for development of the High Speed Train corridor, the Pacific Northwest Rail Corridor from Oregon to Vancouver BC, which runs through Clark County. Improvement of the Vancouver Amtrak rail station is proposed.

7. MTP development relies on analysis results from the 20-year regional travel forecasting model as well as results from a six-year highway capacity needs analysis completed in FY98. A six-year action strategy will be completed in FY99 and results will be addressed in the MTP.

(ii) SEPA/NEPA Review

8. Coordination with environmental resource agencies in MTP development.

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

10. Environmental review of the proposed MTP, prior to MTP adoption.

11. Evaluation of cumulative environmental impacts consistent with ISTEA, Clean Air Act and State requirements, including Clean Air Act conformity analysis.

(iii) Continuing MTP Development

The MTP is subject to continuous review to ensure that changing trends, conditions or regulations and future study results are identified and that they will be reflected in the required Plan updates. Both the

GMA and federal transportation act requires that regular review and update of the Plan takes place. Updating of the MTP will include:

12. MTP update in the fall/winter of 1998 to reflect results of the High Occupancy Vehicle Study and recommendations of the Commuter Rail Feasibility Study assessing the feasibility of implementing commuter rail between Vancouver and Portland. The MTP will also incorporate new or revised regional transportation system needs. The focus of the update will also include recommendations from the six-year transportation strategy and prioritization process of MTP projects.

13. Re-evaluation of the future regional transportation system to be used in quantifying transportation performance and cumulative environmental impacts consistent with ISTEA, Clean Air Act and State requirements.

14. Review of major bi-state policy positions, such as High Occupancy Vehicle (HOV) policies, the South/North Corridor Draft Environmental Impact Statement (DEIS), Traffic Relief Options (TRO), and congestion management policies.

15. Addressing the requirements of Washington's Transportation Plan. Also, incorporation of results from the updated Washington Highway System Plan.

16. Regional corridors and associated intermodal connections associated with issues of statewide intercity mobility services will be addressed. Interjurisdictional public transportation issues will be assessed and solution strategies developed, as needed.

17. Integration of ISTEA management systems results and recommendations, and any Major Investment Study results into the MTP.

18. Description of any identified Transportation Control Measures (TCMs) to maintain federal clean air standards and evaluation of MTP conformity with the Clean Air Act Amendments of 1990.

19. Evaluation of freight routes and incorporation of the State's Freight and Goods System.

20. Address federal initiatives such as FTA's Livable Communities initiative and consider its applicability in the Clark County region. Clark County and the City of Vancouver acknowledge the need to have a program to encourage transit-oriented development in implementing Growth Management Plans. C-TRAN are implementing transit-oriented development by partnering with the School District to locate a daycare adjacent to the Fisher's Park and Ride.

21. Continuing consideration of concurrency management and its impact on development of the regional transportation system.

22. Continue to address bi-state travel needs and address financial analysis of issues and policies in regard to placing a toll on the interstate bridges.

23. Continued consideration of Intelligent Transportation System (ITS) applications to improve the Clark County transportation system. The I-5/Highway 99 corridor has been identified for study of ITS applicability to improve its capacity.

24. Incorporate the most up-to-date assessment of transportation needs in the I-205 corridor between Mill Plain and SR-500 and report on status of new interstate access request.

(iv) System Monitoring

25. The MTP will be used as the document in which system performance monitoring is reported.

26. RTC will coordinate with WSDOT Southwest Region and Headquarters Service Center in providing recommendations contained in the Plan and results from the monitoring systems for inclusion in statewide transportation plans and programs.

Relationship To Other Work Elements

The MTP takes into account the reciprocal effects between land use, growth patterns and transportation system development. It also identifies the mix of transportation strategies needed to solve future transportation system problems. The MTP for Clark County is interrelated to all other work elements. In particular, the MTP provides planning support for the Transportation Improvement Program and relates to management systems. In Transportation Management Areas (TMAs), such as the Clark County region, no federally-funded project which adds capacity for single-occupant-vehicles is permitted unless it is part of a Congestion Management System and transportation alternatives have been considered.

FY99 Products

1. MTP update for Clark County meeting GMA standards and federal requirements. The MTP includes a description of the proposed regional transportation system. The updated Plan will incorporate results of the High Occupancy Vehicle Study and recommendations of the Commuter Rail Feasibility Study. The MTP will also incorporate new or revised regional transportation system needs. The update will also include recommendations from the six-year transportation strategy and prioritization process of MTP projects.
2. An updated financial plan will show the application of fiscal constraint in development of the MTP. It will provide an analysis of revenue estimation and clearly document operations, maintenance and system preservation costs as well as system improvement costs. Innovative financing options are currently being considered in terms of buy-up for WSDOT projects and this will be addressed in the Plan update. System improvements are to be prioritized in the next update of the MTP to ensure the most effective use of transportation dollars. Information from C-TRAN's Transit Development Plan (TDP) will be included with transit financing information.
3. The updated Plan will describe public involvement activities carried out by RTC as part of the regional transportation planning process and Plan Development.
4. Clean Air Act Amendments (CAAA) conformance analysis documentation.
5. Performance monitoring which compares system performance with the levels of service established in the GMA planning process as part of the concurrency requirement.
6. A fully maintained Traffic Congestion Management System will serve 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. Use of results from the Management Systems will enhance the region's MTP in terms of transportation strategies, system and capital needs.

FY99 Expenses:	$
RTC	75,386
Total	75,386

FY99 Revenues:	$
Fed. CPG	45,000
RTPO	12,000
Local	18,386
	75,386

1B. REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM

The regional Transportation Improvement Program (TIP) 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 metropolitan TIP. Projects programmed in the TIP should implement the Metropolitan Transportation Plan (MTP). The TIP is developed by the MPO in a cooperative and coordinated process involving local jurisdictions, the Washington State Department of Transportation (WSDOT) and C-TRAN. Projects listed in the metropolitan TIP should have financial commitment and Clean Air Act conformity analysis must be carried out on the TIP.

Work Element Objectives

1. Adoption of 1999-2001 Transportation Improvement Program (TIP), consistent with the requirements of ISTEA. The awaited successive legislation to ISTEA may require that the TIP process be modified to comply with new project funding requirements contained in the new Act.
2. Review and implementation of project selection criteria and process used to evaluate projects proposed for federal highway and transit funding in order to prioritize projects. Projects for the following three years will be programmed in the 1999-2001 TIP. Project selection criteria reflects the multiple policy objectives of the regional transportation system (e.g. maintenance and operation of existing system, reduction of Single Occupant Vehicles (SOVs), capacity improvements, transit expansion and air quality improvement).
3. Address programming of Congestion Mitigation/Air Quality (CM/AQ) funds for 1999-2000 TIP, with consideration given to emissions reduction benefits of such projects.
4. Work with local agencies to put together a regional package of projects to compete for statewide federal competitive Surface Transportation Program (STP) funds, federal Transportation Enhancement funds and state Transportation Improvement Account (TIA) funds and Urban Arterial Trust Account (UATA) funds .
5. Development of a realistic financial plan as part of the 1999-2001 TIP which addresses costs for operation and maintenance of the transportation system.
6. Analysis of air quality impacts and Clean Air Act conformity documentation.
7. Amendment of TIP, where necessary.
8. Monitoring of TIP implementation.
9. Maintain State Transportation Improvement Program (STIP) database.

Relationship To Other Work Elements

The TIP provides the link between the MTP and project implementation. The process to prioritize TIP projects will draw from data from the transportation database and regional travel forecasting model output. It relates to the Public Involvement element described in section 3 of the FY99 UPWP.

FY99 Products

1. An adopted 1999-2001 Transportation Improvement Program to reflect the programming of federal funds, clarification of project selection procedures and exercise of fiscal constraint to ensure that revenues and costs are balanced. The TIP will provide analysis/documentation for Operations and Management (O&M) costs and will provide an explanation of the

adequacy/inadequacy of funds for such needs. A summary of significant public comments received during the public review period will be provided.

2. TIP Clean Air Act conformity analysis and documentation.

3. Updated STIP database.

4. Opportunity for public involvement in TIP development.

FY99 Expenses:	$	**FY99 Revenues:**	$
RTC	37,989	Fed. CPG	22,000
		RTPO	7,000
		Local	8,989
Total	37,989		37,989

1C. CONGESTION MANAGEMENT MONITORING

The RTC Board of Directors adopted the Congestion Management System (CMS) for the Clark County region in May of 1995. The CMS focuses on vehicular travel, transit, and TDM performance in congested roadway corridors. ISTEA requires that any federally-funded project which significantly expands single occupancy vehicle capacity must come from a CMS. It also requires that all reasonable alternatives to the single occupant vehicle must be considered first. Congestion Management Monitoring continues implementation of the data collection, and congestion monitoring element of the Congestion Management System.

Work Element Objectives

1. Build from FY98's Congestion Management Monitoring work element which resulted in further update of the regional traffic count database which, in turn, allows for enhanced calibration efforts related to the regional travel forecasting model and provides input for updating the congestion corridor index.
2. Collection of traffic counts, turning movements, vehicle classification counts, travel delay, and other key data to assist implementation of the adopted CMS program. The focus will be on the collection and analysis of traffic count data in identified CMS corridors, as well as at locations throughout the regional transportation network. This expands on last year's traffic counts and collects data at missing locations, locations where major projects have been completed, and other locations to allow for analysis of traffic growth from 1997 to 1998.
3. Analyze traffic count data, turn movements, vehicle classification counts and travel delay data to get an up-to-date picture of system performance, including an evaluation of congestion on the Columbia River Bridges in Clark County.
4. 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
5. Collection, validation, factoring and incorporation of traffic count data into the existing count program. The data is separated into 24 hour and peak hour (a.m. and p.m. peak) categories.
6. Once traffic count data analysis is complete it is applied to 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.

Relationship To Other Work

The Transportation System Performance Monitoring element is closely related to the data management and travel forecasting model elements. Monitoring supports development of the MTP, TIP, implementation of concurrency management, and implementation of the adopted Traffic Congestion Management System required in Transportation Management Areas (TMAs) and regional travel forecasting model development. Congestion monitoring is a key component of the regional transportation planning process and supports local jurisdictions in their concurrency management process and Transportation Impact Fee programs.

FY99 Products

1. Traffic counts, turning movement, vehicle classification counts, travel delay and other key data for numerous locations throughout Clark County. New and historic data is made available through RTC's web site.
2. Analysis of traffic data to provide system performance indicators and support for GMA concurrency analysis and CMS implementation.
3. Update of congestion index.
4. Identification of system needs and solutions.

FY99 Expenses:

	$
RTC	115,607
Total	115,607

FY99 Revenues:

	$
CM/AQ	100,000
Local	15,607
	115,607

1D. REGIONAL HIGH OCCUPANCY VEHICLE STUDY

High-occupancy-vehicle (HOV) lanes are travel lanes that are dedicated for use by carpools or buses; they are essentially for use by vehicles that carry more than one passenger. High growth rates and limited funding for infrastructure investment have led to increasing levels of congestion in Clark County and on the two interstate bridges crossing the Columbia River. Efficient management of travel demand on Clark County and bi-state transportation corridors is critical to providing mobility within the region. An HOV program can improve overall mobility in the most congested parts of our region by increasing the people-moving efficiency and capacity of freeway and arterials. To date, the Clark County region has no regionally adopted HOV policies or program to develop HOV facilities. HOV facilities have the potential to reduce travel times, encourage mode shift, manage congestion, improve transit mobility, increase corridor capacity, improve traffic flow and reduce the need to expand highway vehicle-carrying capacity. RTC, at the recommendation of the citizens Transportation Futures Committee (TFC), has begun a High Occupancy Vehicle (HOV) Study to examine transportation corridors, evaluate HOV options, and develop an HOV Region-wide Transportation System Plan for implementation in Clark County. The Study is scheduled for completion in 1998. Integration of the HOV program with land use goals, transit operations and the development of high capacity transit facilities can provide incentives for people to choose higher occupancy modes of travel.

Work Element Objectives

1. Work with local jurisdictions, agencies and the community to develop a High Occupancy Vehicle (HOT) strategy for Clark County. The study will be coordinated with the county's and cities' land use plans and transportation elements. Work is coordinated with C-TRAN's Transit Development Program and WSDOT's HOV Policy and State Highway System Plan. Bi-state issues are coordinated with Oregon Department of Transportation (ODOT) and Metro. Related bi-state studies include the I-5 Capacity Reconnaissance conducted by ODOT and I-5 north pricing alternatives considered in Metro's Traffic Relief Options (TRO) Study. There will also be coordination with other regional transportation study activities currently under consideration, such as the I-5 Capacity Study and the Commuter Rail Study.

2. Define overall approach for regional HOV development and objectives of a Clark County HOV system. Work includes review of state and federal policies regarding HOV, consistency of HOV policies with local land use plans, determination of transportation objectives for HOV facilities in Clark County, identification of transportation problems in Clark County and bi-state corridors that HOV facilities are intended to mitigate (such as recurring congestion and traffic bottlenecks). Fundamental issues critical to successful HOV facilities, such as the level of recurring congestion and the nature of commute patterns and distances, will be addressed.

3. Identify transportation corridors for evaluation. A two tier evaluation system is being used. First, screening criteria are applied to identify corridors and facilities with HOV potential. Thresholds for HOV viability, such as travel time savings, congestion levels, corridor travel demand and travel demand between residential origins and activity centers, as well as the physical characteristics of the roadway are considered. The second tier of evaluation criteria is more detailed and uses quantitative data to assess viable HOV corridors. Criteria addresses transportation impacts, operational assessment, design considerations, and other factors.

4. Examine low-cost short-term HOV improvements that could be implemented to provide immediate mobility improvements.

5. Develop approach for addressing the function of Intelligent Transportation Systems (ITS) to supplement or complement HOV facilities or provide additional mobility to the transportation system.

6. Conduct screening process to determine viable or potential HOV corridors. A preliminary assessment of regional freeway and arterial corridors is made. Viability thresholds and criteria are compared with available transportation data and other qualitative information to assess the potential HOV corridors and identify corridors for further study. Candidate HOV corridors should meet viability thresholds including, adequate travel time savings, sufficient travel demand, and reasonable potential for successful implementation and operation. Factors conducive to HOV utilization such as congestion levels, optimal trip distances, travel time savings will be considered and base and forecast data for potential HOV corridors including: congestion, transit demand, trip length, travel time, average speed, vehicle occupancy, origin/destination data, trip density, and potential HOV travel sheds.

7. Determine types of HOV facilities for consideration in Clark County. For freeway HOV facilities this might include concurrent, contra-flow, movable barriers, queue bypass, reversible and barrier-separated facilities. For arterial HOV facilities the options include bus-only, right-lane, middle-lane and contra-flow facilities.

8. Develop alternatives for potential HOV corridors. The range of appropriate HOV treatment and types for both auto and transit is considered. Alternatives definition also includes facility design, access location, enforcement, operations, and support facilities.

9. Evaluate HOV alternatives. Design considerations, transportation model impacts, operational assessment, support facilities and programs, coordination with bi-state activities and long-term use of the corridor are considered.

10. Recommend HOV system alternatives for implementation. The comprehensive HOV system plan for Clark County will include phasing of proposed corridors, design (type and treatment) and a financial plan.

11. Solicit local community input and review through a Citizen Stakeholders Committee and also conduct a broader citizen outreach process.

Relationship To Other Work

The HOV Facility Study relates to other specific UPWP elements such as MTP, TIP, and Regional Transportation Data and Travel Forecasting as well as to recently completed and ongoing transportation studies in the metropolitan area. These studies include ODOT's I-5 Capacity Reconnaissance Study and Metro's Traffic Relief Options (TRO) Study as well as the proposed I-5 Capacity Study and the ongoing Commuter Rail Study.

FY99 Products

1. A High Occupancy Vehicle/High Capacity Transit region-wide system plan for Clark County that defines policies and objectives, identifies the need and benefits, and identifies the location of possible corridors and/or facilities.

Continuation of a FY98 UPWP element

FY99 Expenses:		**FY99 Revenues:**	
The budget below represents the full two-year Study costs (FY98-FY99)			
	$		$
		High Capacity Transit Account	200,000
RTC	250,000	Local (C-TRAN)	50,000
Total	250,000		250,000

1E. COMMUTER RAIL

The continued increase in bi-state travel and the corresponding limited increase in transportation system investment has led to the need to pursue transportation strategies that can better manage existing transportation facilities. The concept of a bi-state commuter rail system has been discussed for a number of years. The issue was studied as part of the alternatives narrowing process for the South/North Transit Corridor Study. However, the issue drew new attention through the Transportation Futures process. The Transportation Futures Committee identified commuter rail in their findings as an option for increasing bi-state capacity while utilizing existing facilities. Commuter rail has the potential to serve as a low cost option to improve bi-state travel mobility between Vancouver and Portland by making more effective use of existing transportation facilities. The study will examine critical issues in the implementation of commuter rail. These include schedule reliability, operations, shared use with freight and inter-city passenger needs, capital and operating costs, ridership and transit service objectives. RTC has initiated a study to determine the feasibility of commuter rail service between Vancouver and Portland, focusing on operational issues and estimated costs for commuter rail implementation.

Work Element Objectives

1. Review state and federal policies regarding high capacity transit, determine the transportation objectives for a commuter rail system between Clark County and Portland.
2. Establish a management team, technical advisory committee, and a stakeholders group to guide the study and to provide review and comment.
3. Conduct review of commuter rail characteristics.
4. Determine performance characteristics conducive to commuter rail viability.
5. Compare performance thresholds with current and projected transportation characteristics.
6. Develop criteria for assessing commuter rail.
7. Investigate commuter rail operations and the issue of the shared use between commuter rail service and freight and inter-city passenger service.
8. Develop commuter rail alternatives supported by feeder bus service, support facilities, maintenance and storage facilities, transfer centers, hours of operation, and train frequency and examine how commuter rail integrates with other components of the transportation system including bus service, transit centers, and park and ride service.
9. Estimate potential capital costs for each alternative.
10. Estimate the potential operational costs for each alternative associated with the provision of commuter rail and its support facilities.
11. Evaluate commuter rail alternatives and develop information on transportation impacts, operations, compatibility with land use objectives, and other factors.
12. Determine the feasibility of implementing commuter rail in a Clark County or bi-state corridor that could include a recommendation to implement a pilot or demonstration project.

Relationship To Other Work

The Commuter Rail Study relates to MTP development in that it will assess how commuter rail meets the regional transportation goals contained in the Plan and jurisdictional comprehensive plans. The Study uses data from the regional transportation database and regional travel forecasting model. It is a bi-state

issue that requires coordination between Oregon and Washington transportation agencies. The work is coordinated with other commuter rail studies being carried out in the Portland metro area. Work is coordinated with C-TRAN.

FY99 Products

1. Report on the feasibility of a commuter rail system in Clark County and between Clark County and Portland.

Continuation of a FY98 UPWP element

FY99 Expenses:		**FY99 Revenues:**	
The budget below represents the full two-year Study costs (FY98-FY99)			
	$		$
HDR (Study Consultant)	189,848	High Capacity Transit Account	200,000
RTC	60,152	Local (C-TRAN)	50,000
Total	250,000		250,000

1F. SKAMANIA COUNTY RTPO

Work by the RTPO on a transportation planning work program for Skamania County began in FY 90. The Skamania County Transportation Policy Committee meets monthly to discuss local transportation issues and concerns. The SR-14 Corridor Management Plan was completed in FY98. The Skamania County Regional Transportation Plan (initially adopted in April, 1995) will be reviewed and updated in FY98 but in FY99 development trends and traffic trends will be monitored. The regional transportation planning database for Skamania County will be further developed and RTC staff will continue to provide transportation planning technical assistance for Skamania County.

Work Element Objectives

1. Continue regional transportation planning process.
2. Review of Regional Transportation Plan for Skamania County and monitoring of growth and development trends for use in future Plan updates.
3. The transportation database for Skamania County, developed since the inception of the RTPO, is used as input to the Regional Transportation Plan.
4. Continuation of transportation system performance monitoring program.
5. Assistance to Skamania County in implementing ISTEA, and its anticipated successor legislation. This will include continued assistance in development of federal and state-wide grants and development of the 1999-2004 TIP.
6. Continued assessment of public transportation needs, including specialized transportation, in Skamania County.
7. Assistance to Skamania County in conducting regional transportation planning studies.

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.

FY99 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. Review of the Regional Transportation Plan for Skamania County.

FY99 Expenses:		FY99 Revenues:	
	$		$
RTC	34,915	RTPO	16,915
		STP*	18,000
Total	34,915		34,915

1G. KLICKITAT COUNTY RTPO

Work by the RTPO on a transportation planning work program for Klickitat County began in FY 90. The Klickitat County Transportation Policy Committee meets monthly to discuss local transportation issues and concerns. The SR-14 Corridor Management Plan was completed in FY98. The Klickitat County Regional Transportation Plan (initially adopted in April, 1995) will be reviewed and updated in FY98 but in FY99 development trend and traffic trends will be monitored. A key transportation issue in Klickitat County in FY99 will be development of a transit plan prior to forwarding plans for establishing a Public Transportation Benefit Authority (PTBA) to a vote of the people. The regional transportation planning database for Klickitat County will be further developed and RTC staff will continue to provide transportation planning technical assistance for Klickitat County.

Work Element Objectives

1. Continue regional transportation planning process.
2. Review of Regional Transportation Plan for Klickitat County and monitoring of growth and development trends for use in future Plan updates.
3. The transportation database for Klickitat County, developed since the inception of the RTPO, is used as input to the Regional Transportation Plan.
4. Continuation of transportation system performance monitoring program.
5. Assistance to Klickitat County in implementing ISTEA, and its anticipated successor legislation. This will include continued assistance in development of federal and state-wide grants and development of the 1999-2004 TIP.
6. Continue assessment of public transportation needs, including specialized transportation, in Klickitat County. Assist Klickitat County, as needed, in developing a transit plan prior to going to a vote of the people regarding establishing a Public Transportation Benefit Authority in the region.
7. Assistance to Klickitat County in conducting regional transportation planning studies.

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.

FY99 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. Review of the Regional Transportation Plan for Klickitat County.

FY99 Expenses:	$	**FY99 Revenues:**	$
RTC	36,723	RTPO	18,723
		STP*	18,000
Total	36,723		36,723

* FY99 STP funding is not assured for non-MPO RTPO counties. However, the funding is needed if the full RTPO work program is to be carried out.

2. DATA MANAGEMENT AND TRAVEL FORECASTING PROCESS

Data Management and Travel Forecasting Process work elements include: (A) Regional Transportation Data Base and Travel Forecasting Process, (B) Air Quality Planning, and (C) Commute Trip Reduction.

The Regional Transportation Data and Travel Forecasting element includes: census data, population/employment allocations, traffic counts, origin/destination travel survey data, transit operations and ridership data, transit/highway networks, the further application of GIS technology for regional transportation planning purposes, and model update/refinement activities including analysis and inclusion of household travel survey data from the Metro-led survey carried out in FY95/96. Of continued significance in FY99 will be the use of model data as a tool in assessing transportation system needs to meet GMA concurrency requirements, impact fees programs and capital facilities planning. A continued emphasis will be on provision of model data and applications to MPO/RTPO member agencies.

State and federal air quality conformity requirements are major considerations in the development of transportation plans and programs therefore an Air Quality Planning element is included. The transportation conformity requirements contained in the Federal Clean Air Act Amendments and the State Clean Air Act mandate that transportation plans and programs are to be a part of air quality improvement strategies. RTC will continue to work with Washington and Oregon agencies to coordinate mobile source air quality planning for the Clark County portion of the Portland-Vancouver region.

Commute Trip Reduction (CTR) is can play a significant part in providing for mobility needs of Clark County's population. RTC's role will continue to be in providing local agencies with data to assess the impacts of the CTR program.

2A. REGIONAL TRANSPORTATION DATA AND TRAVEL FORECASTING

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

Work Element Objectives

1. Maintain an up-to-date transportation data base and map file for transportation planning and regional modeling.
2. Collection, analysis and reporting of regional transportation data.
3. Maintain a comprehensive, continuing, and coordinated traffic count program.
4. Analyze growth trends and relate these to future year population and employment forecasts.
5. Coordinate with Metro on their work and procedures for forecasting the region's population and employment data for future years and work with Clark County jurisdictions to allocate the region-wide growth total to Clark County's transportation analysis zones.
6. Maintain and update the region's highway network GIS layer, as necessary.
7. Continue to incorporate transportation planning data elements into the Arc/Info GIS system and use ArcView to enhance RTC's GIS capabilities.
8. Incorporate transit ridership statistics and transit-related data developed by C-TRAN into the regional transportation database which are used for input to regional plans, travel forecasting model and for map-making.
9. Maintain designated regional transportation system, functional classification system of highways and freight routes GIS layers.
10. Assistance to local jurisdictions relating to data and information from the regional transportation data base and in implementation of GMA plans, including implementation of Concurrency Management programs.
11. Update computer equipment.
12. Work with local agencies to allow access to model use and to expand model applications for use in regional plans, local plans, transportation demand management planning and transit planning. When local agencies and jurisdictions request assistance relating to use of the regional travel forecasting model for sub-area studies, procedures outlined in the adopted Sub-Area Modeling guide (February, 1997) will be used.
13. Continue local Transportation Model Users' Group (TMUG).
14. Continue to increase the ability of the existing travel forecasting procedures to respond to increased information needs placed on the forecasting process. The model needs to be able to

respond to emerging issues, including air quality, growth management, and life-style, as well as the more traditional transportation issues.

15. Develop and maintain the regional travel model to include: periodic update and re-calibration, network changes, speed-flow relationships, link capacity review, turn penalty review, land use changes, and interchange/intersection refinements. Develop model to cover the twenty-year planning horizon required for the MTP, review base year calibration and continue with use of a six-year model for prioritizing transportation projects.

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

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

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

19. Assist local agencies by supplying regional travel model output for use in local planning studies and development reviews.

Relationship To Other Work Elements

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

FY99 Products

1. Maintenance and update of the regional transportation database.

2. Work on future population and employment forecasts. Metro has developed a 2020 forecast for their RTP development.

3. Allocation of future population and employment forecast data to Clark County transportation analysis zones.

4. Transportation planning data and GIS Arc/Info data integration.

5. Maintenance and update of the geographically correct highway network and local street system in a GIS coverage.

6. Integration of freight traffic data into the regional transportation database as it is collected and analyzed.

7. Update of traffic count database.

8. Technical assistance to local jurisdictions.

9. Purchase of updated computer equipment with RTPO revenues.

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

11. Model Users' Group meetings.
12. Refined travel forecasting methodology using EMME/2 program.
13. Documentation of regional travel forecasting model procedures.
14. Re-calibration of model as necessary.
15. Review and update of model networks.
16. Model for use in MTP development.
17. Use of six-year model for concurrency management programs and six-year transportation strategy in MTP.
18. Data for air quality data analysis and documentation.
19. Post-processing techniques.
20. Development of regional model alternative scenarios, running of alternative network assignments and modeled turning movement data, to assist local agencies in their planning studies and concurrency analysis.

FY99 Element Expenses:	
	$
RTC	103,009
Computer Equipment (use of RTPO revenues)	7,000
Total	110,009

FY99 Element Revenues:	
	$
Fed. CPG	71,000
RTPO	10,000
Local	29,009
	110,009

2B. AIR QUALITY PLANNING

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

Work Element Objectives

1. Monitor federal guidance on the Clean Air Act.
2. Monitor state Clean Air Act legislation.
3. Develop a MTP which is responsive to mobile emissions budgets established in the Maintenance Plans. If needed, Transportation Control Measures (TCMs) will be identified in the MTP.
4. Programming of any identified TCMs in the Transportation Improvement Program (TIP).
5. Cooperate and coordinate with State Department of Ecology in their research and work on air quality in Washington State.
6. Coordinate with Southwest Washington Air Pollution Control Authority in carrying out the provisions established in the Memorandum of Understanding (MOU) between RTC and SWAPCA, adopted by the RTC Board in January, 1995 [RTC Board Resolutions 01-95-02]. RTC's responsibilities include conformity determination for regional plans and programs and for adoption of TCMs for inclusion in the MTP and TIP. Also, the MOU seeks to ensure that inter-agency coordination requirements in the State Conformity Rule are followed.
7. 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.
8. Use data and analysis methodologies to meet Federal Clean Air Act requirements.
9. Use data and analysis methodologies to meet State Clean Air Act requirements.
10. Prepare and provide data for DOE in relation to the car exhaust and maintenance (I/M) program implemented in the designated portion of the Clark County region.
11. When evaluating TCM's, RTC uses the upgraded Excel spreadsheet version of TCM Tools. TCM Tools was developed for the Puget Sound region and allows for measurement of the

effectiveness of potential TCMs in terms of travel and emissions reductions. In addition, TCM Tools can be used to quantify the Carbon Monoxide air quality benefits of projects proposed for TIP programming.

12. To provide for consistency within the region, RTC provides project level conformity analysis for local jurisdictions.

Relationship to Other Work Elements

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

FY99 Products

1. Monitoring and implementation activities relating to the federal and State Clean Air Acts.
2. Implementation and tracking of Ten Year Air Quality Maintenance Plans.
3. Air quality conformity analysis and documentation for updated MTP (scheduled for adoption in winter 1998), and 1999-2001 TIP (scheduled for adoption in fall, 1998) as required by the Clean Air Act Amendments of 1990.
4. Coordination with local agencies, South West Washington Air Pollution Control Authority (SWAPCA), the Washington State Department of Ecology (DOE), Metro and Oregon Department of Environmental Quality (DEQ) relating to air quality activities.
5. Project level air quality conformity analysis as requested by local jurisdictions and agencies.

FY99 Expenses:	
	$
RTC	24,946
Total	24,946

FY99 Revenues:	
	$
Fed. CPG	17,000
RTPO	1,000
Local	6,946
	24,946

2C. COMMUTE TRIP REDUCTION

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

Work Element Objectives

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

Relationship To Other Work Elements

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

FY99 Products

1. Review of CTR survey results and comparison with prior years. The State of Washington administers a survey every two years; the next is due in 1999. RTC provides for local analysis of survey results and produces maps and graphs to show results.
2. Continue to use the travel model and Transportation Control Measure (TCM) Tools planning software, in conjunction with CTR survey results, to determine the impacts of employer programs on CTR zone and regional Single Occupant Vehicle (SOV) usage and Vehicle Miles Traveled (VMT), as well as travel speed impacts and air quality impacts.
3. Updated maps and graphics showing affected employer distribution, travel patterns, and survey results.
4. Participation in the annual training of Employer Transportation Coordinators (ETCs) from affected employers.
5. Participate in Clark County Regional TDM Planning Team.

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

7. Continue to monitor implementation of Washington State's CTR program.

FY99 Expenses:		**FY99 Revenues:**	
	$		$
RTC	40,000	WA State	40,000
Total	40,000		40,000

$40,000 represents two years' of funding for work begun in FY98.

NOTE:

Clark County and other local jurisdictions also use money for commute trip reduction planning and implementation (see Section 4 of this FY99 UPWP)

3. TRANSPORTATION PROGRAM COORDINATION AND MANAGEMENT

Introduction

The third section of the FY99 UPWP includes one main element, **Regional Transportation Program Coordination and Management** which encompasses overall regional transportation program coordination and management, bi-state coordination, public involvement and federal compliance.

Transportation Program Coordination and Management includes the development of meeting packets, minutes and reports for RTAC and the RTC Board, maintenance and development of the computer system, staff training, development of an annual Unified Planning Work Program (UPWP), production of annual progress reports and RTPO certification that the local governments' comprehensive land use plans conform with requirements of the Growth Management Act and that local transportation elements are consistent with the MTP. The Coordination element includes participation with Metro's transportation technical and policy committees, as well as coordination of air quality, growth allocation and regional development issues. Public Involvement includes activities related to ensuring public input on the MTP, TIP and other major regional transportation planning activities. Federal Compliance addresses compliance with ISTEA, Title VI, ADA, competitive services planning and emergency preparedness planning.

3A. REGIONAL TRANSPORTATION PROGRAM COORDINATION AND MANAGEMENT

This work element provides for the overall coordination and management of regional transportation planning program activities. It includes coordination with local transportation planning studies and committees and relates to coordination required by the following program areas: the successor to the federal Intermodal Surface Transportation Efficiency Act, Growth Management Act, Commute Trip Reduction, High Capacity Transit and Air Quality. Bi-state coordination includes participation with Metro's transportation technical and policy committees as well as coordination of air quality and Portland-Vancouver metropolitan area growth allocation issues. The element also provides for public participation in the regional transportation planning process. Federal compliance addresses issues relating to compliance with ISTEA, the Clean Air Act Amendments of 1990, the ADA, Title VI, competitive services planning, emergency preparedness planning and other federal requirements.

Work Element Objectives

Program Coordination and Management

1. Develop meeting packets, agenda, minutes, and reports/presentations for the RTC Board, Regional Transportation Advisory Committee, Skamania County Transportation Policy Committee and Klickitat County Transportation Policy Committee.

2. Participate in and coordinate with special purpose state and local transportation committees such as the C-TRAN Board, the Vancouver Chamber of Commerce Transportation Committee, WSDOT Committees such as the RTPO/MPO Advisory Committee, the Transportation Improvement Board (TIB) and the Transportation Enhancement Advisory Committee (EAC). The TIB carries out STP-competitive, Transportation Improvement Account (TIA), and Urban Arterial Trust Account (UATA) project selection and the Transportation Enhancement Advisory Committee (EAC) carries out STP-enhancement project selection.

3. Coordinate local transportation plans and projects.

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

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

6. Manage the regional transportation planning program.

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

8. Certify that the transportation elements of local governments' comprehensive land use plans conform with the requirements of the Growth Management Act and certify that local transportation elements are consistent with the MTP.

9. Participate in key transportation seminars and training.

10. Certification of the transportation planning process required by federal law.

11. Annually develop and adopt a UPWP that describes all transportation planning activities to be carried out in the Washington portion of the Portland-Vancouver metropolitan area. The UPWP provides the framework for RTC's planning, programming and coordinating activities. Prepare UPWP Annual Report.

12. Preparation of indirect cost proposal.

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

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

15. Attendance at Metro's Joint Policy Advisory Committee (JPACT) meetings, participation in Metro's Transportation Policy Alternatives Committee (TPAC) and attendance at Metro's Metro Policy Advisory Committee (MPAC) meetings.

16. Coordination with Metro in regional travel forecasting model development and enhancement.

17. Coordination with Metro's Region 2040 work activities and regional growth forecasting activities.

18. Development of bi-state transportation strategies and participation in bi-state transportation studies. In FY98/99 this includes participation in the Traffic Relief Options (TRO) Study Technical Advisory Committee, meetings of the Bi-State Policy Group and ODOT's I-5 Reconnaissance Study team.

19. Coordination with Metro's South/North Steering Group, South/North Project Management Group and South/North Technical Advisory Committee.

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

21. Continue the Bi-State Agreement between Metro and RTC.

Public Involvement

22. Public involvement is to be incorporated at every stage of the planning process. MPO/RTPOs are to actively recruit public input and consider public comment during the development of the RTP and TIP.

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

24. Documentation of public involvement and public outreach activities. The documentation can be made available to the public and interested agencies.

25. Conduct public involvement and review process for the MTP update and keep the public informed on TIP amendments and developments.

26. Coordinate MPO/RTPO public involvement program with WSDOT Southwest Region and Headquarters.

27. Continue to update the RTC web site which allows the public to gain information about planning studies being developed by RTC and provides links to other transportation agencies and local jurisdictions.

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

29. Participate in the public involvement programs for transportation projects of the local jurisdictions of Clark County.

30. Draft press releases to provide communication link with local media.

31. Communications will be mailed to interested citizens, agencies, and businesses and a mailing list of all interested parties will be kept up to date.

32. Participate in transportation information booth at Clark County Fair to ensure that the public is kept well informed of developments in transportation plans for the region.

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

Federal Compliance

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

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

36. Participate as a staff member of C-TRAN's Special Services Advisory Committee (SSAC). The SSAC makes recommendations for the accessibility and paratransit plan required by ADA.

37. Follow procedures and guidelines to evaluate transportation system needs to determine whether any potential transportation projects meet the criteria for Major Investment Study (MIS).

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

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 was updated with the release of 1990 Census data in FY92.

40. Coordination with local agencies in transportation emergency service planning and provision of data from the regional transportation database to assist in planning for routing of hazardous materials, identification of vulnerable transportation links and alternative routes. Provision of data to assist in the development of strategic plans to cope with emergency situations such as earthquakes, volcanic eruptions, flooding, fires and spills of hazardous materials.

41. Address environmental issues at the earliest opportunity in the transportation planning process. Participate in scoping meetings for National Environmental Policy Act (NEPA) process.

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. Bi-state coordination relates to regional transportation planning which affects the Portland-Vancouver region on both sides of the Columbia river; in Washington and Oregon states.

FY99 Products

Program Coordination and Management

1. Coordination efforts and participation in numerous transportation planning programs and committees.
2. Management of the regional transportation planning program.
3. Organization and administration relating to participation in transportation committees at the regional level.
4. Involvement of the business community in the transportation planning process.
5. Annual report on the FY98 UPWP.
6. FY99 UPWP amendments, as necessary
7. An adopted FY2000 UPWP.
8. Continued assessment of adopted local GMA plans as amended following Western Washington Growth Management Hearings Board decisions and remands. MPO certification of GMA plans includes ensuring that the transportation elements of local comprehensive land use plans conform with the requirements of Section 7 of the Growth Management Act and that local transportation elements are consistent with the MTP.
9. 1999 Indirect Cost Proposal.
10. Efficient and effective use of existing computer system capabilities and research into future computer hardware and software needs.
11. Participation in Metro's regional transportation planning activities.

Public Involvement

12. Increased public awareness and information about regional and transportation issues.
13. Public information and input on transport issues and activities affecting the regional transportation system in Clark County and the Portland area.
14. Public meetings, including meetings relating to the MTP and TIP, coordinated with local jurisdictions and WSDOT Southwest Region and Headquarters.
15. Information publication and distribution on the regional transportation planning program.
16. Documentation of public involvement and public outreach activities carried out by RTC during FY99.
17. Review of the Public Involvement Program for adequacy. RTC relies on a menu of public involvement techniques used to implement its public involvement program. If changes to the Public Involvement Program are proposed there would be a public notification process and comment period.

Federal Compliance

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

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

20. Monitoring of implementation strategies for clean air maintenance, in collaboration with the state's Department of Ecology and local agencies.

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

22. Review of upcoming transportation projects for meeting MIS criteria. MIS projects will be noted in the MTP.

FY99 Expenses:

	$
RTC	99,332
Total	99,332

FY99 Revenues:

	$
Fed. CPG	58,897
RTPO	16,371
Local	24,064
	99,332

4. TRANSPORTATION PLANNING ACTIVITIES OF STATE AND LOCAL AGENCIES

Federal ISTEA 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, FY99 Unified Planning Work Program* which provides details of each of their planning elements.

Key issues and planning activities for the WSDOT Southwest Region are:

1. Participating in the financial constraint of the Washington Transportation Plan, including development and implementation of the six year plan in cooperation with Programming and the Olympia Service Center.
2. Continue the refinement of the State Highway Systems Plan (HSP).
3. Continue multimodal/intermodal planning with participation in the high capacity transit (HCT) planning, high speed rail, and with the MPO's and transit agencies.
4. Partnership planning with the MPOs on air quality, system performance, congestion management, Intelligent Transportation Systems (ITS), livable communities, least cost planning, and major investment studies.
5. Participate in the establishment of a tri-state international trade corridor.
6. Participate in the development of appropriate bi-state studies to address the problems related to the movement of freight and commuters. These studies will build on the I-5 North Reconnaissance Study.

WSDOT WORK ELEMENTS:

Planning and Administration
State Transportation System Planning
- Multimodal/Intermodal Planning/Coordination
- High Occupancy Vehicle (HOV/High Capacity Transit (HCT) Coordination
- State Systems Planning
- Route Development Planning
- Corridor Planning
- Corridor Management Planning

Regional and Local Planning
- Reviewing Local Comprehensive Plans/County Planning Policies
- MPO/RTPO Coordination and Planning
- Regional or Local Area/Corridor Studies
- Public Transportation Planning
- Special Studies

Development Review/Access/SEPA/NEPA
Public Information /Involvement Data and Research
- Data Collection/Analysis
- Travel Demand Forecasting

Transportation Demand Management (TDM)
- Employee Transportation Coordinator

4B. C-TRAN

In addition to coordinating work with RTC C-TRAN has identified the following planning elements for FY99:

- C-TRAN published a **Park-and-Ride Site Selection** Study final report in January 1998. The Study provides the agency with options for development of additional park and ride facilities in the priority I-5 corridor. Implementation will be considered in FY99.

- **C-TRAN System Evaluation** will continue to evaluate the transit system in terms of maximizing use of resources

- **7th Street Transit Center Expansion** will be planned in relation to the re-development of the Esther Short Park area of downtown Vancouver.

- **Transit Oriented Development** serves to make transit use more convenient for the passenger. Examples of such development include siting of services of use to the transit user (e.g. daycare and dry cleaning services) adjacent to transit facilities. C-TRAN plans to coordinate partnership activities which will encourage the siting of transit oriented development.

- **Commute Trip Reduction Program**: C-TRAN is lead agency for Clark County implementation of the State Commute Trip Reduction Program to reduce single occupant vehicle trips to the County's largest employers.

- **Welfare to Work**: C-TRAN is coordinating with Clark County welfare and employment service providers to determine the needs of welfare to work clients. C-TRAN can provide fixed route bus service and vanpool service to meet the needs of welfare to work. C-TRAN has organized meetings of the welfare and employment service providers to determine the level of need for transit service.

4C. Clark County and other Local Jurisdictions

The following planning studies have been identified by Clark County:

- **Transportation Improvement Program** (TIP), 1999-2004: will involve work with the Transportation Improvement Program Involvement Team (TIPIT), which includes citizen representatives, to develop the 1999-2004 TIP for Clark County.

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

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

- 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. In FY99 the classification system will be reviewed for currency.

- **Ward Road/172nd Avenue Corridor** alignment study will be complete.

- **Fourth Plain/Orchards** area local traffic circulation study to look at impacts associated with the Fourth Plain widening project will be complete.

- **Padden Parkway, West Leg (53rd Avenue to Andresen) Design Study.** The Padden Design Team will work on the west leg of the proposed Padden Parkway, from NE 53rd Avenue to Andresen, after completion of the mid-section design.

- **NE 10th Avenue, SR-502** (219th Street to NE 264th Street).

- **Airport Planning Study**: The Clark County Airport Advisory Task Force, 14-members strong, began meeting in FY98. The Task Force is charged by statute and the county commissioners with mapping the county's aviation future through 2020. They will address the airport "protection" and long-range airport planning requirements established in the GMA transportation plan strategies.

- Following development of a 1995-2000 **Safe Walkways Program** Clark County will continued to involve citizens to solicit and evaluate walkway needs throughout the County.

- A **Bicycle Advisory Committee** assisted Clark County in putting together the 1995-2000 Bikeways Program. The Advisory Committee continues to meet to evaluate, prioritize and implement bicycle projects.

- **Countywide TDM Program (Commute Trip Reduction)**: to provide support in program implementation for affected employers to reduce single occupant vehicle trips and vehicle miles traveled. The element is programmed in the Transportation Improvement Program for Clark County. Work activities include 1) marketing assistance provided to employers, 2) regional ride-matching service, 3) ETC network support, 4) local partners for smart commuting, 5) community education program, 6) Oil Smart Campaign, 7) technical assistance to employers and 8) administration of the CTR contract and funds.

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

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

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

- **I-5 Access Study** (6th Street off-ramp from I-5 to be studied).

- **Mill Plain East Extension Study** to determine alignment of highway to connect Mill Plain with SE 1st Street to the east of 164th Avenue.

- **Neighborhood Traffic Control Program**.

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

- **Neighborhood Street Network Plan**: This plan will provide a consistent set of guidelines and requirements for the layout and design of neighborhood streets. An initial step will involve evaluating existing layout and design options. Street connectivity issues, integration with higher order street systems, and land use implications for each option will be evaluated.

- **Bicycle and Pedestrian Transportation Plan**: This City is considering a Bicycle and Pedestrian Transportation Plan to provide a long-range, comprehensive strategy for improving non-motorized travel. The Plan will include specific recommendations for the planning, design, and construction of bicycle and pedestrian facilities.

5. GLOSSARY

ABBREVIATION	DESCRIPTION
AA	Alternatives Analysis
AADT	Annual Average Daily Traffic
AAWDT	Annual Average Weekday Traffic
ADA	Americans with Disabilities Act
ADT	Average Daily Traffic
AQMA	Air Quality Maintenance Area
AVI	Automatic Vehicle Identification
AVO	Average Vehicle Occupancy
BEA	Bureau of Economic Analysis
BMS	Bridge Management System
BN/SF	Burlington Northern/Santa Fe Railroad
C-TRAN	Clark County Public Transportation Benefit Area Authority
CAA	Clean Air Act
CAAA	Clean Air Act Amendments
CAC	Citizens' Advisory Committee
CBD	Central Business District
C/D	Collector/Distributor
CFP	Community Framework Plan
CFP	Capital Facilities Plan
CHAP	Community Hardship Assistance Program
CIT	Community Involvement Team
CM/AQ	Congestion Mitigation/Air Quality
CMS	Congestion Management System
CO	Carbon Monoxide
CPG	Consolidated Planning Grant
CREDC	Columbia River Economic Development Council
CRIS	County Road Information System
CTPP	Census Transportation Planning Package
CTR	Commute Trip Reduction
DCTED	Washington State Department of Community, Trade and Economic Development
DEIS	Draft Environmental Impact Statement
DEQ	Oregon State Department of Environmental Quality
DNS	Determination of Non-Significance
DOE	Washington State Department of Ecology
DOL	Washington State Department of Licensing
DOT	Department of Transportation
DS	Determination of Significance
EA	Environmental Assessment
EAC	Enhancement Advisory Committee
ECO	Employee Commute Options
EIS	Environmental Impact Statement
EPA	Environmental Protection Agency
ETRP	Employer Trip Reduction Program
FEIS	Final Environmental Impact Statement
FHWA	Federal Highways Administration
FMT	Functional Management Team
FONSI	Finding of No Significant Impact
FRA	Federal Railroad Administration
FTA	Federal Transit Administration
FY	Fiscal Year
FFY	Federal Fiscal Year
GIS	Geographic Information System
GMA	Growth Management Act
HCM	Highway Capacity Manual
HCT	High Capacity Transit
HCTA	High Capacity Transit Account
HOV	High Occupancy Vehicle
HPMS	Highway Performance Monitoring System

5. GLOSSARY

ABBREVIATION	DESCRIPTION
I/M	Inspection/Maintenance
IDT	Interdisciplinary Team
IMS	Intermodal Management System
IPG	Intermodal Planning Group
ISTEA	Intermodal Surface Transportation Efficiency Act (1991)
ITS	Intelligent Transportation System
IV/HS	Intelligent Vehicle/Highway System
JPACT	Joint Policy Advisory Committee on Transportation
LCP	Least Cost Planning
LMC	Lane Miles of Congestion
LOS	Level of Service
LPG	Long Range Planning Group
LRT	Light Rail Transit
LTC	Legislative Transportation Committee
MAB	Metropolitan Area Boundary
MIS	Major Investment Study
MP	Maintenance Plan (air quality)
MPO	Metropolitan Planning Organization
MTP	Metropolitan Transportation Plan
MUTCD	Manual on Uniform Traffic Control
MVET	Motor Vehicle Excise Tax
NAAQS	National Ambient Air Quality Standards
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
OMP	Operations, Maintenance and Preservation
OTP	Oregon Transportation Plan
PAC	Policy Advisory Committee
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
PNWRC	Pacific Northwest Rail Corridor
POD	Pedestrian Oriented Development
Pre-AA	Preliminary Alternatives Analysis
PTBA	Public Transportation Benefit Authority
PTMS	Public Transportation Management System
PVMATS	Portland-Vancouver Metropolitan Area Transportation Study
RACMs	Reasonable Available Control Measures
RACT	Reasonable Available Control Technology
RDP	Route Development Plan
ROD	Record of Decision
ROW	Right of Way
RTAC	Regional Transportation Advisory Committee
RTC	Southwest Washington Regional Transportation Council
RTFM	Regional Travel Forecasting Model
RTIP	Regional Transportation Improvement Program
RTP	Regional Transportation Plan
RTPO	Regional Transportation Planning Organization
RUGGO	Regional Urban Growth Goals and Objectives
SEIS	Supplemental Environmental Impact Statement
SEPA	State Environmental Policy Act
SIC	Standard Industrial Classification
SIP	State Implementation Plan

5. GLOSSARY

ABBREVIATION	DESCRIPTION
SMS	Safety Management System
SMTP	Statewide Multimodal Transportation Plan
SOV	Single Occupant Vehicle
SPG	Strategic Planning Group
SR-	State Route
SSAC	Special Services Advisory Committee
STIP	State Transportation Improvement Program
STP	Surface Transportation Program
SWAPCA	Southwest Washington Air Pollution Control Authority
TAC	Technical Advisory Committee
TAZ	Transportation Analysis Zone
TCM's	Transportation Control Measures
TDM	Transportation Demand Management
TDP	Transit Development Plan
TFC	Transportation Futures Committee
TIA	Transportation Improvement Account
TIB	Transportation Improvement Board
TIF	Transportation Impact Fee
TIP	Transportation Improvement Program
TIPIT	Transportation Improvement Program Involvement Team
TMA	Transportation Management Area
TMIP	Transportation Model Improvement Program
TMS	Transportation Management Systems
TOD	Transit Oriented Development
TPAC	Transportation Policy Advisory Committee
TPR	Transportation Planning Rule (Oregon)
Tri-Met	Tri-county Metropolitan Transportation District
TRO	Traffic Relief Options
TSM	Transportation System Management
UAB	Urban Area Boundary
UATA	Urban Arterial Trust Account
UGA	Urban Growth Area
UGB	Urban Growth Boundary
UPWP	Unified Planning Work Program
V/C	Volume to Capacity
VHD	Vehicle Hours of Delay
VMT	Vehicle Miles Traveled
VOC	Volatile Organic Compounds
WAC	Washington Administrative Code
WSDOT	Washington State Department of Transportation
WTDFF	Washington Travel Demand Forecasting Framework
WTP	Washington Transportation Plan
WTPI	Washington Transportation Policy Institute

6. FY99 SUMMARY OF EXPENDITURES AND REVENUES

SOUTHWEST WASHINGTON REGIONAL TRANSPORTATION COUNCIL
FY99 UNIFIED PLANNING WORK PROGRAM - SUMMARY OF REVENUES/EXPENDITURES BY FUNDING SOURCE

	Work Element	Federal CPG	RTPO	CM/AQ	STP	HCTA/ OTHER	CM/AQ & HCTA MATCH	MPO Funds	RTC TOTAL
I	**REGIONAL TRANSPORTATION PLANNING PROGRAM**								
A	Metropolitan Transportation Plan	45,000	12,000					18,386	75,386
B	Transportation Improvement Program	22,000	7,000					8,989	37,989
C	Congestion Management Monitoring			100,000				15,607	115,607
D	High Occupancy Vehicle Study 1					200,000	50,000	0	250,000
E	Commuter Rail 2					200,000	50,000	0	250,000
F	Skamania County RTPO 3		16,915		18,000			0	34,915
G	Klickitat County RTPO 3		18,723		18,000			0	36,723
	Sub-Total	67,000	54,638	100,000	36,000	400,000	100,000	42,981	800,619
II	**DATA MANAGEMENT AND TRAVEL FORECASTING PROCESS**								
A	Reg. Transp. Data Base & Forecasting	71,000	10,000					29,009	110,009
B	Air Quality Planning	17,000	1,000					6,946	24,946
C	Commute Trip Reduction 4					40,000		0	40,000
	Sub-Total	88,000	11,000			40,000		35,955	174,955
III	**TRANSPORTATION PROGRAM COORDINATION AND MANAGEMENT**								
A	Reg. Transp. Program Coord. & Management	58,897	16,371					24,064	99,332
	TOTALS	**213,897**	**82,009**	**100,000**	**36,000**	**440,000**	**100,000**	**103,000**	**1,074,906**

Jan. 27 1998

1 Continued from FY98; amount represents full 2-year project budget

2 Continued from FY98; amount represents full 2-year project budget

3 Continued STP funding is not assured for non-MPO RTPO counties. However, the funding commitment is necessary to continue the RTPO work program.

4 Continued from FY98; amount represents full 2-year project budget