BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF APPROVING THE FY 1983 UNIFIED WORK PROGRAM (UWP)	)	RESOLUTION NO. 82-331
	)	Introduced by the Joint Policy Advisory Committee on Transportation

WHEREAS, The Unified Work Program (UWP) describes all federally-funded transportation/air quality planning activities for the Portland/Vancouver metropolitan area to be conducted in FY 1983; and

WHEREAS, The FY 83 UWP indicates federal funding sources for transportation/air quality planning activities carried out by Metro, Regional Planning Council of Clark County (RPC), the Oregon Department of Transportation (ODOT), Tri-Met and the local jurisdictions; and

WHEREAS, The FY 83 UWP contains an agreement on interagency responsibilities between ODOT, Tri-Met and Metro, and RPC and Metro; and

WHEREAS, Approval of the FY 83 UWP is required to receive federal transportation planning funds; and

WHEREAS, The FY 83 UWP is consistent with the proposed Metro budget submitted to the Tax Supervisory and Conservation Commission; and

WHEREAS, The FY 82 UWP includes a work element for a Bi-State Transit Assessment and that any reprogramming in the FY 83 UWP towards a Regional Transportation Plan--Phase I would require the prior approval of the Bi-State Policy Advisory Committee; and

WHEREAS, The FY 83 UWP has been reviewed and agreed to by the Transportation Policy Alternatives Committee (TPAC) the Joint Policy Advisory Committee on Transportation (JPACT) and the RPC; now, therefore,

BE IT RESOLVED,

1. That the FY 83 UWP is hereby approved and the FY 82 UWP amended.

2. That the Bi-State Policy Advisory Committee must approve any modification to the Bi-State Transit Assessment work element.

3. That the FY 83 UWP is consistent with the continuing, cooperative and comprehensive planning process and is hereby given positive A-95 Review action.

4. That the Metro Executive Officer is authorized to apply for, accept and execute grants and agreements specified in the UWP.

ADOPTED by the Council of the Metropolitan Service District this 27th day of May, 1982.

Cindy Banzer
Presiding Officer

KT:gl
2841B/214
5/6/82

A G E N D A M A N A G E M E N T S U M M A R Y

TO: Metro Council
FROM: Executive Officer
SUBJECT: Approving the FY 1983 Unified Work Program (UWP)

I. RECOMMENDATIONS:

A. ACTION REQUESTED: Approve the UWP containing the transportation planning work program for FY 1983. Authorize the submittal of grant applications to the appropriate funding agencies.

B. POLICY IMPACT: Approval will mean that grants can be submitted and contracts executed so work can commence on July 1, 1982 in accordance with established Metro priorities.

C. BUDGET IMPACT: The UWP matches the projects and studies reflected in the proposed Metro budget to be submitted to the Tax Supervisory and Conservation Commission.

II. ANALYSIS:

A. BACKGROUND: The FY 1983 UWP describes the transportation/air quality planning activities to be carried out in the Portland/Vancouver metropolitan region during the fiscal year beginning July 1, 1982. Included in the document are federally funded studies to be conducted by Metro, Regional Planning Council of Clark County (RPC), Tri-Met, the Oregon Department of Transportation (ODOT) and local jurisdictions.

The Oregon portion of the FY 83 UWP major emphasis areas include:

RTP Refinement
Southwest Corridor Study
Elderly and Handicapped Plan
Energy Contingency Plan
Regionwide Transitway Plan--Phase I

B. ALTERNATIVES CONSIDERED: The alternative of not conducting the various studies was considered and rejected because of critical nature of issues to be addressed in solving the region's transportation problems.

C. CONCLUSION: Adoption of the resolution will ensure application for federal funds will be made in a timely manner so as to continue transportation projects in FY 83.

KT:gl/2842B/214
5/6/82

REGIONAL PLANNING COUNCIL
UNIFIED WORK PROGRAM

FOR

FISCAL YEAR 1983

Regional Planning Council
1408 Franklin Street
Vancouver, Washington 98663

April, 1982

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INTRODUCTION: FISCAL YEAR 1983 UNIFIED WORK PROGRAM

Purpose

The Unified Work Program (UWP) is prepared annually to detail the technical activities to be completed as a part of the continuing transportation planning process in the Clark County urban area. It describes all transportation-related planning activities anticipated within the next year. The planning activities described are related to several modes of transportation, including activities which are considered significant in the development of the Regional Transportation Plan, regardless of the agency which actually does the planning. The UWP focuses on the transportation work tasks for which completion is required by Federal or state transportation agencies, and particularly, those tasks considered necessary by local elected officials and citizens. The UWP also provides a summary of local, state, and Federal funding sources to support these planning efforts.

Objective

The UWP describes the transportation planning tasks, responsible agencies, and funding sources required to meet the major transportation policy issues of the upcoming year. It reflects the regional transportation problems and projects to be addressed during the next fiscal year. Throughout the year, the UWP 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 with a useful basis for improving regional coordination and for reducing duplication of planning efforts.

Participants, Coordination, and Funding Sources

The primary transportation planning participants in Clark County include the following: Regional Planning Council, C-TRAN, Washington State Department of Transportation (WSDOT), and the Public Works Departments of Clark County and the City of Vancouver. As the designated MPO for the Clark County Urban Area, RPC annually develops the transportation planning work program and endorses the work programs for the entire metropolitan area. RPC is also responsible for the development and endorsement of the Regional Transportation Plan, the Transportation Improvement Program, and other regional transportation studies.

The Clark County Public Transportation Benefit Area Corporation (C-TRAN) is responsible for operational and near term transit planning leading to the preparation of a 5-year transit development plan and the implementation of fixed-route service. C-TRAN also develops a listing of projects to be included in the TIP.

WSDOT and the Public Works Departments of Clark County and the City of Vancouver perform project planning for the highway and

street systems related to their respective jurisdictions. This project planning is included in the TIP. WSDOT is also responsible for preparing a State Transportation Plan.

The coordination of planning includes local and state officials in both Oregon and Washington. Informal coordination occurs at the staff level through involvement on advisory committees (RPC's CTAC and Metro's TPAC). Mechanisms for local, regional, and state coordination are spelled out formally in a series of Memoranda of Agreement. These memoranda are intended to assist complementary transportation planning through the following:

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

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

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

Memoranda of Agreement presently in force for transportation and air quality include the following:

Parties to the Agreement	Date	Purpose
Metropolitan Service District and Regional Planning Council	9/06/79	To define responsibilities in carrying out the technical aspects of the regional transportation planning program, and to establish mechanisms for coordination.
City of Vancouver and Regional Planning Council	7/01/79	To define relationship between Clark County MPO and Vancouver Transit, as required by UMTA.
Washington State Transportation Commission and Regional Planning Council	3/27/79	To establish mutual responsibilities for carrying out the urban transportation planning process in Clark County.
Metropolitan Service District and Regional Planning Council	3/28/79	To define mutual responsibilities in carrying out transportation/air quality planning activities in the metropolitan area.
Clark County PTBA and Regional Planning Council	6/01/81	To define the planning and procedures to ensure mutual consideration of plans, policies, and programs between C-TRAN and RPC.

Funding sources for the MPO include the following:

Local Match - Local contributions made annually in support of the continuing, cooperative, and comprehensive transportation planning process.

UMTA Section 8 - Funding authorized under Section 8(c) of the UMT Act [49 U.S.C. 1607(c)].

HPR/PL - Funding authorized by the Federal Highway Administration, passed to State Departments of Transportation, which in turn, pass a portion on to the MPO to conduct the 3"C" transportation planning process.

I. REGIONAL TRANSPORTATION PLAN/LONG-RANGE ELEMENT

PROGRAM OBJECTIVES

The proper location and timing of transportation facilities will have a strong impact on the orderly growth and development of Clark County. Integrated highway and public mass transit systems which serve major population and employment centers, encourage development near these transportation facilities. This makes them a potentially significant factor in the implementation of Comprehensive Land Use Plans and in the achievement of local policies including intensification of urban development, preservation of agricultural land, and orderly extensions of such urban services as water and sewer.

The purpose of the long-range element is to promote the integrated development of transportation facilities in Clark County. The element contains policies and programs for maintaining and improving the transportation system over the next 20 years, and addresses such issues as safety, mobility, and financial feasibility.

Major elements of this program category include the following:

I-A. Public Information and Community Involvement for Regional Transportation Plan Adoption

I-B. Long-Range Strategy Refinement.

I-C. Mill Plain Alignment Study.

I-D. Transportation Modeling and Analysis.

I-E. Bi-State Transit Assessment Study

WORK TASK I-A. PUBLIC INFORMATION AND COMMUNITY INVOLVEMENT FOR REGIONAL TRANSPORTATION PLAN ADOPTION

Objectives

1. Develop widespread public awareness of regional transportation problems, the relationship between problems and solutions, and the transportation recommendations in the RTP.

2. Provide opportunities for comment by interested citizens, local government, and special interest groups in the transportation planning process.

3. Adopt the RTP.

Previous Work

Establishment and continued use of several citizen advisory committees which provide input into the planning process.

Relationship to Other Elements

This element is a continuation of the RTP work from FY 1982. The work element will help to draw out community reactions to plan proposals and funding recommendations, and develop the support needed for RTP adoption.

Tasks

1. Organize a public review and adoption schedule which takes advantage of existing transportation interest groups, and then incorporates a more broad-based community involvement program.

2. Carry out the review and adoption process, allowing for interaction on a person-to-person basis on the regional transportation issues and proposed solutions.

3. Maintain ongoing contact, make presentations, and hold community workshops as requested.

Products

1. Public meetings and a public hearing.

2. Local adoption of the RTP.

Funding Source: $(000)

	RPC
HPR/PL	3.6
RPC Match	3.8

Total = 7.4

Estimated Participation From Responsible Agency (Person Weeks)

RPC
6

WORK TASK I-B. LONG-RANGE STRATEGY REFINEMENT

Objective

A number of policy actions need to be taken in Clark County to begin the implementation of a long-range arterial improvement program. The emphasis of this work task is to continue to implement the recommendations of the Regional Plan and the County and City arterial needs studies.

Previous Work

1. County Arterial Improvement Program.

2. City Arterial Needs Study.

Relationship to Other Elements

Economic growth in Clark County relies heavily on the arterial system to provide for the safe and efficient movement of people and goods. This element relates directly to implementation and refinement of the long-range element of the Regional Transportation Plan.

Tasks

Major highway funding problems are plaguing the City of Vancouver and Clark County. Both are having to make policy shifts away from highway construction to highway maintenance. This existing situation, coupled with the future need for major highway capital investments, requires the investigation of new and innovative methods for funding and implementing long-range arterial recommendations. The policy actions to be pursued include the following:

- Access/driveway management (new and existing facilities).
- System development funding methods.
- Development assessment boundaries and system projects.
- Relationship of R.I.D. process to development assessment process.
- Relationship between development projects and CRP's.
- General obligation bonds and system improvements (CRP's).

Products

1. Refinement of arterial needs' recommendations, and recommended policy action options.

2. Future options and innovative financing mechanisms for recommended arterial improvements.

Funding Source: $(000)

	RPC
HPR/PL	3.6
RPC Match	6.3

Total = 9.9

Estimated Participation From Responsible Agency (Person Weeks)

RPC	Vancouver	Clark County
8	4	4

WORK TASK I-C. MILL PLAIN ALIGNMENT STUDY

Objective

Evaluate alternative alignments for new access to the Port of Vancouver along the Mill Plain corridor.

Previous Work

Westside Industrial Truck Route Study.

Relationship to Other Elements

New highway access for goods' movement into and out of the Port of Vancouver is related to implementation of the Vancouver Comprehensive Land Use Plan and development of the Port in terms of increased unit train activities. The study will be initiated in FY 1982 and carried over into FY 1983.

Tasks

1. Finalize study description, project schedule, and liaison with the project Technical Advisory Committee.
2. Define project goals, objectives, and establish the evaluation criteria.
3. Prepare the public participation program.
4. Inventory all available data and compile into a usable form for the study.
5. Develop communication and coordination channels with Burlington Northern.
6. Review trip forecasts, verify assumptions, and volume/capacity ratios for alternate schemes and development scenarios.
7. Study alternative alignments, identify preliminary cost estimates and impacts on the neighborhoods, the Port, the railroad, and the CBD.
8. Select the preferred alternative through consultation with the Advisory Committee and the City.
9. Work up preliminary design for the recommended alignment.
10. Review project in terms of alternatives identified and preferred alternative.
11. Perform an analysis of available funding mechanisms.

12. Develop a draft report.

13. Present draft report to the City and affected agencies.

14. Complete final report.

Products

A final report documenting the Mill Plain Corridor Alignment Study.

Funding Source: $(000)

	RPC	Consultant
HPR/PL	1.7	
RPC Match	0.8	
Vancouver		8.0

Total = 10.5

Estimated Participation From Responsible Agency (Person Weeks)

RPC	Vancouver
2	5

WORK TASK I-D. TRANSPORTATION MODELING AND ANALYSIS

Objectives

1. Support regional efforts to maintain techniques used to simulate regional highway/transit travel, energy, and air quality impacts of transportation and land use alternatives.

2. Upgrade and refine the computerized technical planning capability for modeling travel behavior in Clark County (trip generation, trip distribution, traffic assignment, and transit patronage).

Previous Work

Refinement of Metro's regional transportation model for the Clark County and City of Vancouver arterial needs studies.

Relationship to Other Elements

This work element continues and improves the responsiveness of the transportation modeling process to the unique characteristics of Clark County. This element is related directly or indirectly to nearly all of the technical planning elements; it serves as the basis for understanding and predicting travel characteristics/impacts on the transportation network.

Tasks

1. Investigate a user interactive, immediate response transportation and transit modeling package for Clark County. The modeling package could be used in sketch planning, corridor/subarea analysis, traffic simulation, transit service changes, and patronage forecasting.

2. Develop a request for proposal for software transportation and transit modeling package.

3. Update Metro's regional transportation model by making changes where necessary to highway links, analysis zones, trip attraction equations, and trip distribution model.

Products

1. Staff report discussing the application of Clark County transportation modeling package with highway and transit planning capabilities.

2. Transportation and transit software with capabilities similar to Micro TRIPS (transportation planning), UBUCKS (transit financial analysis and revenue projection), and/or OPS (analysis and planning).

3. Continued interface with Metro's regional model.

Funding Source: $(000)

	RPC	Consultant
HPR/PL	3.6	3.0
UMTA	2.2	
RPC Match	2.0	1.0
FY 1982 UMTA*		11.0

Total = 22.8

Estimated Participation From Responsible Agency (Person Weeks)

RPC	Vancouver	Clark County	C-TRAN	WSDOT
6	2	2	2	2

*Includes Local Match.

WORK TASK I-E. BI-STATE TRANSIT ASSESSMENT STUDY

Objectives

1. Determine the long-range feasibility for fixed-guidway investment in the I-5 and/or I-205 corridors between Clark County and Oregon.

2. Establish the transit improvement strategy for the Bi-State corridors.

3. Identify potential rights-of-way to protect for future fixed-guideway options.

Previous Work

Final report of the Governor's Bi-State Task Force on Transportation for the Portland-Vancouver Corridor. The first phase of the Bi-State Transit Assessment Study was started in Fiscal Year 1982.

Relationship to Other Elements

The element was recommended by the Bi-State Task Force, and will be incorporated into the long-range transportation planning for the region.

Tasks

1. Develop transit networks for at least four alternative systems: (1) bus trunk routes in the I-5 and I-205 corridors; (2) LRT in the I-5 corridor; (3) LRT in the I-205 corridor; and (4) LRT in the I-5 and I-205 corridors.

2. Determine the capital cost, operating cost, ridership, and other socioeconomic costs and benefits for each alternative.

3. Determine the interdependence of service expansion in the I-5 and I-205 corridors, and the travel impact on other setments of the transit and highway system (i.e., I-205 south of Banfield Freeway, the Banfield Freeway and LRT, and McLoughlin Boulevard).

4. Evaluate interdependence of service to interstate transit riders and local transit riders.

5. Evaluate feasibility of fixed-guideway system.

Products

1. A planning report evaluating the long-range feasibility of a fixed-guideway alternative for I-5 and/or I-205.

2. A planning report evaluating the long-range transit improvements for the I-5 and I-205 corridors.

Funding Source: $(000)

	RPC	Metro
UMTA	3.6	
RPC Match	1.4	
OR-29-9007		28.250
Metro		1.350
Tri-Met		0.675
Portland		0.675
Multnomah County		0.675
Vancouver		1.125
Clark County		1.125
WSDOT		1.125

Total = 50.0

Estimated Participation From Responsible Agency (Person Weeks)

RPC	Metro	Tri-Met
4	34	10

II. REGIONAL TRANSPORTATION PLAN/SHORT-RANGE ELEMENT

PROGRAM OBJECTIVES

The short-range element keys on an improvement of transportation operations and services, as well as facilities development. The methods of increasing mobility include techniques for demand management, as well as increasing the supply of transportation facilities.

The objective, to increase the efficiency of moving people and goods throughout the regional transportation system without major new capital investments, is approached with unified, intermodal, short-range transportation actions, and a consideration of the interrelationships between development patters, air quality, and energy.

Major elements of this program category include the following:

II-A. Air Quality Planning.

II-B. Energy Contingency Plan.

II-C. TSM Policy Framework.

II-D. Highway Element.

- II-D-1. WSDOT I-5 TSM Actions.

II-E. Transit Operations Planning.

II-F. C-TRAN Transit Development Program.

- II-F-1. Refinement and Implementation of Comprehensive Transit Plan.
- II-F-2. Five-Year Development Update.
- II-F-3. Special Transportation Efforts.
- II-F-4. Low Capital Facility Planning.

II-G. Data Management and System Monitoring.

- II-G-1. Data Management.
- II-G-2. Transit Ridership Survey.

WORK TASK II-A. AIR QUALITY PLANNING

Objectives

1. Monitor the implementation of the 1982 Ozone SIP Revision, ensuring consistency between the SIP and the Transportation Improvement Program.

2. Annually report Reasonable Further Progress (RFP) in attaining the Federal ozone standard.

Previous Work

1. An adopted 1982 Ozone SIP Revision.

2. An adopted 1979 SIP.

Relationship to Other Elements

The air quality planning element is directly related to achieving the air quality objective in the RTP, to improving public transit, to promoting ridesharing, and to the development of TIP projects.

Tasks

1. Monitoring progress in adopting and implementing control measures according to the schedule in the SIP.

2. Prepare an annual RFP report which demonstrates progress toward attainment and, if necessary, identifies additional emission controls.

3. Integrate air quality impacts into the decision-making process for recommending transportation projects.

Products

1. RFP annual report.

2. TIP-SIP conformity statement.

Funding Source: $(000)

	RPC
EPA 175	2.4

Total = 2.4

Estimated Participation From Responsible Agency (Person Weeks)

RPC
2

WORK TASK II-B. ENERGY CONTINGENCY PLAN

Objectives

1. Develop energy contingency strategies to assist the people of Clark County should a serious transportation energy shortage occur.

2. Develop strategies to increase transportation energy conservation in the Clark County Urban Area. This work element is a requirement of the Urban Mass Transportation Administration.

Previous Work

In Fiscal Year 1981, a Scope of Work for further energy contingency/conservation planning activities was researched and prepared. In Fiscal Year 1982, the Contingency Plan was started, to be completed in Fiscal Year 1983.

Relationship to Other Elements

This element continues and improves upon the public education of the community on energy and transportation-related issues. Increased capability of the MPO's information system also will be realized by the completion of this work task.

Tasks

1. Establish a task force of community representatives interested and involved in energy issues.

2. Compile inventories of the following information: a listing of energy liaisons, major employers, vehicles and ridership capacity, and fuel supplies and consumption.

3. Establish a communication network which will assure the proper flow of information during a crisis.

4. Develop program measures which officials can choose from at the onset of an energy shortage.

Products

1. Community Energy Contingency Plan, consisting of the following four elements:

   a. A group of informed decision-makers.

   b. A data base.

c. A tested communications network.

d. A set of program options consistent with the overall State Plan.

Funding Source: $(000)

	RPC
HPR/PL	1.5
RPC Match	0.6
DOE	2.4

Total = 4.5

Estimated Participation From Responsible Agency (Person Weeks)

RPC	Vancouver	Clark County	C-TRAN	EOC	WSDOT
4	1	1	1	1	1

WORK TASK II-C. TSM POLICY FRAMEWORK

Objectives

Develop a regional TSM policy framework and recommended strategies which lead to a fuller and more productive utilization of existing highway and public transit resources.

Previous Work

1. TSM elements in the Transportation Improvement Program.

2. Multiple short-range transportation studies.

Relationship to Other Elements

This element is related to all of the short-range transportation planning tasks and the Special Studies category of tasks. It integrates what were discrete, uncoordinated, low capital cost, intramodal TSM tactics into TSM policies and strategies which are intermodal, relate to the varying travel needs and purposes of Clark County residents, consider interactions between TSM actions, and identify TSM effectiveness measures.

Tasks

1. Characterize the localized role that various modes (automobile, public transit, paratransit, bicycles, and pedestrians) should play in meeting short-term transportation needs.

2. Correlate the needs and desires of numerous transportation markets (primarily highway and transit) with the locally defined modal roles.

3. Identify the role/involvement of the private sector in the TSM framework.

4. Define TSM goals and trade-offs (e.g., certain strategies favor conservation of air quality and energy over mobility improvements).

5. Recognize potential impediments to effective unified TSM strategies.

6. Develop TSM actions which encourage the efficient use of existing roadways (e.g., signal optimization, spread peak period transportation demand, parking management).

7. Develop TSM actions which reduce vehicle use in congested areas (e.g., all forms of ridesharing, exclusion and metering of auto access to specific areas, restrictions on truck delivery during peak hours).

8. Develop TSM actions which improve transit service (e.g., route deviation in low density areas, express bus service, and provision of shelters and passenger amenities).

Products

A short-range regional transportation element that identifies TSM policies and actions which emphasize the use of existing transportation facilities through coordinated operations and management.

Funding Source: $(000)

	RPC
HPR/PL	4.2
RPC Match	6.7
FY 1982 UMTA*	4.0

Total = 14.9

Estimated Participation From Responsible Agency (Person Weeks)

RPC	Vancouver	Clark County	C-TRAN	EOC	WSDOT
12	2	2	2	1	1

*Includes Local Match.

WORK TASK II-D. HIGHWAY ELEMENT

Subtask:

II-D-1. WSDOT I-5 TSM Actions.

Objective

Use the regional TSM policy framework and recommended strategies to develop a preliminary plan and implementation schedule for metering the freeway on ramps in the I-5, and if warranted, the I-205 corridors. Other appropriate TSM actions may also be identified.

Previous Work

None.

Relationship to Other Elements

This element is the next logical step in the development of the TSM policies and actions. As a planning tool, this will provide a recommended plan for ramp metering on I-5. This is a direct application of the regional TSM policy framework.

Tasks

1. Determine the need for ramp metering on I-5 and I-205.
2. Determine the adaptability of ramp metering to the existing design of the freeway main line and on ramps.
3. Identify project units for implementing ramp metering.
4. Develop a time schedule for when ramp metering should be implemented.
5. Identify other appropriate TSM actions such as HOV bypass lanes at the metered ramps.

Products

1. A preliminary plan and implementation schedule (if warranted) for metering freeway ramps in the I-5 and I-205 corridors.

Funding Source: $(000)

	WSDOT
WSDOT	5.0

Total = 5.0

Estimated Participation From Responsible Agency (Person Weeks)

WSDOT
5

WORK TASK II-E. TRANSIT OPERATIONS PLANNING

Objectives

1. Develop, format, and implement an improved transit information system to provide data on ridership, vehicle use, revenues, and costs.

2. Develop performance standards, service implementation criteria, and system efficiency measures which provide measurement tools for management, the policy board, and citizens.

Previous Work

1. An adopted Comprehensive Transit Plan for the Clark County Public Transportation Benefit Area, 1980.

2. I-5 Demonstration Project - Base Conditions, Phase I and Phase II Reports.

Relationship to Other Elements

This element is related to the refinement and implementation of the Comprehensive Transit Plan. It provides input to transporation system data management, and provides feedback for transit capital improvement planning.

Tasks

1. Research and identify transit-operating and financial data elements which will meet the needs for service monitoring and evaluation.

2. Establish a data collection method which incorporates system data points (bus stop, bus route, system wide), and time data points (hourly, daily, monthly, and annually).

3. Develop performance standards, implementation criteria, and efficiency measures which will provide decision-making tools to assess the various performance aspects of transit service, and facilitate the development of alternatives for improving transit service.

4. Work cooperatively to integrate the transit data and performance measures into the short-range transportation plan and into the transportation data management system.

Products

The product will be a coordinated and continuing transit data system, and set of transit performance measures tailored to the unique characteristics of the Clark County transit system.

Funding Source: $(000)

	RPC
UMTA	2.9
RPC Match	0.9

Total = 3.8

Estimated Participation From Responsible Agency (Person Weeks)

RPC	C-TRAN
3	12

WORK TASK II-F. C-TRAN TRANSIT DEVELOPMENT PROGRAM

Subtasks:

II-F-1. Refinement and Implementation of Comprehensive Transit Plan.

II-F-2. Five-Year Development Update.

II-F-3. Special Transportation Efforts.

II-F-4. Low Capital Facility Planning.

Subtask II-F-1. Refinement and Implementation of Comprehensive Transit Plan

Objective

Evaluate and refine the recommendations in the adopted Comprehensive Transit Plan.

Previous Work

The adopted Comprehensive Transit Plan for the Clark County Public Transportation Benefit Area.

Relationship to Other Elements

Refinement of the transit plan provides input for the development of the five-year update and TIP. This element is also directly related to the rideshare program and air quality planning.

Tasks

1. Review and evaluate the Comprehensive Transit Plan recommendations for the number of fixed routes and buses required, and the placement of routes.

2. Review and modify, where necessary, the recommended transfer center locations.

3. Review and make modifications, if necessary, in regard to fixed-route service hours and headway intervals.

4. Review and make recommendations on subscription service planning, charter bus service, and peak or express service needs.

5. Review park-and-ride lot recommendations and develop a system plan which describes the need for the facility in relation to a travel corridor or service area, the purpose of the park-and-ride lot, the phasing of construction, the development and utilization of existing parking facilities, and the benefits of the park-and-ride system.

Products

1. Staff reports on the service recommendations for improving the Comprehensive Transit Plan.

2. A park-and-ride lot system plan.

Subtask II-F-2. Five-Year Development Update

Objective

Perform the planning work needed to evaluate current operations and identify deficiencies in relation to future capital and operations improvement programming. The Transit Development Program (TDP) provides guidance for transit provision for and ensuing five-year period.

Previous Work

1. The Comprehensive Transit Plan for the Clark County Public Transportation Benefit Area.

2. The Transit Development Program for Clark County Public Transportation Benefit Area.

Relationship to Other Elements

The Five-Year Development Update is closely related to the refinement of the transit plan and transit operations planning. This element defines system operations and/or deficiencies in terms of a five-year financial plan for operating and capital improvements.

Tasks

1. Evaluation of existing transit services.

2. Identification of existing service deficiencies.

3. Analysis of alternatives to improve transit service.

4. Selection of a preferred course of action and rationale.

5. Development of five-year capital improvement plan and year-by-year implementation program.

6. Development of a financial plan.

Products

A five-year transit development update which provides for continued Federal capital and operating support.

Subtask II-F-3. Special Transportation Efforts

Objective

Continue the special efforts planning necessary for C-TRAN to meet UMTA requirements for meeting the mobility needs of the handicapped and elderly.

Previous Work

1. Transition Plan.

2. C-TRAN Special Transportation Plan.

Relationship to Other Elements

This element relates closely to the Clark County Special Transportation Plan element. The orientation is toward satisfying the UMTA requirement in regard to the public transit operator's commitment toward meeting the mobility needs of the handicapped and elderly.

Tasks

1. Continue an active participation campaign with individuals representing the transportation handicapped community.

2. Plan and program accessibility improvements to the fixed-route system, so that the maximum number of persons, who with training, assistance, or practicable system changes, can use the system.

3. Conduct evaluations of special transportation service.

4. Monitor accessibility of the fixed-route system.

Product

Annual documentation of the UMTA requirement to make provisions for public transit accessibility.

Subtask II-F-4. Low Capital Facility Planning

Objective

Provide planning for those physical facilities related to the operations of the fixed-route system.

Previous Work

The Comprehensive Transit Plan for the Clark County Public Transportation Benefit Area.

Relationship to Other Elements

The TSM Facility Planning relates directly and is a subpart of the transit planning elements and the short-range transportation planning element.

Tasks

1. Identify bus access needs along roadways, at intersections, and at major traffic generators.
2. Specify bus shelter requirements in terms of location, design, size, and priority.
3. Develop preliminary operating designs for transfer center locations identified in the Comprehensive Transit Plan.

Products

Identification of transit facility improvements for inclusion in the TDP and TIP.

Funding Source: $(000)
(Subtasks II-G-1 through II-G-4)

	RPC
UMTA	4.0
RPC Match	1.1

Total = 5.1

Estimated Participation From Responsible Agency
(Person Weeks)

RPC	C-TRAN
4	23

WORK TASK II-G. DATA MANAGEMENT AND SYSTEM MONITORING

Subtasks:

II-G-1. Data Management.

II-G-2. Transit Ridership Survey.

Subtask II-G-1. Data Management

Objectives

1. Carry out computerized planning analysis as necessary, to support the ongoing transportation planning program.

2. Provide information and technical services to local member agencies, private organizations, special interest groups, and local citizens on a request basis.

Previous Work

As its technical transportation planning capabilties expand and data becomes available, RPC receives frequent requests for information and assistance in analyzing and interpreting information. Past work in this area has involved assistance in the preparation of environmental assessments, input to specific studies or programs, or provision of direct technical support to local jurisdictions.

Relationship to Other Elements

This element will help support the other work tasks contained in the Unified Work Program. Data collection and analysis is a crucial part of the technical planning tasks, and it is anticipated that an organized information system will assist in the completion of the work tasks.

Tasks

1. Prepare a 100-unit traffic analysis zone (TAZ) map as a base for data collection and transportation modeling.

2. Organize land use, housing unit, and employment totals for the TAZ's from existing information.

3. From the 1980 UTPP, record household information for each TAZ. Such information will include age, sex, race, number of students, employees, disabled, amount of income, occupation, mode of transportation, mean travel time, etc.

4. Respond to routine informational requests.

5. Investigate the feasibility of a subscription service.

Products

1. Socioeconomic file by traffic zone for transportation analyses and modeling.

2. Response to informational requests.

Funding Source: $(000)

	RPC
UMTA	2.9
RPC Match	15.3
Total = 18.2	

Estimated Participation From Responsible Agency (Person Weeks)

RPC	Vancouver	Clark County	C-TRAN	EOC	WSDOT
15	2	2	1	1	1

Subtask II-G-2. Transit Ridership Survey

Objective

Identify existing passenger characteristics by bus route, time of day, and/or geographic area.

Previous Work

Vancouver Price and Service Improvement Demonstration Study.

Relationship to Other Elements

Existing transit ridership data is related directly to the transit development program and to the regional data management/system monitoring program.

Tasks

1. Develop the survey instrument to take account of the following considerations:

   a. Survey format (on board, hand-back, or mail-back).

   b. Number of questions (trip origin, mode of travel to bus, boarding locating, trip purpose, exiting location, trip destination, type of fare, transfer, how often ride bus, mode before bus, change to bus, age, male, female).

c. Organization of information (bus route, time of day, geographic area, coding procedures, sample size).

2. Finalize survey and conduct a pilot test.

3. Conduct survey.

4. Process survey results (editing incomplete data, coding, and analysis).

5. Report and interpret survey results.

Products

A technical memorandum reporting transit O/D and ridership characteristics information, survey methodology, and conclusions.

Funding Source: $(000)

	RPC
UMTA	4.8
RPC Match	1.4

Total = 6.2

Estimated Participation From Responsible Agency (Person Weeks)

RPC	C-TRAN
5	7

III. SUBAREA, CORRIDOR, AND SPECIAL STUDIES

PROGRAM OBJECTIVES

This Program Category reflects those special studies which are proposed to be conducted in Clark County to respond to a specific need for refinement of regional plans and policies.

1. Subareas of the County in which a specific critical mobility problem or problems have been identified.

2. Corridors within or leading out of the County for which a specific plan or strategy needs to be developed to resolve a pressing problem.

3. Special Studies to deal with local or regionally significant problems of a unique or specialized nature.

Subarea, corridor, and special studies are directed toward identifying and refining specific plans for correcting mobility problems, and for achieving consensus on these plans as the appropriate course of action.

Subarea, corridor, and special studies proposed to be conducted in Clark County in FY 1983 include the following:

III-A. Traffic Count Program.

III-B. Clark County Special Services Transportation Plan.

III-C. I-205 Transit Service Study.

III-D. Rideshare Program.

III-E. Clark County Aviation Systems Plan.

WORK TASK III-A. TRAFFIC COUNT PROGRAM

Objective

Develop a coordinated, continuing traffic count program for Clark County. The coordinated traffic count program will result in a more complete, uniform data bank and processing system, and will eliminate the duplication of manpower and equipment.

The program will also lead to the following benefits:

1. Provide an evaluation of the operation of existing roadway system.

2. Assist in development and verification of transportation modeling analysis.

3. Supply reliable data for monitoring changes in travel patterns.

4. Provide a sample for estimation of VMT.

5. Provide data for monitoring rapid growth areas.

Previous Work

Clark County, City of Vancouver, and WSDOT conduct traffic counts.

Relationship to Other Elements

The count program relates directly to long- and short-range planning, TSM strategies, and Data Management.

Tasks

1. Describe roles and responsibilities of various agencies for collecting data, analyzing output, and publishing results of the traffic count program.

2. Identify count locations, frequency of count, and type of count.

3. Identify a uniform factoring method for converting raw counts to ADT.

4. Correlate traffic count locations to high accident intersecitons, and determine need for counting all legs of such intersections.

5. Develop traffic count summary sheets and location maps.

6. Prepare a traffic count manual.

Products

1. Traffic count location maps.

2. Traffic count summary sheets.

3. Traffic count manual for Clark County.

Funding Source: $(000)

	RPC
HPR/PL	3.1
RPC Match	3.5

Total = 6.6

Estimated Participation From Responsible Agency (Person Weeks)

RPC	Vancouver	Clark County	WSDOT
5	2	2	2

WORK TASK III-B. CLARK COUNTY SPECIAL SERVICES TRANSPORTATION PLAN

Objective

Develop a special services transportation recommendations on administrative structure, system operation, service characteristics, preventative maintenance, and financial management.

Previous Work

1. C-TRAN Special Transportation Program.

2. An adopted 1981 Transition Plan.

Relationship to Other Elements

This element comprehensively addresses the need to plan for special transportation services and is related to the public transit operator's special services planning.

Tasks

1. Define existing special transportation system.

    a. Funding agencies - Dollar source/amount, policy board, service requirements.

    b. Service operations - Vehicles, schedules, territories, maintenance.

    c. Service characteristics - Rider groups, trip purpose, locations (origin/destinations).

    d. Information system - Ridership data and operating costs by funding agency and/or service provider.

2. Identify service needs.

    a. Institutional requirements.

    b. Agency or program needs.

    c. Unmet service needs in terms of trip purposes and places.

3. Activate the Special Services Task Force (composed of users, providers, and agency staff) to review the plan, and to provide input on broad based issures about special services transportation in Clark County.

4. Develop the Special Services Transportation Plan.

   a. Administrative structure.

   b. System operation.

   c. Service characteristics.

   d. Preventative maintenance.

   e. Financial management.

5. Review the proposed Special Transportation Plan with the Task Force.

6. Work with member agencies to achieve endorsement of the plan.

Products

1. Technical Report documenting Special Services Transportation Data.

2. Clark County Special Transportation Plan, which is endorsed by member agencies.

Funding Source: $(000)

	RPC
UMTA	10.3
RPC Match	3.3

Total = 13.6

Estimated Participation From Responsible Agency (Person Weeks)

RPC	C-TRAN	EOC
11	2	5

WORK TASK III-C. I-205 TRANSIT SERVICE STUDY

Objective

Identify transit service adjustments and/or improvements needed as a result of opening the I-205 Bridge.

Previous Work

None.

Relationship to Other Elements

Significant land use and travel demand changes will occur as a result of the I-205 Bridge opening; improvements to existing transit services or changes to new transit services should occur correspondingly. This element is directly related to the RTP, the long-range transit assessment study, and the short-range transit development program.

Tasks

1. Identify study area, refine study scope, gather existing data, and present data in a format applicable to the study.

2. Conduct near term travel origin and destination forecasts for travel to Portland, to Vancouver, and within Vancouver.

3. Study and evaluate alternative service methods for connecting travel demand points passing over the new I-205 Bridge.

4. Integrate recommended transit service alternatives into the existing transit system.

5. Identify additional costs and benefits of the recommended transit service changes.

Product

A technical memorandum documenting I-205 transit services recommendations.

Funding Source: $(000)

	RPC
UMTA	3.6
RPC Match	1.2

Total = 4.8

Estimated Participation From Responsible Agency (Person Weeks)

RPC	C-TRAN
4	7

WORK TASK III-D. RIDESHARE PROGRAM

Objectives

1. Increase the number of multiple occupant automobile commuter trips.

2. Develop and promote rideshare incentives.

3. Develop employer based carpool programs.

4. Provide an alternative shared ride mode to fixed-route transit where it is too costly to provide the fixed-route service.

Previous Work

1. Washington State Energy Office Rideshare Grant.

2. I-5 North Rideshare Project.

Relationship to Other Elements

This element is associated closely with the Transit Operations Planning task, is an important part of the development TSM strategies, and is significant to the implementation of SIP recommendations.

Tasks

1. Identify agency rideshare roles (RPC, C-TRAN, WSDOT, Vancouver, Clark County, nonprofit agencies).

2. Develop a rideshare promotion program that includes benefits, incentives, rideshare materials (logo, brochure, and carpool map), and a coordination/ information system.

3. Package implementation strategies which identify potential markets, individual or groups of employers, and alternative program approaches.

Product

A Clark County Rideshare manual which can be used by agency or employer staffs to initiate ridesharing programs. The manual would document agency roles and agreements, promotional materials, the coordination/ information system, and strategies for initiating successful programs.

Funding Source: $(000)

	RPC
EPA 175	9.6

Total = 9.6

Estimated Participation From Responsible Agency (Person Weeks)

RPC	Vancouver	Clark County	C-TRAN	EOC	WSDOT
7	1	1	3	1	1

IV. PLANNING AND PROGRAM SUPPORT

PROGRAM OBJECTIVES

The efficient and effective accomplishment of the tasks and projects laid out in the Unified Work Program and the Transportation Improvement Program requires that there be maintained a cooperative process which ensures the following:

1. Coordination of intergovernmental concerns, issues, and priorities through representation on formal or ad hoc committees, participation in multi-agency programs, and provision of an appropriate forum for addressing regional issues and problems;

2. Development of an annual work program which is responsive to the needs of the region; and

3. Completion of specific assignments and responsibilities in an efficient and effective manner;

4. Development and maintenance of a community involvement program which provides information on regional issues and the progress of the planning program, as well as involves citizens in the transportation decision-making process.

5. Maintenance of a cooperative process whereby the data, tools, and capabilities that are developed as part of the transportation planning program are made available for solving local problems and satisfying local needs.

The work activities conducted under this Program Category are basically designed to provide and manage the services and skills necessary for the development and implementation of regional transportation related plans and programs. The following specific subcategories and work elements are included:

IV-A. Transportation Improvement Program.

IV-B. Unified Work Program.

IV-C. Interagency Coordination and Program Administration.

IV-D. Technical Assistance Small Cities.

WORK TASK IV-A. TRANSPORTATION IMPROVEMENT PROGRAM

Objective

Prepare and adopt a five-year program and annual element of transportation projects for the Clark County area. The TIP incorporates projects stemming from the long- and short-range transportation plan elements, and commits the funds necessary for implementation. It ensures coordination and provides a comprehensive, areawide program of proposed transportation improvements for local agencies and WSDOT.

Previous Work

Fiscal Year 1982-1987 TIP and Annual Element.

Relationship to Other Elements

The TIP is itself a direct or indirect result of virtually all elements in the UWP.

Tasks

1. Disseminate instructions to appropriate agencies requesting submission of a program of recommended projects from each.

2. Projects will be reviewed by RPC for consistency with long- and short-range transportation elements and, for conformity with air quality plans and programs, including the identification of positive air quality impacts.

3. Evaluate estimates of TIP project costs and available revenues by funding source.

4. Prepare the TIP report, and will carry out A-95 review of the Annual Element.

5. Adopt the TIP and submit it to Federal agencies and the Washington State Department of Transportation.

6. Monitor TIP implementation and amend the document, as necessary.

Product

An adopted Fiscal Year 1983-1987 Transportation Improvement Program and Annual Element.

Funding Source: $(000)

	RPC
HPR/PL	4.8
UMTA	2.2
RPC Match	2.3

Total = 9.3

Estimated Participation From Responsible Agency (Person Weeks)

RPC	Vancouver	Clark County	C-TRAN	WSDOT
7	1	1	1	1

WORK TASK IV-B. UNIFIED WORK PROGRAM

Objective

Prepare and adopt a transportation planning work program as the framework for all multi-modal transportation activities considered necessary by local officials and required by Federal and State transportation agencies. The work program describes transportation planning tasks, responsible agencies, and funding resources needed to meet major transportation policy issues of the upcoming year.

Previous Work

The 1982 Unified Work Program.

Relationship to Other Elements

The UWP serves as the comprehensive documentation of the various modal transportation planning activities.

Tasks

1. Prepare an annual Unified Work Program in accordance with local needs and Federal guidelines.

2. Update and revise the Work Program as necessary to reflect changing priorities and/or new and previously unidentified study needs.

Product

An adopted Unified Work Program.

Funding Source: $(000)

	RPC
HPR/PL	4.8
UMTA	2.9
RPC Match	5.4

Total = 13.1

Estimated Participation From Responsible Agency (Person Weeks)

RPC
11

WORK TASK IV-C. INTERAGENCY COORDINATION AND PROGRAM ADMINISTRATION

Objectives

1. Ensure that RPC continues to provide the regional forum for discussion and resolution of regional transportation problems and that these problems are addressed in a comprehensive, coordinated, and expeditious fashion.

2. Ensure that the transportation planning program is managed in an efficient and effective manner.

Previous Work

1. RPC, local governments in Clark County, and Metro have all established either formal committees or ad hoc advisory groups, for the purpose of addressing interagency problems and concerns. These coordination mechanisms are used on a regular basis.

2. RPC carries out an ongoing A-95 and transportation project review process.

3. RPC carries out the necessary ongoing program management tasks, such as grant and budget administration, staff supervision and orientation, etc.

Relationship to Other Elements

This element is ongoing and is a part of the "3C" urban transportation planning process.

Tasks

1. Update and revise the Work Program as necessary to reflect changing priorities and/or new and previously unidentified study needs.

2. Provide administrative and secretarial support service for the Consolidated Transportation Advisory Committee (CTAC), and transportation related support for the Regional Planning Council Policy Body.

3. Maintain liaison to and participate in Metro's JAPT and TPAC Committees and its appropriate subcommittees.

4. Participate in coordination efforts on an ad hoc basis for multi-agency programs within and outside Clark County (e.g., Bi-State transportation issues).

5. Carry out transportation related A-95, other projects, and Environmental Impact Statement reviews, as necessary.

6. Orient and supervise staff to ensure completion of the Fiscal Year 1982 Work Program.

7. Prepare and administer budgets, and administer grants.

Products

1. Project and EIS reviews.

2. Annual budget, accounting records, and progress reports.

Funding Source: $(000)

	RPC
HPR/PL	9.1
UMTA	2.1
EPA 175	0.5
RPC Match	9.5

Total = 21.2

Estimated Participation From Responsible Agency (Person Weeks)

RPC
20

WORK TASK IV-D. TECHNICAL ASSISTANCE SMALL CITIES

Objective

Provide information and technical services to Small Cities on a request basis.

Previous Work

Assistance in preparation of environmental assessments, input to specific studies, and provision of technical support to local jurisdictions.

Relationship to Other Elements

This element provides for unspecified transportation technical assistance to Small Cities.

Tasks

1. Apply existing transportation planning tools to provide technical support as requested.

2. Provide transportation information on a request basis.

Product

The main product of this activity is a program of technical assistance to the Small Cities.

Funding Source: $(000)

	RPC
RPC Match	8.5
Total = 8.5	

Estimated Participation From Responsible Agency (Person Weeks)

RPC
7

CLARK COUNTY

SUMMARY OF EXPENDITURES
BY RESPONSIBLE AGENCY ($000)

WORK ELEMENT	RPC	Other	TOTAL	ESTIMATED PERSON WEEKS*				
				Vancouver	Clark County	C-TRAN	EOC	WSDOT
Public Information and RTP Adoption	7.4		7.4					
Long-Range Strategy Refinement	9.9		9.9	4.0	4.0			
Mill Plain Alignment Study	2.5	8.0[1]	10.5	5.0				
Transportation Modeling and Analysis	22.8[2]		22.8	2.0	2.0	2.0		2.0
Bi-State Transit Assessment Study	5.0	45.0[3]	50.0			2.0		
Air Quality Planning	2.4		2.4					
Energy Contingency Plan	4.5		4.5	1.0	1.0	1.0	1.0	1.0
TSM Policy Framework	14.9		14.9	2.0	2.0	2.0	1.0	1.0
WSDOT I-5 TSM Actions								5.0
Transit Operations Planning	3.8		3.8			12.0		
C-TRAN Transit Development Program	5.1		5.1			23.0		
Data Management and System Monitoring	18.2		18.2	2.0	2.0	1.0	1.0	1.0
Transit Ridership Survey	6.2		6.2			7.0		
Traffic Count Program	6.6		6.6	2.0	2.0			2.0
Clark County Special Services Transportation Plan	13.6		13.6			2.0	5.0	
I-205 Transit Service Study	4.8		4.8			7.0		
Rideshare Program	9.6		9.6	1.0	1.0	3.0	1.0	1.0
TIP	9.3		9.3	1.0	1.0	1.0		1.0
UWP	13.1		13.1					
Coordination and Administration	21.2		21.2					
Technical Assistance	8.5		8.5					
TOTAL	189.4	53.0	242.4	20.0	15.0	63.0	9.0	14.0

*Estimated participation from Responsible Agency (Person Weeks).

[1]Vancouver consultant (CRS).

[2]Includes $15,000 in consultant transportation software costs.

[3]Metropolitan Service District ($35,000); Tri-Met ($10,000).

CLARK COUNTY

SUMMARY OF EXPENDITURES
BY FUNDING SOURCE ($000)

WORK ELEMENT	HPR/PL	UMTA Sec. 8	EPA Sec. 175	DOE	RPC Match	FY 82 Sec. 8	Other	TOTAL	ESTIMATED PERSON WEEKS* Vancouver	Clark County	C-TRAN	EOC	WSDOT
Public Information and RTP Adoption	3.6				3.8			7.4					
Long-Range Strategy Refinement	3.6				6.3			9.9	4.0	4.0			
Mill Plain Alignment Study	1.7				0.8		8.0[1]	10.5	5.0				
Transportation Modeling and Analysis	6.6	2.2			3.0	11.0[2]		22.8	2.0	2.0	2.0		2.0
Bi-State Transit Assessment Study		3.6			1.4		45.0[3]	50.0			2.0		
Air Quality Planning			2.4					2.4					
Energy Contingency Plan	1.5			2.4	0.6			4.5	1.0	1.0	1.0	1.0	1.0
TSM Policy Framework	4.2				6.7	4.0[2]		14.9	2.0	2.0	2.0	1.0	1.0
WSDOT I-5 TSM Actions													5.0
Transit Operations Planning		2.9			0.9			3.8			12.0		
C-TRAN Transit Development Program		4.0			1.1			5.1			23.0		
Data Management and System Monitoring		2.9			15.3			18.2	2.0	2.0	1.0	1.0	1.0
Transit Ridership Survey		4.8			1.4			6.2			7.0		
Traffic Count Program	3.1				3.5			6.6	2.0	2.0			2.0
Clark County Special Services Transportation Plan		10.3			3.3			13.6			2.0	5.0	
I-205 Transit Service Study		3.6			1.2			4.8			7.0		
Rideshare Program			9.6					9.6	1.0	1.0	3.0	1.0	1.0
TIP	4.8	2.2			2.3			9.3	1.0	1.0	1.0		1.0
UWP	4.8	2.9			5.4			13.1					
Coordination and Administration	9.1	2.1	0.5		9.5			21.2					
Technical Assistance					8.5			8.5					
TOTAL	43.0	41.5	12.5	2.4	75.0	15.0	53.0	242.4	20.0	15.0	63.0	9.0	14.0

*Estimated participation from Responsible Agency (Person Weeks).

[1]Vancouver consultant (CRS).

[2]Includes local match.

[3]Metro contract includes the following: OR-29-9007 ($38,250); Metro ($1,350); Tri-Met ($675); Portland ($675); Multnomah County ($675); Vancouver ($1,125); Clark County ($1,125); WSDOT ($1,125).

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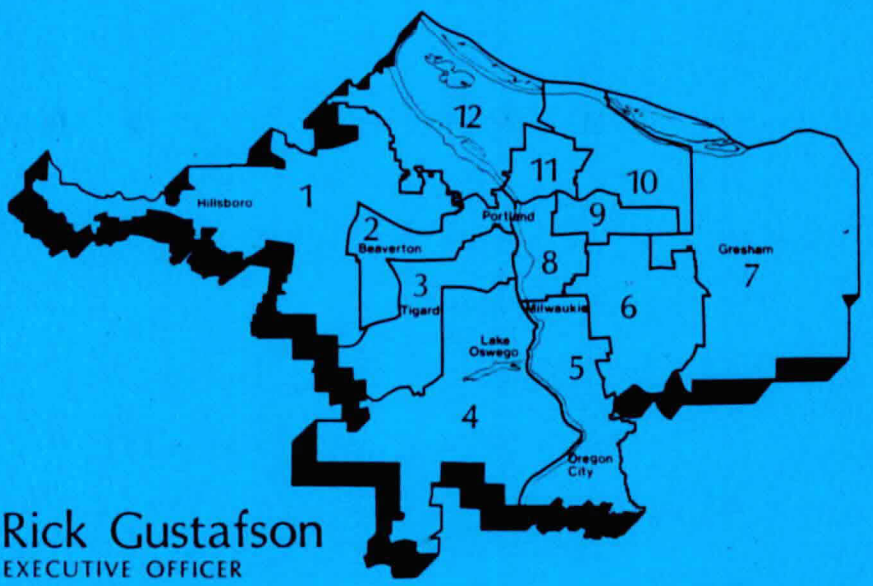
TRANSPORTATION PLANNING IN THE PORTLAND-VANCOUVER METROPOLITAN AREA

OVERALL REGIONAL PROCESS AND FISCAL YEAR 1983 WORK PROGRAM

METROPOLITAN SERVICE DISTRICT, OREGON

APRIL, 1982

METROPOLITAN SERVICE DISTRICT



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FIRST PRINTING

REGIONAL TRANSPORTATION PLANNING IN THE PORTLAND-VANCOUVER METROPOLITAN AREA
(Oregon Portion)

OVERALL REGIONAL PROCESS

AND

FISCAL YEAR 1983 WORK PROGRAM

METROPOLITAN SERVICE DISTRICT, OREGON

APRIL, 1982

Revision, ~~4-28-82~~
5-6-82

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OREGON FY 83 WORK PROGRAM

OVERALL REGIONAL TRANSPORTATION PLANNING PROCESS

OVERALL REGIONAL TRANSPORTATION PLANNING PROCESS

INTRODUCTION

WHAT IS THE UNIFIED WORK PROGRAM?

The Unified Work Program (UWP) is a document which is prepared annually to detail the technical activities to be completed as a part of the continuing transportation planning process in the Portland/Vancouver metropolitan area. It encompasses planning activities related to several modes of transportation, including all activities which are considered significant in the development of the area's regional transportation system, irrespective of the agency which would actually do the planning. The UWP includes those work tasks whose completion is required by federal or state transportation agencies, and those which are considered necessary by local elected officials and the citizens they represent. The UWP also provides a summary of local, state and federal funding sources to support these planning efforts.

WHO PREPARES THE UWP?

The UWP is prepared in a coordinated and comprehensive manner by the two Metropolitan Planning Organizations (MPOs) in the region; the Metropolitan Service District (Metro), and the Regional Planning Council of Clark County (RPC). Together, these two organizations hold responsibility for ensuring that the development of the area's transportation system is based upon a continuing, comprehensive and coordinated planning process. Metro represents the Oregon portion of the Portland/Vancouver area. The Regional RPC is responsible for the Washington portion.

HOW IS THE UWP USED AS A MANAGEMENT TOOL?

Because the UWP outlines the proposed transportation planning activities of Metro and RPC, it serves as a management guide to the staff and advisory committees of these two agencies. It also provides local and state agencies throughout the metropolitan area with a useful basis for improving regional and interstate coordination, and reducing duplication of planning efforts at all levels.

By developing and updating the UWP, Metro and RPC improve management of the planning program by identifying the planning needs of the region and the programs to meet those needs.

HOW IS THE UWP USED BY CITIZENS, PLANNERS AND ELECTED OFFICIALS

The adopted UWP is the blueprint of those regional transportation planning projects which are to be initiated and/or completed during the coming fiscal year. It serves as the reference used by planners, citizens and elected officials throughout the year to understand the objectives of the two MPOs, and how they will be met and coordinated through the planning program.

The UWP is organized into two major program sections; the Oregon portion and the Washington portion. These two program sections are further divided into program sub-categories, which include the individual work elements which accomplish the objectives of the sub-category. Program sub-categories in the FY 1983 UWP include:

A. Oregon Portion

1. Regional Transportation Plan/Long-Range Element.
2. Regional Transportation Plan/Short-Range Element.
3. Corridor Refinement.
4. Transportaton Improvement Program.
5. Technical Assistance.
6. Coordination and Management

B. Washington Portion

1. Regional Transportation Plan.
2. Subarea, Corridor and Special Studies.
3. Planning and Program Support.
4. Transportation Air Quality Program.

All program sub-categories are similarly broken down into individual work elements which describe the specific study objectives, work tasks, products, cost estimates and funding sources. Taken together, they spell out the intent of the UWP for all interested officials and individuals.

ORGANIZATION AND MANAGEMENT OF THE PLANNING PROCESS

The cooperative transportation planning program in the region was revitalized in December of 1976 with a significant increase in planning resources. With the creation of the Metropolitan Service District on January 1, 1979, a major organizational change occurred. Two Metropolitan Planning Organizations (MPOs) were established. The Metropolitan Service District (Metro) was designated as the MPO for the Oregon portion of the urbanized area and Clark County Regional Planning Council was designated as the MPO for the Washington portion.

The formation of Metro and the designation of it and the Regional Planning Council as Metropolitan Planning Organizations, provides a solid basis for a regional approach to transportation planning. This is enhanced by a variety of active committees whose members are selected both for their particular expertise and regional representation. This regional perspective is rounded out by the use of

state and local agency personnel working in cooperation with the MPOs on planning projects. Organizational mechanisms have also been developed to ensure adequate interstate coordination of transportation planning activities and decision-making.

The following outlines the structure and responsibilities of the Metro and RPC policy bodies, staff and committees.

METROPOLITAN SERVICE DISTRICT (METRO)

A. Metro Transportation Department

A Transportation Department has been established as part of Metro. Currently, the staff of the Transportation Department is composed of a variety of professionally skilled employees. These are supplemented through staff participation from other Metro departments, ODOT, Tri-Met, City of Portland, and county staff. Overall coordination and management of work activities at Metro is provided by the Executive Officer.

The Transportation Director heading the Transportation Department is a Metro employee. The work of the Department is conducted in accordance with the technical guidance of the Transportation Policy Alternatives Committee and is consistent with the work assignments contained in the Unified Work Program. Under the supervision of the Transportation Director, major functions of the program include:

1. Development of a Unified Work Program (UWP) for transportation planning in cooperation with the Transportation Policy Alternatives Committee. In support of these documents, specific mutual agreements with Tri-Met, ODOT and Clark County RPC are in effect.

2. Undertake staff activities in support of the UWP in coordination with work of all participating agencies in an interdisciplinary approach.

3. Monitor the transportation planning process to optimize the inclusion of regional values such as land use, economic development, and other social, economic and environmental factors in plan development.

4. Coordinate the development of the transportation plan and improvement program among federal, state and local agencies.

5. Coordinate the review and approval of projects and plans affecting regional transportation planning by the Transportation Policy Alternatives Committee (TPAC), the Joint Policy Advisory Committee for Transportation (JPACT) and the Metro Council.

6. Consistent with the UWP and policies established by the Metro Council, provide necessary technical staff support for all aspects of the transportation planning process. Status reports on the technical activities needed to maintain a viable plan are regularly produced.

7. Collect, maintain and make available to jurisdictions and agencies appropriate regional-level transportation data required for the transportation planning process.

8. With advice of the TPAC, assure compliance of the regional transportation planning process with all applicable federal requirements for maintaining certification.

9. With advice of the TPAC, assure the preparation, adoption and distribution of required regional plan and program documents as well as backup technical reports.

10. With the advice of the TPAC, maintain project funding authorizations and obligations in the Transportation Improvement Program.

11. With advice of the TPAC, provide management of a multi-jurisdictional, multi-disciplinary systems planning team responsible for developing and maintaining the region's transportation plan.

B. Transportation Policy Alternatives Committee (TPAC)

The Transportation Policy Alternatives Committee coordinates and guides the regional transportation planning program in accordance with the policy of the Metro Council.

The responsibilities of TPAC with respect to transportation planning are:

1. Review the Unified Work Program (UWP) for transportation planning.

2. Monitor and provide advice concerning the transportation planning process to ensure adequate consideration of regional values such as land use, economic development, and other social, economic and environmental factors in plan development.

3. Advise on the development and refinement of the regional transportation plan and improvement program.

4. Advise on the compliance of the regional transportation planning process with all applicable federal requirements for maintaining certification.

The responsibilities of TPAC with respect to air quality planning are:

1. Develop recommendations for controlling mobile sources of particulates, CO, HC and NOx.

2. Conduct an in-depth review of travel, social, economic and environmental impacts of proposed transportation control measures.

3. Provide an overview (critique) of the proposed plan for meeting particulate standards as they relate to mobile sources.

The following local jurisdictions appoint committee members:

Clackamas, Clark, Multnomah and Washington Counties
City of Portland
Cities of each county (4)

In addition, the following agencies appoint a committee member:

Tri-Met
Port of Portland
Oregon Department of Transportation
Oregon Department of Environmental Quality
Washington State Department of Transportation
Clark County RPC
Federal Highway Administration (non-voting)
Federal Aviation Administration (non-voting)
Urban Mass Transportation Administration (non-voting)

Lastly, five citizens are appointed as members of TPAC by the Metro Council.

Three permanent subcommittees of TPAC oversee major areas in the transportation planning process. These are:

1. Interagency Coordinating Committee (ICC) - guides systems analysis and subarea studies to provide input to the regional plan;

2. Transportation Improvement Program Subcommittee (TIP) - monitors project funding and expenditures and develops recommendations for the five-year Transportation Improvement Program, including the Annual Element; and

3. Rideshare Advisory Subcommittee - provides input towards the development of viable rideshare services for the public.

Beyond those three subcommittees, working groups are established by the chairperson as necessary. Membership composition is determined according to mission and need. All such groups report to the Transportation Policy Alternatives Committee.

C. Portland AQMA Advisory Committee

An advisory committee to both Metro and the Oregon Department of Environmental Quality (DEQ) has been established to:

1. Review the interrelationships between planning for particulates, CO and oxidants, and advise DEQ and Metro on the trade-offs between actions involved in controlling stationary sources and transportation control measures in meeting particulates, CO and oxidant standards.

2. Advise DEQ and Metro on the compatibility and trade-offs between proposed stationary source control measures and proposed mobile control measures.

3. Provide an overview (critique) of the proposed plan for meeting CO and oxidant standards for consideration by the Metro Council.

The committee has representatives of both the community at large and of those with a specific interest in air quality planning. This is an important prerequisite which ensures that the recommended strategies which evolve will have taken into account many divergent points of view. Thus, members of the committee represent the general public (i.e., no specific interest group), industry, environmental groups, the business community, and affected governments. The membership of the committee is as follows:

City of Portland
Metro
Multnomah County
Clackamas County
Washington County
Oregon Department of Transportation
Port of Portland
Western Oil and Gas Association
Associated Oregon Industries (A.O.I.)
Portland Chamber of Commerce
Oregon Environmental Council
League of Women Voters
Oregon Student Public Interest Research Group (OSPIRG)
Public-at-Large*
Public-at-Large*
Public-at-Large*
Public-at-Large*
Representative from Academic Institution
Labor Council Representative
Tri-Met (Public Transit Agency)
Washington Department of Ecology**
Southwest Air Pollution Control Authority**

Clark County Regional Planning Council**

* One each from the City of Portland and Multnomah, Clackamas and Washington Counties

** Non-voting member

D. Joint Policy Advisory Committee (JPACT)

A Joint Policy Advisory Committee for Transportation provides an ongoing forum for policy-level discussions and advice among elected officials and representatives of agencies responsible for implementing the transportation plan. This committee reviews and advises on all matters forwarded by TPAC concerning transportation or air quality policies prior to consideration by the full Metro Council.

The Joint Policy Advisory Committee for Transportation is composed of three component groups: elected officials of general purpose local governments, representatives of implementation agencies, and the Council.

The local elected officials on the JPACT from Oregon jurisdictions include representatives from Portland, the three counties and a representative for the cities in each county. These members are appointed by the appropriate jurisdiction in consultation with the representatives from the Local Elected Officials Advisory Committees. In addition, elected officials representing Clark County and the city of Vancouver are appointed by the Clark County Regional Planning Council.

Implementation agencies represented on the JPACT include the Oregon Department of Transportation, Tri-Met, the Port of Portland, the Oregon Department of Environmental Quality and the Washington Department of Transportation.

E. Metro Regional Development Committee

This is a Metro Council Committee consisting of seven Councilors. The committee takes action on all resolutions and ordinances dealing with Metro's planning responsibilities. This committee reviews recommendations from JPACT that are forwarded to the Metro Council to ensure coordination with other planning responsibilities of Metro.

F. Metro Council

The Metro Council is the regional policy body for transportation and air quality as well as other areas such as housing, land use and solid waste. The Council is composed of 12 members elected from subdistricts. The Council takes final action on transportation recommendations from JPACT.

G. Coordination with Washington State MPO

The Metro transportation planning process includes significant opportunities for involvement of and coordination with Washington State officials. A number of planning activities are closely coordinated at a staff level. Specific coordination efforts are described in the Metro/RPC Memorandum of Agreement included in the Appendix. The Metro committee structure provides an opportunity for Washington State participation. Clark County, the city of Vancouver, Washington Department of Ecology and Washington DOT are represented on TPAC. Representatives from the Washington Department of Ecology, the Southwest Air Pollution Control Authority, and the Clark County Regional Planning Council are non-voting members of the Portland AQMA Advisory Committee. The Joint Policy Advisory Committee for Transportation includes an elected member representing the city of Vancouver and Clark County as well as a representative of Washington DOT. Metro staff and ODOT staff are non-voting members on the Clark County RPC Consolidated Transportation Advisory Committee.

H. Bi-State Policy Advisory Committee

In the fall of 1981, the Bi-State Policy Advisory Committee was established as a joint committee to Metro and RPC for a trial 18-month period. It is important to note that this committee evolved out of the previous Bi-State Task Force on Transportation and is intended to provide a forum on all issues of mutual interest. The committee was charged with: 1) providing a forum for issues of mutual concern; 2) providing a forum for creating needed ad hoc committees to deal with specific issues; and 3) developing recommendations for consideration by the Metro Council and RPC.

In March 1982, a transportation ad hoc committee was established to oversee the bi-state transit assessment which will study future fixed-guideway and for transit services between the two states. Issues or recommendations originating in that committee are subject to review by JPACT and RPC.

REGIONAL PLANNING COUNCIL OF CLARK COUNTY

A. Regional Planning Council

The Regional Planning Council of Clark County is a voluntary association of public agencies. The activities of the Council or any Council Committee are advisory, and are not binding on any member without its approval. RPC was established to serve its members as a public forum for policy discussion of issues of regional significance, to maintain a program of continuing comprehensive planning for the entire region, and to carry out review and coordination of federal, state and local problems having a regional impact. The governing body responsible for establishing all of RPC's policies and programs is the

Council. Members of the Council are elected or appointed officials from each member government or agency. Included are governing body representatives of Clark County, the cities of Vancouver, Camas and Washougal, the towns of Battle Ground, Ridgefield, La Center and Yacolt, two school districts, three special districts, and the Clark County and city of Vancouver Planning Commissions. Also serving on the Board as non-voting, ex-officio members, are representatives of the State of Washington and the Metropolitan Service District.

B. RPC Staff

To support its transportation planning efforts, and to meet its MPO responsibilities, the RPC has created a transportation planning section and has assembled a professional staff with a variety of expertise. Overall administrative responsibility for the transportation program rests with the Executive Director of RPC. Technical coordination is delegated to the transportation project director, who is responsible for supervising the program and for completing the necessary work tasks.

The work of the transportation section is conducted in cooperation with staff of other agencies throughout the bi-state metropolitan area. It is guided by the Consolidated Transportation Advisory Committee (CTAC), and is consistent with the scope of work contained in the UWP formally adopted by the Council.

The major work tasks or functions of the transportation program include:

1. Development of a UWP for transportation planning in cooperation with the Consolidated Transportation Advisory Committee. In support of this document, specific mutual agreements with Vancouver Transit, WSDOT and Metro are in effect.

2. Undertake staff activities in support of the UWP in coordination with work of all participating agencies in an interdisciplinary approach.

3. Monitor the transportation planning process to optimize the inclusion of regional values such as land use, economic development, and other social, economic and environmental factors in plan development.

4. Coordinate the development of the transportation plan and improvement program among federal, state and local agencies.

5. Coordinate the review and approval of projects and plans affecting regional transportation planning by the CTAC and the RPC.

6. Consistent with the UWP and policies established by the RPC, provide necessary technical staff support for all aspects of the transportation planning process. Status reports on the technical activities needed to maintain a viable plan are regularly produced.

7. Collect, maintain and make available to jurisdictions and agencies appropriate regional-level transportation data required for the transportation planning process.

8. With advice of the CTAC, assure the preparation, adoption and distribution of required regional plan and program documents, as well as backup technical reports.

9. With advice of the CTAC, provide management of a multi-disciplinary systems planning team responsible for developing and maintaining the region's transportation plan.

C. RPC Transportation Committees

1. Consolidated Transportation Advisory Committee

The CTAC assists in the development and coordination of regional transportation plans and programs in accordance with the policy of the RPC and in cooperation with Metro and state and federal agencies.

The following local jurisdictions appoint members to CTAC:

(a) A representative from the staff of the RPC, to be appointed by the Executive Director.

(b) A representative from Clark County, to be appointed by the governing body of the County.

(c) A representative from the city of Vancouver to be appointed by the governing body of the City.

(d) A representative from the Clark County Public Transportation Benefit Area Corporation, to be appointed by the governing board.

(e) A representative from the Washington State Department of Transportation, to be appointed by the Department.

(f) A citizen-at-large representative, to be appointed by the Chairman of the RPC.

(g) A representative from a member city or town, to be appointed by the Chairman of the RPC.

(h) A representative from the Port of Vancouver, to be appointed by the Port Commission.

(i) A representative from the Oregon Department of Transportation, to be appointed by the Department.

(j) A representative from the Metropolitan Service District, to be appointed by the Metro Executive Officer.

(k) A representative from the Economic Opportunity Committee, to be appointed by the EOC Director.

Subcommittees and working grups of the CTAC are established by the CTAC chairperson as necessary, to accomplish the objectives of the transportation program.

2. Vancouver Air Quality Advisory Task Force

The Air Quality Advisory Task Force is the public forum for addressing air quality issues in the Vancouver AQMA. Its primary purpose is to make recommendations to the RPC on control measures for reducing VOC emissions from stationary and mobile sources, and to provide community input into the development of the 1982 Ozone SIP Revision.

The Task Force has representation from the community-at-large and from groups, businesses and organizations with a special interest in air quality planning. The Task Force represents several divergent points of view including industry, business, health and environmental groups, and affected governmental agencies, as well as those with no special orientation. This divergency is important to ensure that the results of the planning effort reflect a wide variety of opinions and concerns.

Membership on the Task Force includes:

Southwest Washington Air Pollution Control Agency
Southwest Washington Health District
Port of Vancouver
Port of Camas-Washougal
Greater Vancouver Chamber of Commerce
Clark County Home Builders Association
League of Women Voters
A resident of Battle Ground
A resident of Vancouver
A resident of Camas
A resident of Washougal
A resident of unincorporated Clark County
A representative of Clark County industry
A representative from the transportation sector in Clark County
A representative of minority group
A representative of local auto dealers
A representative of an environmental organization
A vehicle fuel dealer

D. Coordination of Planning Efforts

The RPC transportation planning process includes significant opportunities for involvement of and coordination with local and state officials in both Oregon and Washington. A number of activities are coordinated informally, yet effectively, on the staff level and through involvement on advisory committees including CTAC and Metro's TPAC.

Mechanisms for local, regional and state coordination are spelled out more formally in a series of Memoranda of Agreement. These Memoranda are designed to assist in complementary transportation planning through:

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

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

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

Memoranda of Agreement presently in force in Clark County for transportation/air quality planning include:

Metropolitan Service District and Regional Planning Council	9/06/79	To define responsibilities in carrying out the technical aspects of the regional transportation planning program, and to establish mechanisms for coordination
City of Vancouver and Regional Planning Council	7/01/79	To define relationship between Clark County MPO and Vancouver Transit, as required by UMTA
Washington State Transportation Commission and Regional Planning Council	3/27/79	To establish mutual responsibilities for carrying out the urban transportation planning process in Clark County
Metropolitan Service District and Regional Planning Council	3/28/79	To define mutual responsibilities in carrying out transportation/air quality planning activities in the metropolitan area

E. Transportation Planning Responsibilities

Transportation planning in Clark County is coordinated by several agencies, with specific responsibilities detailed in the previously discussed Memoranda of Agreement between RPC and WSTC, Metro and the city of Vancouver.

As the designated MPO for the Clark County Urban Area, RPC annually develops the transportation planning work program for the County, and endorses the work programs for the entire metropolitan area in accordance with federal regulations. RPC is also responsible for the development and endorsement of the Clark County Regional Transportation Plan, the Transportation Improvement Program, and other regional transportation studies within its area of jurisdiction.

The Clark County Public Transportation Benefit Area Corporation (CCPTBA or C-TRAN) is responsible for operational and near-term transit planning leading to the preparation of 5-year transit development plans and the implementation of service. The PTBA also develops a listing of projects to be included in the Clark County Transportation Improvement Program. The PTBA assumed these responsibilities on January 1, 1981, and a new Memorandum of Agreement between it and RPC is currently being prepared.

WSDOT and local agencies (cities and the County) do project planning for the highway and street systems in the area to be included in the Transportation Improvement Program in keeping with the adopted Regional Transportation Plan. WSDOT is also responsible for preparing a State Transportation Plan, and the County is presently engaged in the development of an Arterial Road Needs Study.

OVERVIEW OF THE TRANSPORTATION PLANNING PROCESS

Since the transportation planning program in the Portland, Oregon/Vancouver, Washington, metropolitan region was revitalized in December 1976, considerable progress has been made in establishing a set of consistent policies which:

- Are supported by a credible data base and analysis;
- Address a broad set of objectives including mobility, land use compatibility, environmental protection, and economic development;
- Are backed by a consensus of the appropriate decision-makers; and
- Will be implemented because they are fiscally responsible and technically sound.

The transportation planning process of RPC and Metro is an interdisciplinary systems planning process which must consider many

factors. In the context of this process, the broad economic, developmental, environmental and mobility implications of transportation options are evaluated as they affect more than a single community. The systems planning approach attempts to identify transportation problems and issues and to define and evaluate various policy, project, program and regulatory alternatives which address resolution of the issues and problems. The process recognizes that transportation actions not only affect the level of mobility provided the region's citizens, but also play a major role in meeting other regional objectives. Objectives such as clean air, energy conservation, economic development, community preservation, and rational land use patterns are strongly emphasized.

TRANSPORTATION ISSUES

Like many of the nation's metropolitan areas, the Portland/Vancouver region faces a number of transportation issues:

1. Lack of adequate mobility due to deficiencies in the transportation system;

2. Excessive consumption of energy;

3. Inefficiencies in the use of existing transportation services;

4. Suburban growth in areas having inadequate transportation systems;

5. Disruption of communities by through traffic;

6. Degradation of air and noise quality;

7. Shortage of funds--federal, state and local -- to maintain, operate and upgrade the transportation system.

Beyond these, the region has several unique transportation issues. These issues relate to actions and decisions regarding the change in emphasis from a freeway orientation.

The withdrawal of the Mt. Hood Freeway in July, 1975, culminated an extensive rethinking of transportation in the region. The Portland/Vancouver Metropolitan Area Transportation Study (PVMATS) plan of 1971 emphasizing the construction of several new freeways was rejected by the regional transportation planning process. This resulted in the request by the Governor of Oregon to withdraw the Mt. Hood Freeway. In a more recent action, the region agreed to request withdrawal of another urban freeway from the Interstate Highway System I-505. It is clear that this funding will not be forthcoming by 1986 as originally stipulated in the federal legislation due to insufficient appropriations as such. The need to plan for the effective use of these Interstate Transfer monies and to develop a 10-year schedule for implementation remains a high priority.

The Oregon portion of the region is unique in the United States in planning for and awareness of land use development on a regional scale. The Oregon Land Conservation and Development Commission (LCDC) has mandated goals and objectives in developing local comprehensive plans. Based upon adopted goals and objectives, Metro maintains an enforceable land use framework element (including delineation of an Urban Growth Boundary) and each jurisdiction has developed comprehensive land use plans. These documents lay the foundation for the concurrent evaluation of transportation alternatives which will enable the rational development of consistent land use and transportation plans in the region. This will provide many opportunities and require considerable work to carry out these requirements.

With the rejection of the PVMATS plan, the withdrawal of the Mt. Hood and I-505 Freeways, the adoption of an Interim Transportation Plan, and the pending adoption of the Regional Transportation Plan, attention is being shifted to several key issues that remain to be resolved:

- resolution of regional and local problems in the Southwest Corridor
- addition to the RTP of elements dealing with bikes, elderly and handicapped and energy contingency
- implementation of key projects called for in the plan
- resolution of financing problems identified in the TDP and RTP.

ISSUES OF INTERSTATE SIGNIFICANCE

Transportation planning in the Portland-Vancouver metropolitan area is complicated by the fact that it covers a two state area. This creates two different legislative environments within which planning must operate. In conjunction with this, there is a separate metropolitan planning organization designated with responsibility for transportation planning in the Oregon and Washington portions of the metropolitan area. However, transportation issues facing the region are shared by all jurisdictions in the metropolitan area and are not affected by state boundaries. In early 1980, a Bi-State Task Force was established with membership appointed by the Governors of Oregon and Washington to address issues of interstate significance. The Task Force was charged with developing recommendations as a program of transportation improvements necessary to meet interstate land demands together with potential financing mechanisms and institutional arrangements for continued planning and implementation of improvements. The Task Force resolved a great many pressing issues but a number of critical concerns remain (also see Appendix B for the Bi-State resolution):

- The Bi-State Task force concluded that a third highway bridge across the Columbia River is not a cost-effective solution to the Interstate travel problems of the metropolitan area at this

time. The completion of "committed" highway projects and the implementation of TSM strategies was found to be the appropriate highway strategy in the forseeable future.

- The Bi-State Task Force also concluded that there will be a need for a significant increase in transit ridership across the Columbia River, particularly if travel demands are to be met by only two bridges. Complementing this action, Tri-Met and C-Tran have adopted five-year service plans calling for improved service connecting Vancouver and the Portland area. Two outstanding issues remain, however: 1) the details of service intergration between Tri-Met and C-Tran in the next five years remains to be finalized; and 2) the long range transit improvement plan remains to be developed, particularly the feasibility of a transitway in the I-5 and/or I-205 Corridors.

- The Bi-State Task Force concluded that it had completed the task assigned by the two Governors but that a continued mechanism for interstate planning coordination should be established. The detailed organization and responsibilities of such a "Bi-State Policy Coordinating Committee" will be resolved by a discussion between the two MPOs.

URBAN TRANSPORTATION PLANNING PROCESS ELEMENTS

Significant work is currently underway to provide a solid basis for the formal adoption of the Regional Transportation Plan in accordance with state and federal legislation. Prior to that adoption, Metro and RPC will annually review and endorse, with changes, the Interim Transportation Plan, the Transportation Systems Management Plan, the Transportation Improvement Program, and the Air Quality Conformity Statement. The status of and responsibilities for undertaking various components of the transportation planning program as described in federal guidelines is as follows:

A. Land Use Plan

The regional Land Use Framework Plan for the Oregon portion of the region was adopted in December, 1976 by the CRAG Board. Legislation was recently passed giving Metro the authority to enforce the plan. The plan, developed by means of a cooperative planning program between CRAG and local jurisdictions' staffs, places all land in the region into three categories -- Urban, Rural and Natural Resources. Urban types of development can not occur in areas not designated as Urban. Local plans and zoning by law must conform with the regional plan.

While the Land Use Framework Plan defines those areas where urban services are and are not to be provided, further work is underway to examine the consequences of growth options within the area designated as Urban. This effort, strongly interrelated with efforts to evaluate alternative

transportation policies and actions, involves the formulation of alternative growth scenarios through the year 2000. In addition to examining optional patterns of growth, the overall growth of the region is being varied to assess its affects. In addition to assessing the consequences of growth options on transportation and other urban services, the affect of various public policies on growth is also being researched. For instance, as alternative transportation policies and investments are proposed, the likely affects on patterns of urbanization are being estimated.

A land use plan was adopted for the Washington portion of the Urbanized Area by Clark County in May, 1979, and by the city of Vancouver in February, 1981. These plans are not the same as Metro's framework plan as they designate specific land uses for all of the unincorporated land in Clark County and within the corporate boundaries of Vancouver. The County's plan recognizes and incorporates the Urban Growth Boundary for the City of Vancouver which has been in place and enforced since 1971.

B. Transportation Plan

The Interim Transportation Plan specifying long-range policies for highway and transit development was adopted by the CRAG Board in 1975. Since adoption, periodic re-endorsement has been made. A Bicycle Plan was adopted by the CRAG Board in 1976. An Interim Plan for the provision of specialized transportation services to the elderly and handicapped was adopted by the CRAG Board in December of 1977. This was supplemented by a plan defining the transition of transit services to provide handicapped transit accessibility in July, 1980. The Transportation Systems Management Plan was adopted by the CRAG Board in 1976 and is annually re-endorsed by Metro. In 1981, RPC endorsed the Comprehensive Transit Plan of the Clark County PTBA, and incorporated that plan into the short-range TSME for Clark County. Adoption of a complete Regional Transportation Plan update is scheduled for June 1982.

C. Transportation Improvement Program (TIP)

CRAG had annually prepared a regional TIP since 1975. Beginning January 1, 1979, each MPO has prepared a TIP describing the projects programmed for their area. Coordination of these documents is described in the Metro/RPC Memorandum of Agreement. These TIPs, containing both an annual element and a five year program, are annually updated prior to the new fiscal year. Initial preparation of the Metro TIP is undertaken by the TIP Subcommittee. The Metro staff provides administrative assistance and prepares a description of proposed projects and the rationale for project selection. In addition, the Metro staff provides information on regional problems and the likely effectiveness of candidate projects. The preparation of the TIP for the Washington portion of the

urbanized area is the responsibility of the Consolidated Transportation Advisory Committee with administrative support from RPC's transportation section.

D. Social, Economic, and Environmental Effects

Consideration of social, economic and environmental effects of transportation proposals at the system, corridor and project levels is integral to the transportation planning process of Metro and RPC. The Metro systems planning program is the primary mechanism used to determine these effects and to evaluate various transportation/land use alternatives. RPC purchases system planning information pertaining to Clark County from Metro. In addition to in-house efforts, RPC and Metro make extensive use of the staffs of other governmental agencies and consultants to develop, analyze and evaluate alternative courses of action, and to identify impacts to be considered in the decision-making process.

E. Air Quality Planning

A prime example of environmental coordination was the completion of the 1979 State Implemenation Plan Revision for the Oregon and Washington portions of the Portland/Vancouver airshed. A cooperative effort carried out by Metro, RPC and the Oregon Department of Environmental Quality, this plan revision was adopted by the respective states and was endorsed by EPA in 1980.

Because the plan revision indicated that the airshed would not meet the federal ozone standard by 1982, and because it requested an extension of the attainment date to 1987, a new plan has been adopted and submitted to the State for adoption. The purpose of this plan is to show the means whereby the federal ozone standard will be achieved. Agencies involved in the preparation of this plan include Metro, RPC, the Washington Department of Ecology, the Oregon Department of Environmental Quality, and other local and state agencies. The general responsibilities for carrying out various planning tasks were spelled out in the designation of air quality planning lead agencies, and were amplified in a Memorandum of Agreement between Metro and RPC. This Memorandum clarifies transportation/air quality planning responsibilities, and governs the manner in which regional air quality analyses are conducted.

F. Public Involvement

Major efforts to involve various citizen interests in the MPO planning activities are currently underway. A full array of techniques to disseminate findings from the system analysis as well as solicit input and maintain a dialogue with citizens, will be used. Once projects are in the project planning stage, the appropriate implementation agency has the responsiblity for

carrying out a citizen involvement effort directed toward ensuring adequate citizen input in the development of specific project alternatives.

G. Civil Rights Considerations

The MPO planning programs are vitally concerned with the affects of alternative plans and programs on various minority groups. Efforts to evaluate transportation/land use alternatives attempt to estimate how minority groups are affected.

H. Planning for the Elderly and Handicapped

A great amount of effort has been made to determine the appropriate level of transportation services required to meet the specialized needs of the elderly and handicapped. An Interim Plan for meeting these needs was adopted by the CRAG Board in December of 1977. As called for in this plan, work is proceeding by Tri-Met to coordinate transportation services as well as to evaluate various types of services.

In 1980, in response to USDOT regulations which implemented Section 504 of the 1973 Rehabilitation Act, both Tri-Met and Vancouver Transit prepared Transition Plans spelling out how the respective transit systems would be made accessible to the handicapped. These plans were adopted and endorsed by the two MPOs in June of 1980. However, with recent changes in federal law, the whole question of handicapped services is scheduled to be re-examined. Metro and Tri-Met will conduct a joint effort to determine the appropriate amount of service, mix of bus vs. parallel service and financing.

I. Energy Conservation

The use of energy is an issue that touches many land use and environmental areas of concern, including transportation, land use patterns, residential densities, and air quality. Energy consumption in the region is affected by land use characteristics, vehicle fuel consumption rates, and life-styles. Given the predicated long-term shortage of traditional energy supplies, it is important for the region to have energy policies and programs which aim at conservation.

The planning programs emphasize energy consumption as one of the measures of cost-effectiveness of transportation/land use alternatives. The Interim Transportation Plan and Transportation Systems Management emphasize policies and actions which will help conserve energy.

J. Coordination of Private Mass Transportation

Private mass transportation plays a vital role in supplying the region's transportation service. Examples of existing private

services are: 1) Evergreen Stage Lines, which serves Camas/Washougal, Vancouver and Portland; and 2) Yellow Cab, which provides service throughout the metropolitan area.

In the Oregon portion of the metropolitan area, Metro wil have the responsibility for coordination with private transportation providers, particularly as it relates to handicapped transit services. In Clark County, this responsibility is still being defined, although a continuing dialogue is maintained with private taxi operators to ensure coordination of services, where possible.

K. Technical Activities

1. Analysis of Existing Conditions

Metro has completed an extensive inventory and analysis of existing (1977) travel conditions and underlying urban activities. RPC is currently engaged in analysis to identify and assess existing transportation system problems in Clark County. This activity will form one of the milestones in the development of the RPC Regional Transportation Plan.

2. Evaluation of TSM Alternatives

A prototype study has been completed to identify and evaluate TSM options. This study has not only been successful in developing evaluation techniques, but was used as the basis for allocating some $5 million in Interstate Transfer funds to numerous TSM projects throughout the region. The results of the TSM evaluation work are incorporated in the TSM element as it is updated. In Clark County, the recently completed PTBA Comprehensive Transit Plan was incorporated in and became a part of the Clark County TSME. This plan evaluated the need for transit service in the County and several alternatives for meeting that need in the short-term.

3. Economic/Land Use Projections

Major efforts are underway to assess alternative growth forecasts and development patterns. These efforts include the estimation for various growth scenarios of household, population and employment by geographic area for 1980 and the year 2000. A great amount of work has gone into the development of techniques to be used to provide objective policy-sensitive projections.

4. Evaluation of Investment Alternatives

The planning program emphasizes the evaluation of transportation investment alternatives. The consequences of these transportation alternatives, including TSM

options, in combination with land use and other regulatory measures, are estimated as part of this program and displayed for use in deciding on the most cost-effective alternative.

5. Plan Refinement

   Once projects are defined through the MPO planning programs, the appropriate implementation agency has the responsibility of defining specific options.

6. Plan Reappraisal

   As previously mentioned, the MPO transportation plans are annually reviewed and endorsed by the MPOs.

7. TIP Programming

   Staff activities are being undertaken to insure that the findings of the planning programs are available and applied to various candidate projects.

FINANCING THE TRANSPORTATION PLANNING PROGRAMS

The regional transportation planning programs are financed using Federal Highway Administration, Urban Mass Transportation Administration and Federal Aviation Administration funds matched by Metro, ODOT, Tri-Met, RPC and local agency funds as determined annually. In addition to Metro and RPC staffs, local jurisdictions, ODOT, and Tri-Met staffs are assigned to specifically identified tasks in the Unified Work Program. The actual program is based upon specific funding approvals by participating agencies developed as described in the cooperative agreements (attached) between Metro and RPC; Metro, Tri-Met and ODOT; RPC and WDOT; and RPC and Vancouver Transit.

FY 83 WORK PROGRAM

Regional Transportation Plan (RTP) Refinement

Program Objectives:

1. Publish an RTP Executive Summary for widespread public dissemination.
2. Publish RTP Technical Appendices describing proposed projects and travel forecasts.
3. Evaluate travel demands associated with "Build-out" of local comprehensive plans; determine the adequacy of the RTP to serve "Build-Out."
4. Review local comprehensive plans for consistency with the RTP; initiate a program to obtain consistency.
5. Publish and adopt the FY 83 RTP update to include issues resolved during FY 82.

Relation to Previous Work:

RTP adoption scheduled June, 1982.

Products:

1. RTP - Executive Summary.
2. RTP Technical Appendices on projects and travel demand models.
3. Evaluation of performance of transportation system with "Build-out" travel demands.
4. FY 83 RTP update.

Expenses:		Revenues:	
Metro		FY 83 PL	$16,200
.8 FTE	$38,750	FY 83 Sec. 8	33,200
Materials & Services	23,000	ODOT	4,050
	$61,750	Tri-Met	2,767
		Metro	5,533
			$61,750
Tri-Met	$10,000	OR-09-0029	$ 8,000
		Tri-Met	2,000
			$10,000

Long-Range Transitway Plan - Phase I

The RTP calls for a system of Transit Trunk Routes in the corridors connecting to Gresham, Beaverton, Tigard, Lake Oswego, Milwaukie/Oregon City, Clackamas Town Center, Vancouver and Vancouver Mall. In addition, the plan identifies potential transitway routes in each corridor and calls for upgrading of bus trunk routes to transitways as warranted by ridership and as financing is available.

The following activities have been completed or are underway towards implementation of this system:

- Analysis/EIS has been completed for the Westside;
- A Bi-State work program has been adopted to examine the feasibility of LRT in the I-5 and/or I-205 North corridors;
- Right-of-way has been set aside and graded for future construction of a transitway in the I-205 corridor;
- Preliminary engineering was initiated and abandoned on an Oregon City LRT facility and is now being suggested to be reinitiated in conjunction with the McLoughlin Blvd. highway project EIS;
- A transitway right-of-way connecting to Clackamas Town Center has been established and initial construction as a busway is scheduled with local financing; and
- Construction is underway on the Banfield LRT facility.

As a result of these past activities, it is clear that an overall regional LRT system must be established to identify which of the trunk routes will be feasible to upgrade to LRT and when, and to determine a phasing strategy based upon the extent of problem, capital cost, operating cost and ridership potential.

This work element is intended to do such a study for the trunk routes on the Eastside of the Willamette River. It is intended to merge the LRT components of the previously scheduled Bi-State Transit Assessment into an Eastside LRT assessment and complete the work over a two-year period. Phase II of the long-range system dealing with the Westside of the Willamette River will be initiated at a later date.

Program Objectives:

1. Determine capital cost, operating cost and ridership potential on alternative LRT systems comprised of the following components: I-5 North, McLoughlin Blvd. and I-205 North and South.

2. Adopt a full long-range LRT system consisting of those increments that will be feasible to upgrade to LRT.

3. Establish a phasing strategy for the full system based upon growth of ridership potential, the need for additional capacity to correct expected transportation problems, capital cost and potential operating cost savings.

Relation to Previous Work:

The Bi-State Transit Assessment was initiated in FY 82 with the following objectives:

a. Determine the long-range feasibility of a transitway in the I-205 and/or I-5 corridors between Clark County and Oregon.

b. Establish transit service objectives.

c. Identify short-term improvements to meet transit objectives.

d. Identify potential rights-of-way to be protected for future construction.

This program will complete tasks (a) and (b) in FY 83 and task (d) in FY 84 as part of an overall Eastside effort. Task (c) will be conducted by Tri-Met as it relates to improvements that should be included in the five-year TDP update. Completion of Task (c) beyond the five-year period will be a high priority for funding in the FY 84 Unified Work Program.

Products:

1. Long-range LRT plan.

2. LRT phasing plan.

3. LRT rights-of-way to be protected.

Expenses:		Revenues:	
Metro		OR-29-9007 (FY 82 e(4))	$51,000
1.3 FTE	$70,375	FY 83 Sec. 8	21,100
Materials & Services	6,000	Metro	4,337
Tri-Met	10,000	Tri-Met	3,638
	$86,375	Portland	900
		Multnomah County	900
		Vancouver	1,500
		Clark County	1,500
		WSDOT	1,500
			$86,375

Southwest Corridor Study

Program Objectives:

1. Identify necessary improvements to meet traffic service criteria on 99W through Tigard.
2. Determine the feasibility and location of alternative routes to bypass Tigard.
3. Determine the location of a regional transit trunk route to serve the Tualatin transit station.
4. Identify improvements necessary for trunk routes to meet established travel time objectives.
5. Determine the relationship between planned high density land uses along Kruse Way and transit service.
6. Identify needed highway improvements throughout the corridor to meet service objectives.
7. Determine the need for I-5 access improvements to Wilsonville.
8. Identify transitway rights-of-way to be protected.

Relation to Previous Work:

1. The RTP recognized many unresolved issues in the Southwest Corridor.
2. ODOT completed a Southwest Traffic Analysis which recommended projects that have not been accepted by local jurisdictions.
3. Tri-Met's TDP identifies a Tualatin transit station but not an I-5 corridor trunk route.

Products:

RTP amendments to incorporate arterial and trunk route designations and additional highway projects.

Expenses:		Revenues:	
Metro		FY 83 PL	$28,266
2.2 FTE	$98,750	FY 83 Sec. 8	61,534
Materials & Services	13,500	Tri-Met	5,128
	$112,250	Metro	10,256
		ODOT	7,066
			$112,250

Goods Movement

Program Objectives:

1. Identify the major issues associated with goods movement throughout the region.

2. Determine the necessary public action to resolve these issues.

3. Recommend whether further Metro analysis is necessary.

Products:

Staff paper with recommendations on how to proceed.

Expenses:		Revenues:	
Metro		FY 83 PL	$11,120
.3 FTE	$13,900	ODOT	2,780
			$13,900

Bike Plan Update

Program Objectives:

1. Determine the key components to include in the Regional Bike Plan.
2. Consolidate the regional elements from local comprehensive plans and the CRAG Regional Bikeway Plan into a bike plan element of the RTP.
3. Resolve inconsistencies between jurisdictions.
4. Publish a regional bikeway plan map.

Relation to Past Work:

1. CRAG Bikeway Plan, 1976.
2. Bikeway Element of local comprehensive plans.
3. Bike Promotion program: Attitudinal Survey.

Products:

RTP amendment to incorporate regional bike plan elements.

Expenses:		Revenues:	
Metro		FY 83 PL	$14,940
.4 FTE	$16,175	ODOT	3,735
Materials & Services	2,500		$18,675
	$18,675		

Functional Classification Update

Program Objectives:

1. Initiate a two-year effort to identify the system of Minor Arterials, Collectors, sub-regional trunk routes and transit streets in conjunction with the ODOT, Tri-Met and the affected jurisdictions; concentrate on the following efforts:

   a. Portland Arterial Streets Classification Update
   b. Washington County Comprehensive Plan
   c. Multnomah County Comprehensive Plan Update

2. Resolve Functional Classification conflicts for Terwilliger Boulevard and Cornell/Burnside between adjacent jurisdictions.

3. Update the Federal Aid urban boundary and Federal Aid system in accordance with the 1980 census, UGB and RTP.

Relation to Past Work:

1. The RTP identifies a system of Principal and Major Arterials.

2. A UGB was adopted in 1979 to establish the limits of year 2000 growth.

Products:

Functional Classification Amendments, FAU Boundary Amendments, FAP, FAU, FAS Amendments.

Expenses:		Revenues:	
Metro		FY 83 PL	$13,520
.3 FTE	$13,900	ODOT	3,380
Materials & Services	3,000		$16,900
	$16,900		

South McLoughlin Improvement Program

Program Objectives:

1. Identify bus priority treatments along McLoughlin Boulevard south of Milwaukie.

2. Determine the long-range concept for LRT along McLoughlin Boulevard.

3. Design a pedestrian system to connect McLoughlin transit service to adjacent developments.

4. Site the Oregon City Park and Ride; determine the feasibility of upgrading the PTC bridge for bus and/or auto operations; determine bus operating characteristics in the vicinity of the park and ride and Oregon City transit station.

Relation to Previous Work:

This project will tie into planned improvements to McLoughlin north of Milwaukie to downtown Portland and continues work begun on this segment in FY 82. This work is an outgrowth of the McLoughlin Blvd. Improvement Strategy adopted by Metro in 1980.

Products:

1. Bus priority plans.

2. LRT concept design.

3. Pedestrian system plan.

4. Arterial/feeder bus network.

5. Access control plan.

6. Oregon City park and ride site, plan and auto/bus connections.

Expenses:		Revenues:	
Metro		FY 83 e(4)	$ 8,500
.3 FTE	$13,073	OR-29-9007	38,250
Materials & Services	1,927	Metro	2,250
Clackamas County	40,000	Clackamas County	6,000
	$55,000		$55,000

Energy Contingency Planning

Program Objectives:

1. Develop the Portland area element of the Statewide Energy Contingency Plan.
2. In cooperation with Tri-Met, determine transit, paratransit and rideshare operating strategies during a fuel shortage.
3. Determine costs and funding responsibility during a fuel shortage.
4. Establish responsibilities for communications during a fuel shortage.
5. Coordinate with Clark County jurisdictions.

Products:

Portland area energy (gasoline) contingency plan.

Expenses:		Revenues:	
Metro .3 FTE	$15,000	FY 83 Sec 8 Tri-Met	$12,000 3,000 $15,000
Tri-Met	$25,000	OR-09-0020 OR-09-0029 Tri-Met	$16,000 4,000 5,000 $25,000

Regional Demand Management Program

Program Objectives:

1. In cooperation with the Rideshare Advisory Subcommittee, provide direction for Tri-Met's regional rideshare program.

2. Compile examples of successful demand management programs that could be implemented by local jurisdictions such as parking programs, development controls/incentives, flextime programs, vanpool programs, etc.

3. Identify specific locations for implementation of candidate demand management programs; pursue implementation with the appropriate jurisdiction.

4. In cooperation with DEQ, monitor progress toward attainment of the CO and ozone standards.

Note: Will require a more defined Scope of Work and a grant amendment.

Expenses:		Revenues:	
Metro		OR-19-0004	$23,500
.5 FTE	$23,500		

Elderly and Handicapped Planning

Program Objectives:

1. Establish regional "need" for special transit services to the elderly and handicapped.
2. Evaluate alternative public and private strategies for providing special services.
3. Evaluate alternative funding responsibilities and strategies.
4. Coordinate input from the elderly and handicapped community, public and private operators and local jurisdictions.
5. Adopt an Elderly and Handicapped Services element of the Regional Transportation Plan.

Relation to Previous Work:

1. 1977 - Interim Special Transportation Plan
2. 1980 - Sec. 504 Transition Plan.
3. Misc. TIP

Products:

RTP Amendment to incorporate Special Needs Transportation.

Expenses:		Revenues:	
Metro .7 FTE	$33,000	FY 83 Sec 8 Tri-Met	$26,400 6,600 $33,000
Tri-Met	$18,000	OR-09-0023 Tri-Met	$14,400 3,600 $18,000

Technical Assistance

Program Objectives:

1. Provide routine travel forecasting services to member jurisdictions.

2. Contract with local jurisdictions and the private sector to provide special travel forecasts (possible carryover contracts include Washington County Circulation Study, I-205 Interchange Study, Railroad/Harmony and 82nd Drive).

3. Conduct a travel forecasting seminar to describe the mechanics of Metro's forecasting models and the capability to provide special forecasting services.

Expenses:		Revenues:	
Metro		FY 83 PL	$11,263
.2 FTE	$ 9,079	ODOT	2,816
Materials & Services	5,000		$14,079
	$14,079		

Model Refinement

Program Objectives:

1. Develop the capability to automatically produce computer generated highway and transit networks and traffic volume assignments.

2. Develop the capability to transfer UTPS based highway and transit assignments to micro-computers for low-cost computer analysis.

Note: Item 2 subject to approval of a detailed Scope of Work by UMTA (Washington, D.C.).

Relation to Previous Work:

1. Developed UTPS based travel forecasting models.

2. Developed sub-area application of models.

3. Developed peak-hour assignment traffic capability.

4. Experimented with incremental traffic assignment to better deal with capacity restraint.

Products:

1. Computer generated network plots.

2. Micro computer compatible software and documentation.

Expenses:		Revenues:	
		FY 83 PL	$8,000
Metro		FY 83 Sec. 8	8,363
.7 FTE	$30,033	UMTA Discretionary	20,000
Materials & Services	15,420	Metro	6,045
	$45,453	Tri-Met	1,045
		ODOT	2,000
			$45,453
Tri-Met	5,000	OR-09-0029	$4,000
		Tri-Met	1,000
			$5,000

Transit Service Efficiency Program: Phase II

In 1981, Tri-Met was awarded IT-09-0030 to develop an Operations Planning study. This study set up the Transit Service Efficiency Program (TSEP) scope of work, the intent of which was to establish a program that would significantly improve Tri-Met's operating efficiencies. Grant 30 has been very successful in producing a final scope and expenditures are complete. Phase II will initiate the TSEP into daily Tri-Met operations.

The Transit Service Efficiency Program (TSEP) (Phase II) is primarily a program to reduce the cost of providing transit service in the Portland area by controlling the amount of service provided. This will be accomplished by a systematic reduction and reallocation of platform hours over the next two years with reductions targeted from under utilized trips and lines. The goal is to reduce the amount of low productivity services and to strengthen the system as a whole.

In order to accomplish the primary goal in a responsible manner, several parallel goals must be addressed: 1) new service standards and policies must be developed; 2) technical methods must be improved; 3) procedures for the regular maintenance of schedules must be established; 4) a standard procedure for making service efficiency changes must be adopted; and 5) new work rules must be implemented in a timely manner.

At the completion of this program, it is intended that the standards, methods, and procedures will become a part of the "business as usual" operation of the District so that we will always be offering the highest level of service for the lowest possible cost.

Major Program Objectives:

a. Platform hours reduction.
b. Elimination of underutilized service.
c. Increase peak load levels.
d. Restructuring of lines and/or line segments for greater efficiencies.
e. Develop interactive schedule analyzer.
f. Implement automatic passenger counters.
g. Implement cost allocation model.
h. Track actual on-street performance.

Expenses:		Revenues:	
Tri-Met	$50,000	Discretionary Sec. 8	$40,000
		Tri-Met	10,000
			$50,000

Transit Operations Analysis

Program Objectives:

1. Improve transit financial forecasting to estimate effects of fare changes on ridership and revenues.
2. Evaluate transit system performance through periodic reporting of passenger counts, riders per service hour, cost per rider, cost per service hour, revenue per rider.
3. Evaluate transit employee productivity through analysis of absenteeism.
4. Improve subarea transit planning through interactive network computer programs.

Relation to Previous Work:

The transit service performance evaluation is used for the TDP annual update. The financial forecasting methodology has been used in the cost analysis for both the TDP and the RTP.

Products:

1. Financial forecasts estimating fare change effects on ridership and revenue.
2. Improved information of actual costs and revenues on a per passenger or hour basis.
3. Systematic monitoring of labor allocation effectiveness.
4. Facilitation of subarea route analysis.

Expenses:		Revenues:	
Tri-Met	$40,000	IT-09-0030	$32,000
		Tri-Met	8,000
			$40,000

Community Transit Station Study

Program Objectives:

Continue planning to identify, locate and prepare plans for transit stations required to support service improvements as provided for in the five-year TDP.

Products:

1. Identify specific locations for stations identified in the TDP through alternative site analysis.
2. Evaluate environmental, traffic, land use and neighborhood impacts where applicable.
3. Produce site plans and preliminary designs as needed to acquire local approvals and develop cost estimates.

Expenses:		Revenues:	
Tri-Met	$50,000	IT-09-0030	$40,000
		Tri-Met	10,000
			$50,000

TSM Facility Planning

Program Objectives:

Continuation of planning and functional design work for the physical facilities related to operational planning. The functional designs are necessary to accurately estimate bus travel times for schedule planning and to define route choices so that service decisions can be considered and adopted.

Products:

1. Develop preliminary transit center functional operating designs.
2. Develop transit preferential treatment on roadways.
3. Develop HOV lanes on streets and highways.
4. Develop bus access designs at major traffic generators.

Expenses:		Revenues:	
Tri-Met	$10,000	OR-09-0023	$ 8,000
		Tri-Met	2,000
			$10,000

Westside Corridor Project

Program Objectives:

Complete Westside Corridor DEIS/Alternatives Analysis process.

1. Write Westside Corridor preferred alternative report.
2. Prepare Westside Corridor resolutions.
3. Develop material to support Westside project funding decisions including project descriptions, project objectives, impacts and benefits.
4. Perform public involvement activities required for project decision-making.

Relation to Previous Work:

1. Completed Westside Corridor DEIS and Public Hearing.
2. Secured a Sec. 3 Letter of Intent for $76.8 million.

Products:

1. Westside Preferred Alternative Reports, resolutions.
2. Westside funding authorizations with project descriptions and objectives.

Expenses:		Revenues:	
Metro	$59,145	OR-29-9007	$17,000
		Westside/Ph II (29-9004)	33,273
		Metro	5,872
		Tri-Met	3,000
			$59,145
Tri-Met	$47,000	OR-29-9007	$18,700
		Westside/Ph II Carryover (29-9004)	21,250
		Tri-Met	7,050
			$47,000
Portland	$10,000	Westside/Ph II Carryover (29-9004)	$ 8,500
		Portland	1,500
			$10,000
Washington County	$15,000	Westside/Ph II Carryover (29-9004)	$12,750
		Washington County	2,250
			$15,000

Transit Station Joint Development

Program Objectives:

To promote and negotiate transit-related development involving private developers and public entities. The focus will be on the Banfield Light Rail Corridor and on key timed-transit transfer stations.

Relation to Previous Work:

This project will be implemented for Tri-Met preferably by a private, nonprofit corporation under the terms of a "master operating agreement." The corporation will be expeditiously formed to implement the work program. Interviews are being held currently with local government officials and private sector people to determine the precise structure and operating agreement terms to employ.

1. This project will provide the capability to Tri-Met to assist in implementing development projects with local approval which are consistent with conceptual plans evolving for the Banfield transit stations as part of the TSAP project.

2. This project will also provide the capability to assist in implementing development opportunities around bus stations identified in the Westside DEIS, McLoughlin Corridor Improvement Strategy and TDP with local approval.

Products:

For each joint development project, a development program will be prepared to:

1. Work closely with local governments at their invitation and respond to their public objectives;

2. Identify the needs and negotiable points for the developer, Tri-Met and the local government;

3. Establish the market segment from transit patronage using existing consultant market forecasts as a base when available;

4. Propose the essential physical elements that will be necessary to make the project tie to transit physically and functionally;

5. Get agreement on the project components;

6. Set forth key public and private actions;

7. Identify funding/financing sources and project costs; and

8. Take the project through all of the designing, financing and planning steps.

Expenses:		Revenues:	
Personnel	$ 84,225	OR-29-9005	$ 67,405
Materials & Services	112,722	FY 83 e(4)	100,000
	$196,947	Tri-Met	29,542
			$196,947

Coordination and Management

Program Objectives:

1. Manage the internal operations of the Transportation Department toward implementation of the Unified Work Program.
2. Provide support to various Metro committees; coordinate with ODOT, Tri-Met and local jurisdictions.
3. Provide necessary documentation to FHWA and UMTA of departmental activities, including A-95 Reviews, progress reports.
4. Continue to update Title VI documentation as 1980 census data becomes available.

Relation to Previous Work:

This work element is ongoing and carries over from year to year.

Products:

1. FY 84 Unified Work Program.
2. Execution and monitoring of various pass-thru agreements.
3. Documentation as required.
4. Monthly progress reports to the Transportation Policy Alternatives Committee.
5. Quarterly progress and financial reports to UMTA and ODOT.
6. Minutes, agendas, documentation.
7. Management of department staff time, products and budget.
8. Inter-departmental coordination.
9. Periodic review with FHWA and UMTA on UWP progress.

Expenses:		Revenues:	
Metro		FY 83 PL	$19,220
2.0 FTE	$85,629	FY 83 Sec. 8	53,283
Materials & Services	5,000	Metro	8,881
	$90,629	ODOT	4,805
		Tri-Met	4,440
			$90,629

Transportation Improvement Program (TIP)

Program Objectives:

1. Coordinate project funding status with ODOT, Tri-Met and local jurisdictions.
2. Monitor project funding authorizations, obligations and escalation.
3. Determine priorities for inclusion in the Annual Element of the TIP particularly for (e)(4) and Sec. 3 funding.
4. Develop material to support project funding decisions.
5. Develop the Interstate Transfer Concept Program for submittal to UMTA and FHWA.
6. Publish quarterly and annual TIP updates.
7. Provide input at the federal level of regional transportation funding needs.

Relation to Previous Work:

1. TIP Updates and setting of project priorities in an ongoing effort.
2. Secured $76.8 million Section 3 Letter of Intent.

Products:

1. Periodic TIP updates.
2. FY 83 TIP update.
3. FY 83 funding priorities particularly (e)(4) and Sec. 3.
4. Interstate Transfer Concept Program.

Expenses:		Revenues:	
Metro		FY 83 e(4)	$124,239
3.0 FTE	$146,164	Metro	9,902
		ODOT	7,141
		Tri-Met	4,882
			$146,164

Transportation Project Financing

Program Objectives:

The RTP and other studies at Metro have identified needed highway and transit projects which have no federal financing available or have federal funds reserved but in late years in the TIP. In addition, the Governor, the State Legislature and a number of private sector groups have undertaken efforts to respond to growing concerns that the lack of essential urban services, such as transportation, is a significant problem to the State economic recovery.

The fiscal constraints imposed on federal and state governments in recent years are forcing a restructuring of the traditional roles the public and private sectors play in making investments in transportation and economic development. Private sector support and financing, through a number of means, has become increasingly important to the completion of vitally needed public investments.

The objective of this task is to establish public/private financing strategies for deferred or non-funded transportation projects that are important for the development of the region.

TASKS:

1. Compile material on public/private financing options already being used in the State of Oregon and nationwide, as well as innovative strategies provided by the President's Economic Recovery Program.

2. Create a regional private and public sector forum to discuss the available financing mechanisms.

3. Prepare documentation on the need and status of projects which require financing.

Relation to Other Activities:

Implements policies and projects in RTP.

Products:

1. Staff reports on financing options.

2. Project reports which explain the economic needs for the project, its financing status and its financing options.

3. Establish regional financing forum including TPAC/JPACT and private sector representation.

4. Public/private agreements on project financing as appropriate at the regional level.

Expenses:		Revenues:	
Metro	$79,131	FY 83 e(4)	$67,261
		Metro	11,870
			$79,131

Data & Monitoring

Program Objectives:

1. Maintain data files on employment, population, household characteristics, existing and proposed land use patterns and density, building permits and subdivision activity, land price, transit ridership, auto occupancy, gasoline price and consumption, air pollution, etc.

2. Provide technical assistance to member jurisdictions and the private sector; conduct a market feasibility study; determine private sector data needs and data pricing strategy.

3. Maintain the Geographic Base File to convert address coded data to large geographic areas (such as census tract, jurisdiction, etc.).

4. Obtain and analyze the 1980 travel-to-work census from the U.S. Census Bureau.

5. Publish an annual "Regional Development Trends" report summarizing and displaying key data items; document progress towards adopted regional transportation and land use policies.

Relation to Previous Work:

1. Developed year 2000 forecasts of population, employment and households.

2. Printed 1980 census data on hard copy for local distribution.

Products:

1. Regional Development Trends Report.

2. 1980 Travel-to-Work Census Analysis.

Expenses:		Revenues:	
Metro		FY 83 Sec. 8	$12,770
3.7 FTE	$107,093	FY 82 PL	9,800
Materials & Services	17,000	Metro	87,073
	$124,093	ODOT	8,450
		Tri-Met	6,000
			$124,093

Air Quality/Land Use Study

Program Objectives:

1. Reduce air pollution through improved neighborhood/ commercial centers within the City of Portland by reducing the need for auto travel for shopping purposes.

2. Prepare high density activity center design plans in Clackamas County to reduce air pollution through more concentrated trip destinations and greater use of transit.

3. Produce a handbook documenting the results of the Air Quality/Land Use Study.

Relation to Previous Work:

This project was initiated as a discretionary grant in FY 82 and is largely completed.

Products:

Handbook documenting results of study.

Expenses:		Revenues:	
Clackamas County	$ 5,000	OR-09-0005	$25,000
Portland	20,000		
	$25,000		

ODOT Planning Assistance

Program Objectives:

Major accomplishments for FY 1983 by the Metro Branch includes supporting minor arterial and collector levels of the Regional Transportation Plan to resolve current local agency conflicts. Emphasis will also be given to identifying more clearly the role of State minor arterials in the plan. Work activities include:

1. State/regional minor arterial analysis:

   Beaverton/Tualatin Highway (Tualatin NCL/FCL)
   Scholls Highway
   I-5 Frontage Road (Wilsonville)
   Farmington Highway
   Northeast Highway
   Mt. Hood Highway (Gresham subarea)

   in conjunction with Southwest Corridor Study

2. Washington County Transportation Plan (Westside subarea update)

3. City/county transportation plan element review

4. Functional Classification study (minor and collector systems) in conjunction with Metro functional classification update

5. Small city transportation study support

6. Rideshare/flextime/bikeway plan support in conjunction with Metro Demand Management Program

7. Multnomah County Transportation Plan update

8. City of Portland traffic studies (Hollywood, Powell Butte, S.W. Circulation Study)

9. Identify Regional Plan priorities (principal and major arterials) in conjunction with TIP

10. Subarea study updates

11. Tri-Met transit site plan reviews

12. State highway jurisdictional studies (Multnomah County/ City of Portland)

13. State highway signing study for implementing revised Functional Classification system

14. Policy coordination - regional planning, local agencies, TPAC, JPACT, State of Washington Area of Portland/Vancouver region Bi-State Policy Committee

15. TIP participation and funding programming

16. Coordination of administration of programs with Metro

Expenses:		Revenues:	
ODOT			
3.3 FTE	$128,192	HPR	$108,194
Materials & Services	7,050	ODOT	27,048
	$135,242		$135,242

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FY 83 FUNDING SUMMARY

	Federal Funding				CARRYOVER											
	FY 83 PL	FY 83 SEC 8	SEC 8 DISCTRY	FY 83 e(4)	OR-29-9004 WESTSIDE	OR-29-9005 TSAP	OR-09-0020 FY 80 SEC 8	OR-09-0023 FY 81 SEC 8	OR-09-0029 FY 82 SEC 8	IT-09-0030 SEC 8	OR-29-9007 FY 82 e(4)	OR-19-0004 EPA 175	OR-19-0005 AQ/LU	FHWA HPR	LOCAL MATCH	TOTAL
RTP Refinement																
Metro	16,200	33,200													12,350	61,750
Tri-Met									8,000						2,000	10,000
Long-Range Transitway Plan - Phase I		21,100														
Metro											42,500				12,775	76,375
Tri-Met											8,500				1,500	10,000
Southwest Corridor Study/Metro	28,266	61,534													22,450	112,250
Goods Movement/Metro	11,120														2,780	13,900
Bike Plan Update/Metro	14,940														3,735	18,675
Functional Class. Update/Metro	13,520														3,380	16,900
McLoughlin Improve. Program																
Metro				8,500							4,250				2,250	15,000
Clackamas County											34,000				6,000	40,000
Energy Contingency																
Metro		12,000													3,000	15,000
Tri-Met							16,000		4,000						5,000	25,000
Demand Management/Metro												23,500			0	23,500
Elderly & Handicapped Plan																
Metro		26,400													6,600	33,000
Tri-Met								14,400							3,600	18,000
Technical Assistance/Metro	11,263														2,816	14,079
Model Refinement																
Metro	8,000	8,363	20,000												9,090	45,453
Tri-Met									4,000						1,000	5,000
Transit Svc. Effic. Program: Ph. II			40,000												8,000	50,000
Transit Ops. Analysis/Tri-Met										32,000					8,000	40,000
Comm. Transit Stations/Tri-Met										40,000					10,000	50,000
TSM Facility Planning/Tri-Met								8,000							2,000	10,000
Westside Corridor Project																
Metro					33,273						17,000				8,872	59,145
Tri-Met					21,250						18,700				7,050	47,000
Portland					8,500										1,500	10,000
Washington County					12,750										2,250	15,000
Transit Joint Develop./Tri-Met				100,000		67,405									29,542	196,947
Coordination and Management/Metro	19,220	53,283													18,126	90,629
Trans. Improvement Program				124,239											21,925	146,164
Trans. Project Financing/Metro				67,261											11,870	79,131
Data & Monitoring/Metro	9,800	12,770													101,523	124,093
Air Quality/Land Use Study																
Portland													20,000		0	20,000
Clackamas County													5,000		0	5,000
ODOT Planning Assistance														108,194	27,048	135,242
TOTAL	132,329	228,650	60,000	300,000	75,773	67,405	16,000	22,400	16,000	72,000	124,950	23,500	25,000	108,194	358,032	1,632,233

Note: Amounts shown are federal share.

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