STAFF REPORT

Agenda Item No._____

Meeting Date_____

CONSIDERATION OF RESOLUTION NO. 90-1234 FOR THE PURPOSE OF APPROVING THE FY 1991 UNIFIED WORK PROGRAM (UWP) AND RESOLUTION NO. 90-1235 CERTIFYING THAT THE PORTLAND METROPOLITAN AREA IS IN COMPLIANCE WITH FEDERAL TRANSPORTATION PLANNING REQUIREMENTS

Date: March 23, 1990

Presented by: Andrew Cotugno

PROPOSED ACTION

This resolution would: 1) approve the Unified Work Program (UWP) containing the transportation planning work program for FY 1991; 2) authorize the submittal of grant applications to the appropriate funding agencies; and 3) certify that the Portland metropolitan area is in compliance with federal transportation planning requirements.

TPAC and JPACT have reviewed the FY 91 Unified Work Program and recommend approval of Resolution No. 90-1234.

FACTUAL BACKGROUND AND ANALYSIS

The FY 1991 UWP describes the transportation planning activities to be carried out in the Portland-Vancouver metropolitan region during the fiscal year beginning July 1, 1990. Included in the document are federally-funded studies to be conducted by Metro, Intergovernmental Resource Center of Clark County (IRC), Tri-Met, the Oregon Department of Transportation (ODOT), the City of Portland, and local jurisdictions. Adoption of this resolution begins the fifth year of the overall direction established in the five-year Prospectus, adopted in May 1986, and the specific work program for FY 91. This work program makes a major commitment to the Westside Corridor project and Hillsboro DEIS and the I-205/Milwaukie Alternatives Analysis and High Capacity Transit studies. Also of major priority is the joint Bi-State Study which reflects federal and local funding sources and the Southeast Corridor Study.

Federal transportation agencies (UMTA/FHWA) require a self-certification that our planning process is in compliance with certain federal requirements as a prerequisite to receiving federal funds. The self-certification documents that we have met those requirements and is considered yearly at the time of UWP approval.

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

Approval will mean that grants can be submitted and contracts executed so work can commence on July 1, 1990 in accordance with established Metro priorities.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends approval of Resolution No. 90-1234.

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF APPROVING THE FY 1991 UNIFIED WORK PROGRAM (UWP)	RESOLUTION NO. 90-1234 Introduced by Mike Ragsdale, Chair, Joint Policy Advisory Committee on Transportation

WHEREAS, The Unified Work Program describes all federally-funded transportation planning activities for the Portland-Vancouver metropolitan area to be conducted in FY 1991; and

WHEREAS, The FY 1991 Unified Work Program indicates federal funding sources for transportation planning activities carried out by the Metropolitan Service District, Intergovernmental Resource Center of Clark County, the Oregon Department of Transportation, Tri-Met and the local jurisdictions; and

WHEREAS, Approval of the FY 1991 Unified Work Program is required to receive federal transportation planning funds; and

WHEREAS, The FY 1991 Unified Work Program is consistent with the proposed Metropolitan Service District budget submitted to the Tax Supervisory and Conservation Commission; now, therefore,

BE IT RESOLVED,

That the Council of the Metropolitan Service District hereby declares:

1. That the FY 1991 Unified Work Program is approved.

2. That the FY 1991 Unified Work Program is consistent with the continuing, cooperative and comprehensive planning process and is given positive Intergovernmental Project Review action.

3. That the Metropolitan Service District Executive

3. That the Metropolitan Service District Executive Officer is authorized to apply for, accept and execute grants and agreements specified in the Unified Work Program.

ADOPTED by the Council of the Metropolitan Service District this _____ day of _____, 1990.

_____
Tanya Collier, Presiding Officer

KT:lmk:mk
90-1234.RES
4-4-90

JOINT RESOLUTION OF THE
COUNCIL OF THE METROPOLITAN SERVICE DISTRICT
AND OREGON STATE HIGHWAY ENGINEER

FOR THE PURPOSE OF CERTIFYING THAT THE PORTLAND METROPOLITAN AREA IS IN COMPLIANCE WITH FEDERAL TRANSPORTATION PLANNING REQUIREMENTS	RESOLUTION NO. 90-1235 Introduced by Mike Ragsdale, Chair, Joint Policy Advisory Committee on Transportation

WHEREAS, Substantial federal funding from the Urban Mass Transportation Administration and Federal Highway Administration is available to the Portland metropolitan area; and

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

WHEREAS, Satisfaction of the various requirements is documented in Attachment A; now, therefore,

BE IT RESOLVED,

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

ADOPTED by the Council of the Metropolitan Service District this ____ day of _____, 1990.

_____
Tanya Collier, Presiding Officer

APPROVED by the Oregon Department of Transportation State Highway Engineer this ____ day of _____, 1990.

_____
State Highway Engineer

UWP90.RES

ATTACHMENT A

Metropolitan Service District
Self-Certification

1. Metropolitan Planning Organization Designation

The Metropolitan Service District (Metro) is the MPO designated by the Governor for the urbanized areas of Clackamas, Multnomah and Washington Counties, Oregon.

Metro is a regional government with 12 directly elected Councilors and an elected Executive Officer. Local elected officials are directly involved in the transportation planning/decision process through the Joint Policy Advisory Committee on Transportation (JPACT) (see attached membership). JPACT provides the "forum for cooperative decision-making by principal elected officials of general purpose local governments" as required by USDOT.

2. Agreements

Though cooperative working agreements between jurisdictions are no longer required, several are still in effect:

a. A basic memorandum of agreement between Metro and the Intergovernmental Resource Center (Clark County) which delineates areas of responsibility and necessary coordination and defines the terms of allocating Section 8 funds.

b. An agreement between Tri-Met, Public Transit Division of the Oregon Department of Transportation (ODOT) and Metro setting policies regarding special needs transportation.

c. An intergovernmental agreement between Metro, Tri-Met and ODOT which describes the roles and responsibilities of each agency in the 3C planning process.

d. Yearly agreements are executed between Metro and ODOT defining the terms and use of Federal Highway Administration (FHWA) planning funds and Metro and Tri-Met for use of Urban Mass Transportation Administration (UMTA) funds.

e. Bi-State Resolution -- Metro and Intergovernmental Resource Center jointly adopted a resolution establishing a Bi-State Policy Advisory Committee.

f. Bi-State Transportation Planning -- Metro and IRC have jointly adopted a work program description which is reflected in this UWP and a decision-making process for high capacity transit corridor planning and priority setting.

3. Geographic Scope

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

4. Transportation Plan

The Regional Transportation Plan (RTP) was adopted on July 1, 1982. The document had one housekeeping update in 1984 and a major update in 1989. A rigorous review process was followed which allowed for extensive citizen and technical comment. The short-range Transit Development Plan (TDP), the detailed transit operations plan for the region, was completely revised and adopted by the Tri-Met board in January 1988.

5. Transportation Improvement Program

The FY 1990 Transportation Improvement Program (TIP), adopted in September 1989, is amended continuously throughout the year. Future amendments will include authorization of FY 1990 Interstate Transfer funds and Federal-Aid Urban funds; updates of the Section 3 Letter-of-Intent Program, the Section 9 Capital Program and incorporation of the state Six-Year Highway Improvement program.

6. Issues of Interstate Significance

Considerable interest was generated in the bi-state study proposed by the Washington State Legislature. The adopted JPACT position paper established the terms of those issues. A comprehensive study is underway as reflected in this work program.

7. Public Involvement

Metro maintains a continuous public involvement process through citizen members on technical advisory committees, newsletters and press releases. Major transportation projects have citizen involvement focused specifically on the special needs of the project.

Several proposed projects have, in the past year, generated considerable public interest.

The possibility of a third bridge prompted a major new bi-state transportation study involving jurisdictions from both sides of the Columbia.

The Western Bypass project, by its nature of being partially outside the urban growth boundary, was subject of a land use law suit.

The Southeast Corridor Study involved not only its own citizens committee but neighborhood associations, business groups and community groups. Final recommendations were approved by the concerned interest groups as well as the involved jurisdictions.

8. Air Quality

Oregon's State Implementation Plans for ozone and carbon monoxide were both adopted by Metro and the Environmental Quality Commission (EQC) and approved by the Environmental Protection Agency (EPA) in 1982. The region is close to attainment of both standards. The Department of Environmental Quality (DEQ) is currently discussing the attainment status of the ozone and carbon monoxide standards with EPA.

The SIPs do not contain new control measures on transportation modes in order to reach attainment; rather, they rely on existing commitments, programs and federal emission controls. Current transportation efforts are focusing on increasing the transit mode split throughout the region and particularly to downtown Portland.

9. Civil Rights

Metro's Title VI submittal is certified until September 1992. The ODOT/FHWA on-site review in March 1988 found the agency to be in compliance. DBE, EEO and citizen participation all have programs in place which have been UMTA-certified.

10. Elderly and Handicapped

A Special Needs Transportation Service Plan was adopted by the Tri-Met board in January 1988. Appropriate parts of the new Special Needs Plan were adopted as a portion of the RTP.

11. Disadvantaged Business Enterprise Program (DBE)

A revised DBE program was adopted by the Metro Council in September 1989. Overall agency goals were set for DBEs and WBEs as well as contract goals by type. The annual goal for all Department of Transportation-assisted DBEs is 12 percent

combined DBE/WBE. The DBE program is very specific about the request for proposals, bidding and contract process.

12. Public/Private Transit Operators

Tri-Met and C-TRAN are the major providers of transit service in the region. Other public and private services are coordinated by these operators.

C-TRAN contracts directly for commuter service with Raz Transportation Company. This contract supplements Tri-Met and C-TRAN service between Portland and Vancouver.

Tri-Met also contracts for elderly and handicapped service with private entities such as Broadway Transportation, Buck Medical Services and Special Mobility Services, Inc. Tri-Met also coordinates with those agencies using federal programs (UMTA's 16(b)(2)) to acquire vehicles. Service providers in this category include Volunteer Transportation, Inc., Clackamas County Loaves and Fishes, the Jewish Community Center, Special Mobility Services, Inc. and others. Special airport transit services are also provided in the region (Raz Transportation and Beaverton Airporter Services). Involvement with these services is limited to special issues.

Two areas, Molalla and Wilsonville, were allowed to withdraw from the Tri-Met District on January 1, 1989. A condition of withdrawal was that they provide service at least equal to the service previously provided by Tri-Met. Buck Medical Services is providing that alternative service at approximately two-thirds the cost of Tri-Met service. In addition, Buck supplies fixed-route service between Clackamas Town Center and the Milwaukie Transit Center.

Solicitations for citizen representatives to TPAC were sent to private transit operators in the Portland region of which three applied. One was selected (from Broadway Cab) and appointed to a two-year term by the Metro Council.

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JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION

Metro Council	Councilor Mike Ragsdale Councilor George Van Bergen Councilor David Knowles Councilor Jim Gardner (alternate)
Multnomah County	Commissioner Pauline Anderson Commissioner Gretchen Kafoury (alternate)
Cities in Multnomah County .	Councilor Marge Schmunk (Troutdale) Mayor Gussie McRobert (Gresham) (alt.)
Washington County	Commission Chairman Bonnie Hays Commissioner Roy Rogers (alternate)
Cities in Washington County .	Mayor Clifford Clark (Forest Grove) Mayor Larry Cole (Beaverton) (alternate)
Clackamas County	Commissioner Ed Lindquist
Cities in Clackamas County .	Mayor H. Wade Byers, Jr. (Gladstone) Councilman Craig Lomnicki (Milwaukie) (alt.)
City of Vancouver	Councilman Scott Collier Les White, C-TRAN (alternate)
Clark County	Commissioner David Sturdevant Les White, C-TRAN (alternate)
City of Portland	Commissioner Earl Blumenauer Commissioner Mike Lindberg (alternate)
Oregon Department of Transportation	Robert N. Bothman, Director Don Adams, Region I Engineer (alternate)
Washington State Department of Transportation	Gary Demich, District Administrator Keith Ahola, Project Development Engineer
Port of Portland	Robert L. Woodell, Executive Director Carter MacNichol, Director (alternate) Real Estate Management and Development
Tri-Met	James E. Cowen, General Manager Bob Post, Asst. General Manager (alternate)
Department of Environmental Quality	Fred Hansen, Director Nick Nikkila, Administrator Air Quality Division

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TRANSPORTATION POLICY ALTERNATIVES COMMITTEE

City of Portland	Steve Dotterrer Vic Rhodes (alternate)
Multnomah County	Susie Lahsene Larry Nicholas (alternate)
Cities of Multnomah County	Richard Ross Greg Wilder (alternate)
Washington County	Frank Angelo Brent Curtis (alternate)
Cities of Washington County	Wink Brooks (alternate)
Clackamas County	Gary Spanovich Tom VanderZanden (alternate)
Cities of Clackamas County	Paul Haines Jerry Baker (alternate)
Tri-Met	G.B. Arrington Cynthia Weston (alternate)
Clark County	Dean Lookingbill Andrew Mortensen (alternate)
Oregon Department of Transportation	Ted Spence Wayne Schulte (alternate)
Washington State Department of Transportation	Steve Jacobson Keith Ahola (alternate)
Federal Highway Administration	Fred Patron
Port of Portland	Bebe Rucker Brian Campbell (alternate)
Department of Environmental Quality	Howard Harris
Citizenry:	John Godsey, Jr. Jack Lindquist Greg Oldham Molly O'Reilly/Nancy Ponzi (alt.) Ray Polani Raye Woolbright
Associate Members:	
City of Vancouver C-TRAN	Kim Chin Doug Johnson (alternate)

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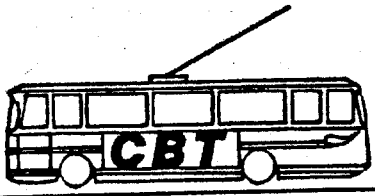
cc: Richard D



CITIZENS for BETTER TRANSIT

To: Transportation Policy Alternatives Committee, March 1990
From: Ray Polani
Subject: Request for a study of a Transit Intensive Regional Transportation Plan to be included in the fiscal year 1991 Unified Work Program

The proposed study would develop the base data needed to produce a Transit Intensive Regional Transportation Plan. This contingency plan would be invaluable in the event of sudden changes in national transportation priorities. Possible sizable increases in fuel prices and diversion of federal transportation funds to more pressing national needs could raise havoc with our current highway intensive transportation plan. A relatively low-cost, fuel efficient transit strategy could save our area from a future mobility crisis.

The modest amount of funds needed to develop this plan now, could save valuable time and resources later on. It also would be a valuable tool to evaluate light rail and highway projects in the context of the current Regional Transportation Plan.

Study Elements.

1. Improved and expanded transit network design
   a. Improved bus network (routing, headways and preferential treatment)
   b. Additional high capacity corridors (LRT)
   c. New circumferential corridors (Bus, Railbus, LRT)
   d. Commuter service beyond metro area (rail, Bus)

2. Travel demand forecast using input from improved and expanded transit network design
   a. Modify base highway network to exclude highways not currently in place.and include "fantom lines" to replicate transit corridors not in the highway network. This assumes travel demand will change as a result of providing superior transit facilities between zones not served well by the highway network.
   b. Make land use assumptions that concentrate a high percentage of projected growth within walking distance of the rail stations. (During the past 30 years, 50% of Toronto's apartment contruction and 90% of its office development has occurred within walking distance of its metro system).

3. Input the travel forecast model with transit supportive assumptions.
   a. Moderate fares
   b. Parking costs highest near the rail system
   c. High auto operating costs (due to increased fuel, parking and registration)
   d. Constrained auto traffic flow consistent with existing capacity
   e. Unreliability factor for corridors of constrained flow (due to accidents, breakdowns)
   f. Comfort and reliability factor for rail travel

4. Research availability of existing regional rail corridors for passengers and freight use
   a. Negotiated purchase
   b. Condemnation
   c. Joint use agreements

5. Develop costs for this transit intensive alternative
   a. Capital (right-of-way, fixed infrastructure, rolling stock)
   b. Operating (cost less projected farebox revenue)

We agree that many of the assumptions made in a transit intensive scenario are not realistic in the present political climate, but we believe the approved regional transportation plan is also not realistic given many obvious global trends. Political reality will move in the direction of more transit the way it is already happening in California, the heart of the auto-dependent culture of today.

This plan will help set the upper limit of what can be expected from transit intensive development so that future decision makers will have a broader spectrum of options to choose from as national priorities change.

For the financing of the study we recommend that 2%-3% of Metro's Fiscal 1991 planning budget be diverted to this critical project ($ 100- $150,000).

CITY OF
PORTLAND, OREGON
OFFICE OF TRANSPORTATION

Earl Blumenauer, Commissioner
Felicia Trader, Director
1120 S.W. Fifth Avenue
Suite 702
Portland, Oregon 97204-1957
(503) 796-7016
FAX (503) 796-7576

16 March 1990

Joint Policy Advisory Committee on Transportation (JPACT)
Attn: Andy Cotugno
Transportation Manager
METRO
2000 SW First Avenue
Portland, Oregon 97201

Dear JPACT Members:

As members of the Citizens Advisory Committee for the Arterial Streets Classification Policy (ASCP) Update in Northwest Portland, we strongly urge METRO to perform the Northwest Subarea Study to coincide with our efforts. The ASCP is scheduled to go before the City Council in March 1991. We are meeting on a monthly basis and much of the technical work will be completed during the upcoming summer months. We feel these two efforts are complementary and it would be beneficial to conduct both the ASCP Update and the Subarea Study in the same time frame.

In order to ascertain a more complete picture of the Northwest Corridor, we request that you also consider Fairview Boulevard and Germantown Road in the list of streets in the study.

We believe the Northwest Corridor transportation problems are regional in nature. It appears that METRO is the appropriate body to gather data and provide a forum for dialogue between jurisdictions. However, it is critical that local governments and neighborhoods be involved in all phases of this study and subsequent mitigating measures.

Thanks again for your consideration. We look forward to coordinating our efforts with METRO, broadening not only awareness, but also recognizing regional transportation issues.

Sincerely,

Northwest ASCP Citizens Advisory Committee

Ellen Vanderslice
Joyce Weisgerber
Gail Parker
Rodger Eddy
David Denecke
Ruth Raske
Kathleen Sharp
Doug Ripley
Hubert Walker

ASCPCAC:RS:ct

FY'91 Unified Work Program

Transportation Planning in the
Portland-Vancouver Metropolitan area

Metropolitan Service District
Intergovernmental Resource Center
Oregon Department of Transportation
Tri-Met

April 1990

METRO

TABLE OF CONTENTS

TABLE OF CONTENTS

OREGON PORTION

RTP UPDATE/MAINTENANCE

PROGRAM DESCRIPTION

The adopted Regional Transportation Plan (RTP) provides the region with a comprehensive policy and investment blueprint for an effective long-range transportation system. To ensure that the RTP adequately reflects current demographic, travel demand and economic conditions and trends, ongoing maintenance of the RTP database and timely updates are necessary to the plan.

Continue implementation of the Transportation 2000 Finance program in cooperation with statewide and regionwide governments and the business sector.

RELATION TO PREVIOUS WORK

The RTP update process is an ongoing program as is RTP maintenance. The Transportation 2000 Finance Program involves ongoing activities related to imposition of a regional vehicle registration fee and establishment of a regional arterial fund. This ongoing activity represents a continuation of efforts to define regional transportation project needs and funding strategies.

OBJECTIVES

This program involves the following major elements:

A. 2010 RTP Update (March 1991) -- Evaluate the adequacy of the currently adopted RTP in meeting the needs of the region based on updated 10 and 20 year regional growth forecasts and travel demand projections. Identify amendments to the RTP required in the areas of transportation policy, regional transportation system elements, improvements to the systems (10 and 20 year needs), financing shortfalls, coordination, consistency with other plans and outstanding issues.

B. RTP Maintenance/Consistency -- Maintain and update the RTP database consistent with changes in the population and employment forecasts, travel demand projections, cost and revenue estimates and amendments to local comprehensive plans.

C. Assist in completing the Urban Growth Boundary (UGB) periodic review relative to transportation system impacts; assist Multnomah County and Clackamas County in evaluating consistency of the I-84/U.S. 26 Connector (Mt. Hood Parkway) and the Sunrise Corridor with land use goals.

D. Assist ODOT and LCDC in defining state administrative rules for transportation planning and decision-making consistent with state land use law.

E. Participate as a representative from Metro to various planning or engineering technical advisory committees involved with refinement and implementation of various projects identified in the RTP.

F. The Transportation 2000 Finance program is a cooperative regional effort with the objective of funding the major project areas defined in the Regional Transportation Plan such as regional highway corridors, LRT, urban arterials, transit service and routine capital. Two major elements include:

- Regional Vehicle Registration Fee -- Defining the program for imposition of a regional vehicle registration fee taking into consideration the trade-offs between alternative LRT and arterial improvements. Define the rate and agency to submit the fee to the ballot.

- Arterial Fund -- Establishing the administrative procedures and project priorities for a regional arterial fund. Define the funding sources proposed for the arterial fund.

G. Westside Bypass

Provide travel forecasts for transportation alternatives to the Western Bypass. Provide assistance to the Western Bypass Technical Advisory Committee (TAC) and Citizens Advisory Committee (CAC) in evaluating alternatives, particularly related to effect on the overall transportation system and land use impacts. Adopt necessary findings or other land use actions required for recommendations from Western Bypass Study.

EXPENSES		REVENUES	
Personal Services:	$198,852	PL/ODOT	$ 29,123
Materials and Services:	10,226	FY 91 Sec. 8	27,814
	$209,078	FY 91 FHWA (e)4	71,000
		ODOT (Bypass Contract)	30,000
		Metro Match	51,141
			$209,078

RTP PRIVATIZATION

PROGRAM DESCRIPTION

Define and establish programs and policies to ensure private enterprise participation in the planning and provision of mass transit service.

OBJECTIVES

Metro works closely with Tri-Met to ensure that the private sector is involved in the planning and provision of mass transit service by:

1. Notifying private transportation providers when new transit service is contemplated (Tri-Met).

2. Performing analyses of the cost-effectiveness of transit service being provided by Tri-Met as compared to the private sector (Tri-Met/Metro).

3. Continuing to seek opportunities to implement private sector transit service where possible (e.g., I-205 corridor, Macadam corridor, PTC corridor, etc.) (Metro/Tri-Met).

4. Certifying that the private sector has been adequately involved in the development of transit projects included in the TIP (Metro).

5. Assisting Tri-Met in analyzing transit markets and types of transit service which may be appropriate for implementation by the private sector. As follow-up to the Suburban Transit Study, which calls for contracted service to serve developing areas, continue to identify transit markets and types of transit service which may be appropriate for implementation by the private sector (peak, owl, feeder, new service, etc.) (Tri-Met/Metro).

EXPENSES		REVENUES	
Personal Services:	$33,125	FY 89 Sec. 9	$16,500
Materials and Services:	0	FY 88 Sec. 8	10,000
	$33,125	Metro Match	6,625
			$33,125

PUBLIC-PRIVATE TASK FORCE ON TRANSIT FINANCE

PROGRAM DESCRIPTION

This study was initiated in 1988 for the purpose of identifying innovative public-private coventure funding strategies to fund transit improvements. With the assistance of a task force comprised of representatives from both the public and private sectors, the following mechanisms are recommended for implementation for future LRT corridors:

1. implementation of benefit assessment districts around LRT stations;

2. funding from urban renewal districts existing or formed in proposed station areas;

3. developer contribution when station is integrated with development; and

4. public acquisition of land for lease to future developers.

During FY 90, UMTA approved a UWP amendment for the remaining $70,146 in this grant for use in refining the recommendations of the Task Force.

RELATION TO PREVIOUS WORK

The Public-Private Task Force completed their recommendations in 1988 and submitted their final report to JPACT.

OBJECTIVES

1. Develop and execute a "Regional Compact" defining the policy framework for pursuing public-private coventure funding mechanisms in relationship to the overall financing plan for LRT.

2. Integrate the process for pursuing public-private coventure funding mechanisms into an overall regional transit financial plan and implementation schedule.

3. Develop model ordinances and policies for implementation of station area assessment districts, for use of urban renewal financing toward LRT and for seeking developer financing toward LRT stations.

PRODUCTS/MILESTONES

1. Define and document where station area benefit assessment districts should be pursued.

2. Provide a recommended model for implementing assessment districts in recommended locations including assessment method (i.e., square foot, acreage, front foot, etc.), land use types to include, land use types to exempt, coverage area, method for determining property benefit and other considerations recommended by the consultant.

3. Provide recommendations on procedures, timing and jurisdictional responsibility for implementation.

4. Define and document where station area tax increment financing districts (existing or proposed) would be enhanced by the construction of LRT. Define how the district could contribute toward the implementation costs of LRT. Provide recommendations on the level of funding appropriate to be contributed toward capital LRT projects. Provide recommendations on procedures, timing and jurisdictional responsibility for implementation.

5. Define and document where station cost-sharing is most appropriate. Provide recommendations on the level of funding projected for station cost-sharing. Provide recommendations on procedures, timing and responsibilities for implementation.

EXPENSES		REVENUES	
Personal Services:	$ 0	Section 8 (0054)	$36,000
Materials & Services:	45,000	Portland Match	4,000
	$45,000	Tri-Met Match	5,000
			$45,000

SOUTHEAST CORRIDOR (WILLAMETTE RIVER BRIDGE CROSSING STUDY)

PROGRAM DESCRIPTION

The Sellwood Bridge has 15 to 20 years of useful life remaining. In addition, the Sellwood and Ross Island Bridges are operating over capacity. Previous consultant studies have found that construction of a new bridge may be more cost-effective than attempting major repairs of the Sellwood Bridge at significant expense to this aging structure. This study will examine the need for additional river crossing capacity across the Willamette River and the most practical locations to construct a new bridge. Ultimately, after an extensive public involvement process, the study will result in the selection of the preferred location for a new bridge or adding capacity to the Ross Island Bridge.

RELATION TO PREVIOUS WORK

A sketch analysis was conducted on a range of bridge crossing options during the Johnson Creek corridor phase of the Southeast Corridor Study to identify the relationship between bridge crossings and east/west traffic in the study area. Conclusions were that various bridge crossing options will impact traffic on the arterial system, but will not affect possible recommendations for east/west collectors in the Southeast study area.

This study is the second phase of a study which concluded in 1989. It is a multi-year study which will be completed in FY 92.

OBJECTIVES

This study will evaluate the adequacy of Willamette River bridge capacity south of downtown Portland and recommend needed improvements to the Ross Island Bridge or the Sellwood Bridge. It will also determine the need for, feasibility of and potential locations of a new bridge. In addition, the study will ensure that the capacity of the surrounding highway system is consistent with any river crossing improvements.

Tasks include:

- Evaluate the role of transit and its ability to serve cross river transportation needs.
- Evaluate the adequacy of existing Willamette River bridge crossings, options for upgrading or replacing existing bridges, and feasible locations of new bridge alternatives.
- Measure the ability of the RTP highway system to handle projected (forecast) traffic demand.

- Conduct problem assessment and identify capacity deficiencies for the existing bridge crossings (Ross Island and Sellwood Bridges).

- Evaluate the performance of McLoughlin Boulevard from the Ross Island Bridge to Highway 22 and Macadam/Highway 43 north and south of the Sellwood Bridge, as well as I-5 between the Ross Island Bridge and the Sellwood Bridge.

- Identify capacity deficiencies on the arterial system west of the Sellwood Bridge including the Terwilliger Extension and the Macadam/I-5 access.

- Identify the significant environmental impacts and costs for each of the proposed alternatives.

- Determine the impacts of increased bridge capacity on:

  - The need for other system improvements on both sides of the river to make the proposed alternatives work.

  - The ability of the alternative to solve problems identified in the RTP problem assessment.

  - The operation of the RTP arterial system.

  - The need for improvements to the RTP arterial system or additional arterial capacity.

- Identify the significant environmental impacts and costs for each of the proposed alternatives.

- Work with the jurisdictions and the Citizens Advisory Committee to gain consensus on the preferred alternative.

- ODOT will provide support in defining the need for improvements to the Ross Island Bridge, I-405 and other roads in the area consistent with alternatives considered in this study.

PRODUCTS/MILESTONES

- A report describing the study's overview, scope of work and assumptions for analysis.

- A report documenting problems, needs and possible alternatives.

- A report evaluating possible alternatives under consideration.

- A report documenting recommendation.

EXPENSES		REVENUES	
Personal Services:	$110,360	ODOT Direct	$ 32,236
Materials and Services:	3,740	FY 91 FHWA e4	45,000
	$114,100	FY 90 FHWA e4	35,000
		Metro Match	1,864
			$114,100

HIGH CAPACITY TRANSIT PLANNING

The FY 91 Unified Work Program defines a multi-year effort to advance the implementation of high capacity transit services and facilities. This work program is defined within the context of the regional priorities established for high capacity transit development and includes the following components:

1. Westside Corridor -- The Westside Corridor from Portland to Hillsboro is the region's number one priority. The portion from downtown to 185th Avenue is in Preliminary Engineering under the jurisdiction of Tri-Met. Tasks are included (principally by Tri-Met and in a lesser support role by Metro and other jurisdictions) to complete Preliminary Engineering and the Final Environmental Impact Statement to allow negotiation of a Full-Funding Agreement with UMTA during FY 91.

2. Westside Corridor Extension to Hillsboro -- The extension of the Westside Corridor from 185th Avenue to Hillsboro is in Alternatives Analysis under Metro's jurisdiction. Tasks are included to complete the Alternatives Analysis, publish a Draft Environmental Impact Statement and select a preferred alternative during FY 91. It is through this process that the final decision will be made on whether to extend LRT to Hillsboro and where the terminus should be located. If the extension is approved, the process will be initiated to complete Preliminary Engineering and the Final Environmental Impact Statement by September 1991. This will require a separate Unified Work Program amendment and grant application for this purpose. The intent is to allow the extension to be included in the Full-Funding Agreement with UMTA if the decision is made to construct the corridor beyond 185th Avenue.

3. I-205/Milwaukie Corridors -- The initial phases of an Alternatives Analysis is included in the FY 91 Unified Work Program for the I-205 and Milwaukie Corridors under Metro's jurisdiction. This initial phase of work will be completed for the I-205 and Milwaukie Corridors in a coordinated fashion to allow the region to identify the corridor segments and the range of alternatives within these corridor segments that should proceed to the remaining phase of the full Alternatives Analysis/Draft EIS process. This will include identification of downtown Portland improvements needed to support the recommended alternatives. This work task will extend into FY 92. A request for formal UMTA authorization to proceed with Alternatives Analysis together with a Unified Work Program amendment and grant application will be submitted at that time. The specific work scope and the extent to which the "initial phase" products will be

used toward formal Alternatives Analysis/DEIS requirements are subject to further approval by UMTA.

It is the expectation of the region that LRT will not be advanced into Alternatives Analysis for all of the corridor segments (downtown Portland to Milwaukie to Clackamas Town Center to Gateway to Portland International Airport). As such, it is through this initial phase of work that the next regional priority corridor for consideration of LRT (after the Westside Corridor) will be determined.

4. Bi-State Study -- High capacity transit alternatives will be examined in the I-5 Corridor from downtown Portland to Vancouver, for extensions of the I-205 Corridor from Portland International Airport into Clark County. These studies will be used to determine which of these alternatives should be included in the Regional Transportation Plans of Metro and Clark County Intergovernmental Resource Center and the extent to which the RTP meets bi-state travel needs. In addition, at the conclusion of this study, a decision will be made on whether or not and when to initiate Alternatives Analysis/DEIS as the region's next priority after the I-205/Milwaukie priority. This will include identification of the downtown Portland improvements needed to support the recommended alternatives.

5. Regional High Capacity Transit Study -- This work element is intended to provide the basis for conducting each of the specific corridor studies in the context of plans for the rest of the regional transit system. Short-term tasks to be conducted during FY 91 include:

   a. definition of criteria for making decisions on regional priorities in the I-205/Milwaukie Corridors, in the Bi-State Corridor and for staging of the remainder of the regional system.

   b. delineation of full regional LRT system operating characteristics including headways, feeder bus requirements, bus and LRT fleet requirements and maintenance facilities.

   c. delineation of the downtown Portland system needed to support the regional system, whether a subway is sufficiently viable to consider in downtown Portland and which regional corridors necessitate the addition of another downtown Portland LRT alignment beyond the existing cross-mall alignment.

Longer term tasks, to be programmed in FY 92 and/or FY 93, include:

a. development of a staging plan for decisions beyond the I-205/Milwaukie Corridors and beyond the Bi-State Corridor.

b. development of an overall financing strategy.

c. evaluation of the feasibility of various extensions and branches.

This work program is intended to implement the regional corridor priorities recently established as follows:

a. Reconfirmation that the Westside LRT to Hillsboro is the region's number one priority and will be the priority focus of attention locally, with UMTA and with our Congressional delegation.

b. Reconfirmation that it is the region's intent to proceed with Alternatives Analysis in both the I-205 and Milwaukie corridors and that they will be conducted in a coordinated manner. In this work program, the initial phase of an Alternatives Analysis is programmed to allow selection of the I-205 or Milwaukie corridor segments that will proceed as the region's next priority after the Westside Corridor to the full Alternatives Analysis process.

c. Confirmation that the I-205/Milwaukie conclusions regarding which segments will proceed to the full Alternatives Analysis/DEIS process will take into consideration local criteria (in addition to federal cost-effectiveness criteria) for corridor priorities.

d. Reconfirmation that the region will proceed with the Bi-State Study to determine whether or when to initiate Alternatives Analysis in the I-5 and/or I-205 corridors into Clark County as the region's next priority after the I-205/Milwaukie corridor.

BI-STATE STUDY

PROGRAM DESCRIPTION

In cooperation with jurisdictions in Clark County, evaluate the adequacy of the existing transportation system to serve existing bi-state travel needs and the adequacy of the currently adopted Regional Transportation Plan (RTP) to serve projected travel needs. Further evaluate high capacity transit and bus options in the I-5 and I-205 corridors and evaluate the extent to which bi-state travel deficiencies are affected.

This joint Metro/IRC work program was adopted in FY 89-90 and the work initiated. The work will be completed by the end of FY 90-91 or early FY 91-92. The overall conclusion will result in refinements to the Metro and/or Clark County Regional Transportation Plan(s) and determination of whether or not to proceed to Alternatives Analysis/Draft EIS studies for LRT in the I-5 or I-205 corridors into Clark County and which alternatives should be considered further. Alternatives to be studied include 1) the TSM option, 2) busway options, 3) LRT options and 4) No Build.

RELATION TO PREVIOUS WORK

The scope of work, oversight committees and financial commitments were agreed to in FY 90 as part of a bi-state work task that was added to the Unified Work Program.

The analysis of existing travel, future travel demand and present/future transportation system adequacy will utilize information produced by the following work activities:

1. Forecasts produced in the model refinement tasks;

2. Update LRT ridership forecasts and evaluation of I-5 North LRT produced in the Regional LRT study task; and

3. Technical input on highway operating levels from WSDOT and ODOT.

In addition to this transportation system evaluation, Metro is coordinating the development of an Urban Growth Management Plan to guide future urban expansion in the Oregon portion of the metropolitan area. This activity is being done as a cooperative effort of the land use planning interests in the region under the supervision of the Urban Growth Management Policy and Technical Advisory Committees. This effort will result in development of regional goals and objectives in 1990 followed by a more detailed urban growth plan in 1991. Initial discussions have been undertaken to coordinate with and expand this activity into Clark County.

If at the conclusion of the bi-state analysis it is determined that the planned transportation system is inadequate, and upon completion of the long range land use planning activities described above, consideration will be given on whether or not to undertake an assessment of additional transportation improvements in the I-5/I-205 corridors.

Consideration of new highway bridges will not be undertaken until other alternatives have been thoroughly considered and a long range urban growth policy for the region has been developed.

OBJECTIVES

The objectives and products listed below have been jointly agreed upon by Metro's Joint Policy Advisory Committee on Transportation (JPACT) and IRC's Transportation Policy Committee.

1. Provide for policy, technical and public input to the Bi-State Transportation Study.

   a. Metro and IRC staffs will report results at periodic joint meetings of JPACT and the IRC Transportation Policy Committee.

   b. Metro and IRC staffs will jointly convene a technical advisory committee.

   c. IRC staff will within Clark County develop a broad based community information program on high capacity transit and, under separate funding, Portland will develop a community information program within North Portland.

2. Evaluate and define existing bi-state travel needs and traffic impacts on I-5 and I-205 (May 1990).

   a. Conduct a detailed capacity analysis and facility needs analysis based upon today's traffic volumes and roadway capacities.

   b. Identify, segment and evaluate existing needs in terms of trucks, auto, transit and intraregional versus interregional.

3. Update and refine the travel forecasting models using the updated and calibrated models to produce regionwide travel forecasts for 2010 that are based on the "new" 2010 growth forecasts (May 1990).

4. Develop a methodology for assessing the impacts of bi-state accessibility on economic development to the region as a

whole, to the Clark County region and to the Portland region. This methodology will be provided to the land use planning jurisdictions for consideration (January 1991).

5. Evaluate the ability of the 2010 "committed" and "RTP" transportation system to meet the future year travel demands (October 1990).

   a. Conduct a detailed capacity analysis of both the "committed facility improvements" and the "RTP" transportation system improvements.

6. Update LRT ridership data and cost data (August 1990).

   a. Review 1988 bus ridership calibration using the most recent land use data and transit system data.

   b. Produce 2010 bus versus LRT ridership estimates given the "new" 2010 land use and revised transit/LRT network in both Portland and Vancouver.

   c. Update capital and operating costs.

   d. Identify downtown Portland improvements necessary to support Bi-State Corridor transit improvements.

7. Examine alternative LRT options including a King Boulevard alternative and LRT extensions in Clark County (March 1991).

PRODUCTS/MILESTONES

Develop a report documenting the analysis and findings of the Bi-State Transportation Study to include the following:

1. Existing bi-state travel and capacity needs.

2. Identification of TSM strategies for immediate implementation.

3. Model calibration for bi-state travel, including the results of the external travel survey.

4. 2010 travel forecasts and costs for I-5 North LRT.

5. Evaluation of adequacy of RTP system to meet 2010 travel demands.

6. Evaluation of feasibility of I-5 North LRT extensions into Clark County.

The major policy matters to be addressed through this study include the following:

A. Whether bi-state travel needs will be met through the current RTP calling for LRT in the I-5 corridor from Portland to Vancouver and the I-205 corridor from Portland International Airport to Clackamas Town Center. Amendment to the Clark County Regional Transportation Plan accordingly.

B. Whether additional LRT alternatives will benefit or detract from effectively serving bi-state travel needs, such as: alternative alignments in the I-5 North corridor such as Martin Luther King, Jr. Boulevard, extension of the I-5 LRT corridor to Hazel Dell or Vancouver Mall or extension of the I-205 LRT to Vancouver Mall; amendment of the Metro and Clark County Regional Transportation Plans accordingly.

C. If bi-state travel needs are <u>not</u> adequately met, delineation of the magnitude and character of unmet needs to enable determination of whether to proceed with additional studies of new transportation improvements (such as a third bridge). Consideration of new highway bridges will not be undertaken until other alternatives have been thoroughly considered and a long range urban growth policy for the region has been developed.

D. Determination of whether LRT is sufficiently promising to initiate an Alternatives Analysis/DEIS under the federal funding process.

The following budget is for Metro's staff support toward this project. In addition, funding is provided from local sources for consultant support.

EXPENSES		REVENUES	
Personal Services:	$41,884	PL/ODOT	$10,000
Materials and Services:	3,116	ODOT Direct	10,000
	$45,000	FY 91 Sec. 8	8,000
		Bi-State Contract	15,000
		Metro Match	2,000
			$45,000

Following is a budget for the entire Bi-State Study for all participating jurisdictions. Portions of this work have been completed in FY 1990. This budget includes work for all related tasks including other UWP activities such as model calibration, model refinement, developing regional 2010 travel forecasts, and developing light rail transit forecasts for the I-5 Corridor.

	EXPENSES	REVENUES
Metro	$145,550	$113,800
IRC	116,350	52,500
C-TRAN	23,400	206,000
Tri-Met	26,500	46,500
ODOT	9,500	18,500
WSDOT	14,700	14,700
Consultant	125,000	0
Portland	$150,000	$159,000
	$611,000	$611,000

REGIONAL HIGH CAPACITY TRANSIT STUDY

PROGRAM DESCRIPTIÓN

The regional analysis of a high capacity transit system will extend over two to three years in coordination with separate UWP work elements dealing with 1) the Westside Corridor to Hillsboro, 2) the I-205 and Milwaukie Corridors, and 3) the I-5 and I-205 Corridors from Portland to Clark County. Tasks in this work element will focus on developing the regional framework, inter-relationships between corridors, development of criteria to compare corridors, evaluation of the impact of each corridor on downtown Portland and evaluation of corridors elsewhere in the region.

This work element will evaluate the full regional system in order to establish total system operating and ridership characteristics, particularly in the downtown. Bus and LRT fleet requirements and the need for maintenance facilities will also be evaluated. Within this context, the initial phase of the I-205/ Milwaukie Corridor studies will provide the basis for determining which corridor is initiated after the Westside is completed. Similarly, the Bi-State Study will provide the basis for determining whether or not and when to initiate Alternatives Analysis for high capacity transit to Clark County. In each of these studies, consideration will be given to the need to include additions to the downtown high capacity transit system as part of the Alternatives that are advanced to the Alternatives Analysis/ DEIS phase. This work element will complete the overall staging plan and financing strategy for the remainder of the regional system.

RELATION TO PREVIOUS WORK

The Regional Transitway Study Scope of Work (approved in FY 83) has served as an overall guide for the regional LRT studies, under which studies in the Milwaukie, Bi-State, I-205, Barbur and Macadam corridors have been undertaken.

In the fall of 1987, JPACT evaluated the work which had been completed to that time and determined that the Westside, McLoughlin, and I-205 corridors have the highest priority and should be advanced within a 10-year time frame. As a result, there is a separate program for these Alternatives Analyses. In addition, a Bi-State Study is currently underway to evaluate high capacity transit in the I-5 and I-205 Corridors to Clark County. The Barbur and I-5 corridors were determined to be a lesser priority and recommended to be constructed in a 20-year time frame. The Macadam Corridor need was determined to be beyond the 20-year time frame. These previously identified corridors will be reexamined and updated based on the new 1988 travel forecast model and the newly forecast 2010 land use data.

In addition, through the Regional Transitway Study, the conclusion was reached that a multi-corridor LRT system could not operate on a single "cross-mall" alignment in the downtown area but that two alignments (a "mall" and "cross-mall" alignment) would probably be adequate. Since that study, further work related to the Central City Plan and the Westside Corridor Project concluded that:

- a second downtown alignment is not needed for the Westside;
- a transit loop should be examined to provide distribution to the various central city subdistricts; and
- a subway should be considered as an alternative to the slower surface operations.

OBJECTIVES

Major tasks that will be undertaken as part of this program include:

1. Develop criteria for determining the cost-effectiveness and priority of alternative high capacity transit corridors. This will build on the UMTA cost-effectiveness criteria (which will also be used) but expand to take into consideration implementation of land use objectives, availability of public-private financing mechanisms and the impact on other parts of the transit and highway system. These criteria will be used to narrow corridors and alternatives to be considered further in the I-205/Milwaukie Alternatives Analysis/DEIS, in the Bi-State Study and for the remaining system.

2. Review of the primary light rail corridors identified in the RTP using the 1988 travel forecast models and new 2010 land use data. This assessment will examine in greater detail the identified corridors and document the performance of the light rail lines as one system, including the need for fleet expansion and maintenance facilities. The corridors to be considered include I-205, I-5 North, McLoughlin and Barbur in addition to the Banfield and Westside Corridors.

3. Analysis of the ridership impacts of adding light rail or a subway to the Portland transit mall or on other viable streets in the downtown. Work with Tri-Met to determine when such an improvement would be required from ridership, conceptual engineering and cost standpoints. Work with Portland to determine impact on land use and development policies. Based upon this evaluation, determine the ultimate central city system and the implementation steps required for this ultimate system.

4. Develop a "staging" plan for the regional high capacity transit system in the context of regional priorities focusing on the I-205/Milwaukie Corridors and the Bi-State Corridor. Upon conclusion of these corridor studies, determine the priority order of remaining corridors from a systems perspective. This analysis would look at the relationship between corridors, operational and maintenance facility issues, the need for and timing of an additional alignment in the downtown, bus fleet size issues, etc.

5. Development of an overall system financing strategy and staging plan. Determine relative priorities of the corridors based upon their relative cost-effectiveness. This will also involve ensuring compatibility between corridors and their effect on other parts of the LRT system.

6. Assessment of the feasibility of the branch extensions using the 1988 forecasting models. These include Portland to Lake Oswego, Milwaukie to Lake Oswego, Milwaukie to Oregon City, Clackamas Town Center to Oregon City via I-205, the Gresham Loop and Beaverton to Tigard or Tualatin. This will initially focus on ridership potential and will only include more detailed consideration of alignments, capital and operating costs if sufficiently viable.

7. Tasks to be undertaken through the City of Portland Regional Rail Study include:

   - Evaluation of central city subway and surface alignments taking into consideration engineering "fatal flaw" analysis, comparative cost, land use impacts, conformance with adopted central city policies and ability to phase alternative improvements.

   - Evaluation of Martin Luther King, Jr. Boulevard and Vancouver/Williams as alternatives in the I-5 North Corridor to determine whether or not they should be added to the range of alternatives to be considered in a later Alternatives Analysis/DEIS.

   - Evaluation of integrating LRT with a replacement Sellwood Bridge.

   - Evaluation of high density residential development along the Banfield LRT.

   - Evaluation of alternatives in the Barbur Corridor to assist in defining which alternatives should be retained for further consideration in the Alternatives Analysis/Draft EIS process.

EXPENSES		REVENUES	
Personal Services:	$152,757	FY 91 Sec. 9	$ 87,550
Materials and Services:	3,740	FY 90 e4	40,000
	$156,497	Tri-Met Match	10,944
		Metro Match	18,003
			$156,497

HILLSBORO ALTERNATIVES ANALYSIS

PROGRAM DESCRIPTION

Perform an Alternatives Analysis/DEIS in the Hillsboro Corridor from S.W. 185th Avenue to the Hillsboro Transit Center. Determine what mode of transit should best service the Hillsboro transit market and connect to the Westside light rail. Alternatives to consider include expanded bus service or extending the light rail line.

RELATION TO PREVIOUS WORK

This work is a continuation of the Hillsboro AA process from FY 90.

OBJECTIVES

Metro will be the lead agency in studying the potential for extending Tri-Met's Westside light rail project to Hillsboro. The target for completion of the process leading to selection of the Preferred Alternative is late spring 1991. Tasks to be completed include:

A. Gaining concurrence from UMTA regarding detailed work scope.

B. Providing overall project management responsibility.

C. Preparing ridership estimates for all alignments under consideration.

D. Assessing the land use impacts and development potential associated with each alignment.

E. Identifying the impact of LRT investment/bus service expansion on highway demand and congestion, and costs of improving that congestion with highway projects.

F. Determining LRT and bus operating costs for each alignment.

G. Developing summary of costs, benefits and impacts for use by general public and local jurisdictions.

H. Analyzing cost effectiveness of alternative termini east of Hillsboro Transit Center.

I. Determining Preferred Alternative.

J. Managing the environmental impact and traffic consultants.

K. Overseeing the engineering and financial costing evaluations.

L. Developing a public involvement plan and staffing a Citizens Advisory Committee.

M. Managing Technical Advisory Committees and the Planning Management Group.

PRODUCTS/MILESTONES

- Travel Forecasting Report
- Capital and Operating Cost Reports
- Financial Feasibility Reports
- Draft Environmental Impact Statement
- Preferred Alternative Report

The following is the estimated FY 91 portion of the overall project budget.

EXPENSES		REVENUES	
Personal Services:	$ 82,729	Section 9	$247,978
Materials and Services:	227,243	Local Match*	58,705
	$309,972	Metro Match	3,289
			$309,972

*Total Local Match for Full Grant:

Tri-Met	$ 64,800	50.0%
ODOT	15,000	11.6%
Metro	10,000	7.7%
Washington Co.	29,800	23.0%
Hillsboro	$ 10,000	7.7%
	$129,600	100.0%

I-205 ALTERNATIVES ANALYSIS

PROGRAM DESCRIPTION

Perform first phase Alternatives Analysis for the I-205 Corridor. Determine the appropriate mode of public transit in the corridor -- LRT, expanded bus service, or busway. Examine the inter-relationship between the I-205 and Milwaukie corridors and the need for a major transit project in either or both, and recommend which segments should proceed to development of the full Alternatives Analysis/Draft Environmental Impact Statement process. This work program will be undertaken in a phased manner with the initial phase aimed at narrowing the choices between corridors and alternatives within corridors for both I-205 and Milwaukie. The initial phase will focus on ridership and costs with the later phase involving formal initiation of Alternatives Analysis and preparation of a DEIS. It is the region's intent to perform this work in sufficient detail to be of use in determining a priority corridor for implementation. The specific products and budget of the initial phase remain to be finalized with UMTA. Local decisions from the initial phase include:

- identification of corridors and alternatives to be dropped from further high capacity transit improvement;
- identification of corridors and alternatives to be retained in the RTP for long term consideration; and
- identification of corridors and alternatives to proceed for the remaining Alternatives Analysis/DEIS work program.

RELATION TO PREVIOUS WORK

A Phase I study was completed in the I-205 Corridor in 1987. This study recommended that an Alternatives Analysis/DEIS be performed to determine the Preferred Alternative in the corridor.

OBJECTIVES

Metro will be the lead agency for performing an Alternatives Analysis in the I-205 Corridor. These tasks will be a multi-year effort, to be completed by the summer of 1992. Tasks to be completed include:

A. Preparation of a detailed work scope.

B. Providing overall project management responsibility.

C. Preparing ridership estimates for all alignments under consideration.

D. Assessing the land use impacts and development potential associated with each alignment.

E. Identifying the impact of LRT investment/bus service expansion on highway demand and congestion, and costs of improving that congestion with highway projects.

F. Determining LRT and bus operating costs for each alignment.

G. Developing summary of costs, benefits and impacts for use by general public and local jurisdictions.

H. Determining the interrelation between the I-205 and Milwaukie corridors.

I. Recommend the Priority Corridor in coordination with the Milwaukie Corridor alternatives to proceed to the full Alternatives Analysis/Draft EIS process.

J. Determine the scope of downtown Portland improvements necessary to support the alternatives under consideration.

K. Managing the traffic consultant.

L. Overseeing the engineering and financial costing evaluations.

M. Developing a public involvement plan and staffing a Citizens Advisory Committee.

N. Managing Technical Advisory Committees and the Planning Management Group.

PRODUCTS/MILESTONES

- Methodology Reports
- Travel Forecast Report
- Capital and Operating Cost Reports
- Financial Feasibility Reports
- Priority Corridor Report

In addition to the full Alternatives Analysis, Metro will be conducting systems studies extending both the I-205 Corridor and Milwaukie Corridor analyses to Oregon City. These are less detailed studies which are intended to assess the ridership potential in each corridor, identify significant impacts which must be addressed, narrow alignment options and give a rough estimate of potential operating and capital costs.

The following is the overall project budget, a portion of which will be spent in FY 91.

EXPENSES		REVENUES	
Personal Services:	$118,718	Interstate Transfer	$678,361
Materials and Services:	679,354	Local Juris.	119,711
	$798,072		$798,072

MILWAUKIE ALTERNATIVES ANALYSIS

PROGRAM DESCRIPTION

Perform a first phase Alternatives Analysis for the Milwaukie Corridor from downtown Portland through Milwaukie to the Clackamas Town Center. Determine the appropriate mode of public transit in the corridor -- LRT, expanded bus service or busway. Examine the interrelationship between the I-205 and Milwaukie Corridors and the need for a major transit project in either or both, and recommend which segments should proceed to development of the full Alternatives Analysis/Draft Environmental Impact Statement process. This work program will be undertaken in a phased manner with the initial phase aimed at narrowing the choices between corridors and alternatives within corridors for both I-205 and Milwaukie. The initial phase will focus on ridership and costs with the later phase involving formal initiation of Alternatives Analysis and preparation of a DEIS. It is the region's intent to perform this work in sufficient detail to be of use in determining a priority corridor for implementation. The specific products and budget of the initial phase remain to be finalized with UMTA. Local decisions from the initial phase include:

- identification of corridors and alternatives to be dropped from further high capacity transit improvement;
- identification of corridors and alternatives to be retained in the RTP for long term consideration; and
- identification of corridors and alternatives to proceed for the remaining Alternatives Analysis/DEIS work program.

RELATION TO PREVIOUS WORK

A Phase I study was completed in the Milwaukie Corridor in 1984. This study concluded that LRT is promising in the corridor and narrowed the alternatives to be considered in the DEIS.

OBJECTIVES

Metro will be the lead agency for performing LRT Alternatives Analysis in the Milwaukie Corridor. These tasks will be a multi-year effort, to be completed by the summer of 1992. Tasks to be completed include:

A. Preparation of a detailed work scope.

B. Providing overall project management responsibility.

C. Preparing ridership estimates for all alignments under consideration.

D. Assessing the land use impacts and development potential associated with each alignment.

E. Identifying the impact of LRT investment/bus service expansion on highway demand and congestion, and costs of improving that congestion with highway projects. (This work will be coordinated with the Willamette River Crossing study.)

F. Determining LRT and bus operating costs for each alignment.

G. Developing summary of costs, benefits and impacts for use by general public and local jurisdictions.

H. Determining the interrelation between the I-205 and Milwaukie Corridors.

I. Recommend the Priority Corridor in coordination with the I-205 Corridor alternatives to proceed to the full Alternatives Analysis/Draft EIS process.

J. Determine the scope of downtown Portland improvements necessary to support the alternatives under consideration.

K. Managing the traffic consultant.

L. Overseeing the engineering and financial costing evaluations.

M. Developing a public involvement plan and staffing a Citizens Advisory Committee.

N. Managing Technical Advisory Committees and the Planning Management Group.

PRODUCTS/MILESTONES

- Methodology Reports
- Travel Forecast Report
- Capital and Operating Cost Reports
- Financial Feasibility Reports
- Priority Corridor Report

In addition to the full Alternatives Analysis, Metro will be conducting systems studies extending both the I-205 Corridor and Milwaukie Corridor analyses to Oregon City. These are less detailed studies which are intended to assess the ridership potential in each corridor, identify significant impacts which must be addressed, narrow alignment options and give a rough estimate of potential operating and capital costs.

The following is the overall project budget, a portion of which will be spent in FY 91.

EXPENSES		REVENUES	
Personal Services:	$ 119,901	103 (e)4	$ 980,058
Materials and Services:	1,033,108	Local Juris.	150,348
	$1,153,009	Metro	22,603
			$1,153,009

DATA RESOURCE CENTER

PROGRAM DESCRIPTION

The Data Resource Center is a cooperative data gathering and research program, supported by the dues of Metro's member jurisdictions, transportation grants, other sources of Metro funding and fees charged for products and services. The Center eliminates the need for costly duplication of its functions by individual governments and businesses. Information collected and maintained covers demographics, construction, employment and land development characteristics and potentials. Key census items are updated between the decennial U.S. census. Medium and long range forecasts of population, housing and employment are made on a four-year cycle.

The forecast is used by government and business for medium and long term planning. It is the only local source of small area (e.g., census tract) forecast data for this region.

Metro annually updates population and housing to small areas. Employment is updated biannually and Metro is the only source of this data for small areas.

A substantial portion of staff resources are devoted to providing data services. The principal client groups are Metro departments, member jurisdictions and paying customers.

Technical Assistance

Tri-Met	$ 9,000
Port of Portland	2,070
Multnomah County	2,259
Clackamas County	3,012
Washington County	4,330
City of Portland	7,153
ODOT	5,500
Total	$33,324

The Regional Land Information System (RLIS) will provide a comprehensive single source for land information in this metropolitan area. It uses computer technology to interpret data from multiple sources for regional/local government applications, economic development programs, land investment, market research and business location decision making. Metro is the lead agency among government and business entities committing to development of GIS systems.

RELATION TO PREVIOUS WORK

Population, households, housing, household income, persons by age, and households by age of head of household were updated to 1989 and used to produce the 1989 Regional Factbook.

The 2010 population/employment forecast conducted in FY 88-89 will be revised to 2011.

The demand for data products and services has risen as RLIS becomes operational. This is especially true during this interim period before member jurisdictions are capable of remote computer access to RLIS and are dependent on Metro for routine queries on the database.

Several key components of RLIS have been put in place. A digital street base map is on the system and the traffic zones have been overlain on it. This enables display and analysis of base and forecast socioeconomic data used for travel modeling. The RTP and TIP projects have also been entered into the computer mapping system, allowing spatial query and analysis.

The tax lot base map for RLIS is progressing. A contract with Portland General Electric to receive their digital base maps for use in RLIS is near being consummated. A pilot study has been completed which produced a fully functional working prototype of RLIS for a four square mile area in Washington County.

OBJECTIVES

A new project is included for next year -- adapting a set of land use forecasting models being used in several other metropolitan areas (e.g., Seattle and Los Angeles) for use in this region. These models (DRAM/EMPAL) will be used by the Growth Allocation Workshop for the next round of population and employment forecasts. The source code for these models is available at no charge, but time will be spent adapting them to this region and producing the requisite database. They will serve the Workshops by providing a quantitative tool to augment what has essentially been a "delphi" process. Application of the model to Clark County will be coordinated with the Intergovernmental Resource Center of Clark County. Required resources are estimated to be a college intern (CEIP) to assist the staff economist for 5 to 7 months and a computer able to handle the computations required by the model. The computer could be a terminal connection to the Hewlett-Packard or a stand-alone workstation may be necessary.

A tracking survey of socioeconomic characteristics is proposed for key transportation model inputs to be conducted in FY 90-91. This is a supplement to the major household survey, to be con-

ducted in FY 89-90. It will allow more refined extrapolation of census data in future years between the 1990 and 2000 census years.

Building permits will continue to be collected on a monthly basis, using the services of an independent contractor. Over the years, this has proven to be the least costly and most efficient means of obtaining this information from the cities and counties.

PRODUCTS/MILESTONES

- Updates of "provisional" population and housing estimates to 1991 - 3/91.
- Revise 2010 population/employment forecast to 2011.
- The Regional Factbook, 1991 edition - 6/91.
- Development Trends Reports - Tri-annual.
- Household survey - 4/91.
- Employment geocode to census tract of State Employment Service records - 2/91.
- Regional Land Information System (RLIS) -- Convert Portland General Electric parcel base maps and implement portions of region where local governments are participating. The Metro Council will be considering supplemental funding to accelerate the RLIS implementation schedule. If approved, this task will be completed in 12-14 months rather than 26 months.
- Process 1990 U.S. Census Bureau products as they begin to arrive and carry out lead agency role.

EXPENSES		REVENUES	
Personal Services:	$502,382	PL/ODOT	$ 69,653
Materials and Services:	302,361	ODOT Direct	5,000
Capital Outlay:	45,200	FY 91 Sec. 8	60,000
	$849,943	FY 91 Sec. 9	7,200
		Tri-Met Match	1,800
		Metro	706,290
			$849,943

TRAVEL MODEL REFINEMENT

PROGRAM DESCRIPTION

The purpose of the Model Refinement Program is twofold: 1) maintain the state-of-the-art travel demand forecasting models and up-to-date computer simulation networks for current, short range, and long range transportation plans; and 2) maintain up-to-date short and long-range travel forecasts which reflect changes in land use assumptions, projected highway and transit investments, and travel forecasts.

RELATION TO PREVIOUS WORK

During the past five years, major improvements have been made in the travel forecasting models. Data obtained from the 1985 and 1988 travel behavior surveys and the 1989 external cordon survey have been instrumental in that process. The methodology for forecasting commercial traffic is the next area targeted for improvement.

OBJECTIVES

The Model Refinement Program has several areas of focus for FY 91.

1. Monitor and summarize trends in transit fares, auto operating costs and parking costs. Assemble and tabulate transit patronage and traffic count data. These are important input and calibration data items needed in the travel forecasting process and are collected each year.

2. Update computer simulation networks to include a 1990 base, committed RTP, 10-year RTP and 20-year RTP. Update travel demand forecasts (i.e., trip matrices) to a 1990 base, 2007 short term forecast, and 2012 long term forecast. In order to keep the simulation data current, this task is ongoing.

3. Develop a methodology to better predict the amount of commercial traffic on the region's roadways. A consultant will be hired in FY 90 and carry forward into FY 91 to conduct a literature review and survey of prominent regions to determine various methodologies.

4. Complete the development of a new external cordon model. Based on results from the 1989 external survey, the model will more accurately estimate the travel entering and leaving the region.

5. For transit forecasting, continuing research into effects of transfers and various categories of out-of-vehicle time (walk, wait, transfer, etc.) will be carried out.

6. For the model structure as a whole, research into the effects of congestion on time-of-day travel decisions will be carried out. An ad hoc procedure to modify trip tables to avoid over-capacity results on the highway network and to give some peak spreading information will be investigated.

PRODUCTS/MILESTONES

- A report will be produced which documents the various cost elements and auto/transit count trends. Completion -- Spring 1991.
- Results will be summarized and documented at the completion of the update to the travel forecasts. Completion -- Spring 1991.
- A consultant report summarizing the various methodologies of forecasting commercial traffic will be produced. Completion -- December 1990.
- Metro staff will implement the recommended commercial traffic forecasting procedure into the modeling process. Completion -- Spring 1991.
- A report will be produced which documents the cordon station survey findings and the external model formulation. The new model will be implemented into the travel forecasting process. Completion -- December 1990.

EXPENSES		REVENUES	
Personal Services:	$115,840	PL/ODOT	$ 22,500
Materials and Services:	31,530	ODOT Direct	62,807
	$147,370	FY 91 SEC. 9	45,650
		Tri-Met Match	6,856
		Metro Match	9,557
			$ 147,370

TRANSPORTATION TECHNICAL ASSISTANCE

PROGRAM DESCRIPTION

Provide technical assistance to ODOT, Tri-Met, the Port of Portland and the cities and counties using Metro travel forecasts in local transportation studies and project design.

RELATION TO PREVIOUS WORK

Ongoing service provided as needed to other agencies.

OBJECTIVES

Assistance is provided in terms of: 1) staff support to obtain data and/or evaluate a particular transportation problem; 2) computer usage; and 3) training to jurisdictional staff.

Assistance to the jurisdictions will be based on a budget allocation as follows:

City of Portland	$ 24,179
Multnomah County	40,765
Washington County	39,970
Clackamas County	24,847
Port of Portland	7,200
Tri-Met	13,000
ODOT	12,500
	$161,463

Requests for services must be made through the appropriate TPAC members; suburban jurisdictions should channel their requests through the TPAC representatives of the cities of that county. Major tasks currently anticipated include:

- Support to ODOT and Washington, Clackamas and Multnomah Counties on project development for numerous PE/DEIS studies.
- Support to Tri-Met for TDP update.
- Support to the City of Portland for evaluation of alternative high capacity transit improvements, particularly in the I-5 North and Milwaukie Corridors.
- Support to the City of Hillsboro for the Hillsboro Transportation Plan update.
- Support to Multnomah County and the City of Portland for the mid-county plan update.
- Support to Lake Oswego/Clackamas County for plan update.

Cornell-Burnside ($40,000)

Perform a subarea study in Northwest Portland and Multnomah and Washington Counties to examine existing and projected travel demand in the area. The analysis would include an examination of traffic volumes, capacities, classifications and/or origins/destinations on major streets in the area including Burnside, Barnes, Cornell, Skyline, Miller, Fairview and Germantown Road. The analysis would determine the nature of traffic problems in the study area (through versus local trips, peak versus all day, etc.) and recommend to the appropriate jurisdictions further analyses needed to develop solutions to problems. If problems are regional in nature, Metro would, with continued assistance of local governments, perform the next study. If the problems are local in nature, Portland and/or Washington and Multnomah Counties would perform further studies and develop mitigating projects or measures.

PRODUCTS/MILESTONES

1. Planning and project development data provided to jurisdictions on an ongoing basis.

2. Documentation summarizing the assumptions, travel forecasts and recommendations for the Tri-Met TDP.

EXPENSES		REVENUES	
Personal Services:	$180,833	PL/ODOT	$ 50,625
Materials and Services:	27,736	ODOT Supple.	13,000
	$208,369	FY 91 Sec. 8	11,500
		FY 91 FHWA (e)4	34,000
		FY 91 Sec. 9	9,600
		FY 91 HPR	21,500
		FY 89 HPR	50,463
		Tri-Met Match	2,400
		Metro Match	15,281
			$208,369

TRANSPORTATION IMPROVEMENT PROGRAM

PROGRAM DESCRIPTION

The Transportation Improvement Program (TIP) serves as a regional policy document describing which projects will be given priority, and is prepared in response to United States Department of Transportation (USDOT) regulations. The regulations state that a program of highway and transit projects which use federal funds is to be developed annually under the direction of the MPO and is to set forth cost estimates for the annual element year. Projects are developed through cooperative participation of the Oregon Department of Transportation (ODOT), the cities and counties in the region, and Tri-Met. In addition to including projects defined by the cities and counties, the TIP incorporates major regional actions such as Tri-Met's Transit Development Plan and ODOT's Six-Year Highway Improvement Program.

RELATION TO PREVIOUS WORK

The TIP is adopted on an annual basis with periodic amendments relating to the following activities:

- to establish transportation project priorities
- to allocate federal funds
- to monitor funding status of projects and their federal funding
- to periodically publish status reports
- to amend previously approved funding allocations

OBJECTIVES

The TIP is an ongoing work task relating to the use of federal transportation funding in the Portland region. It is a combination of an existing program level, using ongoing transportation grants and is required by federal regulations as a prerequisite for receipt of federal highway and transit funding by ODOT, Tri-Met, the cities and counties. Because of the magnitude of federal funding affected, it is a high priority project.

In general, the TIP involves the following work activities:

1. Ongoing Maintenance -- Monitoring of past and current funding allocations relative to project status, current schedules and costs, and management of cost overruns and underruns on previously approved projects and funding.

2. Funding Allocation -- Selection of new projects to be funded with federal funding categories that are the direct responsibility of Metro.

3. Funding Priorities -- Establishment of regional priorities for funding categories that are the direct responsibility of ODOT or Tri-Met and approval of funding allocations established by those jurisdictions. The above three tasks are ongoing throughout the year.

4. Annual Update -- Annually, the overall TIP is updated and adopted to reflect current costs and schedules and incorporate funding actions approved throughout the year. The annual TIP update is adopted in August.

5. Federal-Aid Urbanized Boundary, Classification and Systems -- Boundaries are fixed by responsible local officials through the MPO and reviewed and approved first by the Oregon State Highway Division (State Highway Engineer) and then by the Federal Highway Division Administration. Where transit is involved in urbanized areas, the boundary is also approved by the Urban Mass Transportation Administration (UMTA). Updates cover amendments to the boundary and changes to the Functional Classification System and to the Federal-Aid System.

PRODUCTS/MILESTONES

- Periodic amendments to the TIP Federal-Aid Urbanized Boundary, Functional Classification and Federal-Aid Systems.

- Endorse annual Transit Development Plan.

- Adopt Special Needs Transportation allocations to recipient agencies - 6/91.

- Adopt the 1991 TIP and updates to the TDP, Six-Year Program, and jurisdictional projects - 8/90.

- If no previous action, adoption of the TIP would also include Tri-Met's compliance with private sector participation, Metro's certification of compliance with federal requirements, evaluation of the financial ability of Tri-Met to construct and operate projects proposed in the TIP, and conformance of the TIP with the Oregon State Implementation Plan (SIP) for Air Quality.

- Prepare annual report documenting all the above for distribution to city and county public works officials and other officials on the local, state and federal levels - 10/90.

EXPENSES		REVENUES	
Personal Services:	$104,650	PL/ODOT	$ 25,000
Materials and Services:	350	ODOT Direct	26,957
	$105,000	FY 91 Sec. 8	42,434
		Metro Match	10,609
			$105,000

MANAGEMENT AND COORDINATION

PROGRAM DESCRIPTION

Provide for overall ongoing department management including budget, Unified Work Program (UWP), contracts, grants, personnel and activities required by the Transportation Policy Alternatives Committee (TPAC), the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council.

RELATION TO PREVIOUS WORK

Ongoing work element.

OBJECTIVES

Ensure compliance with all federal requirements for receipt of grants and maintain "certification" of the region for continued receipt of transit and highway construction funds and provide documentation to the Federal Highway Administration (FHWA) and Urban Mass Transportation Administration (UMTA) of such activity.

Provide support to JPACT, TPAC and subcommittees to ensure coordination between state, regional and local transportation plans and priorities.

Provide departmental management including personnel matters, management of expenditures for materials, services and capital, contract compliance and departmental work programs. Particular products and activities are as follow:

1. FY 91 Unified Work Program.
2. Management of department staff time, budget and products.
3. Required documentation to FHWA and UMTA such as quarterly narrative and financial reports.
4. Monthly progress reports to the TPAC.
5. Minutes, agendas and documentation.
6. Execution and monitoring of various pass-through agreements.
7. Interdepartmental coordination.
8. Periodic review with FHWA and UMTA on UWP progress.

PRODUCTS/MILESTONES

1. Budget adoption (June).

2. UWP adoption (April).

3. Grant approvals (June and December).

4. Contract approvals (as needed).

5. Annual self-certification (May 1991).

6. Progress reports for Council and federal agencies (quarterly).

7. TPAC/JPACT mailings, monthly; monthly reports.

EXPENSES		REVENUES	
Personal Services:	$128,411	FY 91 PL	$ 32,600
Materials and Services:	46,435	FY 91 Sec. 8	36,500
Capital Outlay:	29,085	Metro	134,831
	$203,931		$203,931

Program Specific Requirements for MPOs

1. Assessment of Title VI Planning Efforts

Metro works with Tri-Met to assure that the provision of existing transit service is non-discriminatory. While the responsibility for planning actual routes and service headways is at Tri-Met, Metro provides Tri-Met with data based on the 1980 census showing where concentrations of minority populations are throughout the region. Tri-Met examines the zones with high minority populations and analyzes how accessible transit is in those areas, as compared to the general population. This analysis indicates that minority residents in the Portland metropolitan area do, in most instances, receive equal or better transit accessibility than predominantly non-minority areas with similar local characteristics, and significantly better accessibility than the regional average.

With respect to capital improvements, Tri-Met prepares impact analyses for fixed facility projects as required by UMTA regulations. Any project which requires an environmental assessment or an environmental impact statement includes an analysis of the impact on minority populations. To date, there have been no Title VI concerns raised during either compliance reviews or other activities.

2. Monitor Title VI Activities

a. With technical assistance from Metro, Tri-Met performed a transit accessibility analysis which enabled the population data (general and minority) to be converted to traffic analysis zones and census tracts. By allocating the minority population to traffic analysis zones and to census tracts, Tri-Met was able to accurately locate minority communities. With that knowledge, Tri-Met is able to target information concerning changes in transit service to the affected areas.

b. In 1987, Metro assisted Tri-Met in developing an information base for use in addressing Title VI issues. This information was included by Tri-Met in a report to UMTA titled Title VI Report Update, September 30, 1987, Route Revisions Due to Light Rail (included in the FY 1989 Section 8 application). The data prepared by Metro included a population and employment update, transit travel time data and transit accessibility measures.

The transit accessibility data and travel time data were used to provide information on minority and non-

minority travel times to employment, shopping and major public facilities. Using existing travel behavior data, Metro can provide Tri-Met with updates of this information as needed.

3. Information Dissemination

Tri-Met has an established public involvement process which is used when service changes are proposed. The process involves the steps listed below:

- Notification of the proposed change and pending community workshops. Notification is placed on buses in the affected areas, in the general circulation newspaper and in minority-oriented newspapers. In addition, neighborhood associations are informed of upcoming community workshops.

- Community workshops are held at public facilities (i.e., schools, community centers, etc.) in the affected neighborhoods. These workshops are informal gatherings at which Tri-Met staff solicits opinions of those in attendance regarding proposed route changes. Revisions to the proposals are then made based on public comment from the workshops.

- Public hearings before the Tri-Met Board of Directors are then held on the revised service modification proposals. At this time, the Board makes a final decision.

Many Tri-Met decisions must be approved additionally by Metro. Those items are included in the Metro public awareness process. Tri-Met projects are included on TPAC, JPACT and Council agendas. Public meeting notices and meeting agendas are sent to the general circulation and minority-focused newspapers such as the Skanner. Metro projects are subject to the public meeting and public hearing process. Information is disseminated through the media, newspapers and mass mailings. Metro's information dissemination process is fully explained in the FY 88 Title VI submittal. Metro's Title VI submittal has been certified by UMTA through September 1992.

4. Both Metro and Tri-Met focus their decision-making processes on a subject or project rather than a particular group or community. When a project is being considered, a Citizens Advisory Committee (CAC) is formed with membership made up of affected citizens. All citizens within the affected area are encouraged to participate in the citizen process.

Members for CACs are solicited through neighborhood groups, public service announcements, and ads in the daily newspaper and minority publications. Formed at the beginning of the project, the CAC is encouraged to develop alternatives and make recommendations to staff throughout the decision-making process of the project or study. Citizen recommendations are a critical part of the entire process and play an important role in determining the recommended project.

5. In 1990, Metro has one non-elected committee that deals with transit issues:

TPAC, the Transportation Alternatives Committee on Transportation, deals with all transportation issues facing the region. TPAC has 20 members, four of whom are women. TPAC has six citizen members who are the only ones Metro has authority to appoint. Openings for those positions are advertised in the daily and weekly newspaper (Skanner). Press releases are mailed to special interest groups such as the League of Women Voters, neighborhood groups, Chambers of Commerce, etc. Applicants are screened and interviewed before new members are chosen. Terms are for two years.

Other citizen committees will be formed in 1990 if the Environmental Impact Statements are performed in the Milwaukie/I-205 Corridors and when the Willamette River Crossing Study commences. All affected interest groups and populations will be recruited to sit on these committees.

ODOT PLANNING ASSISTANCE

PROGRAM DESCRIPTION

Major accomplishments for FY 91 by the Metro region include supporting Metro and other agencies in the RTP Update. Major assistance will also be given to the local plan updates and completing corridor studies. Work activities will include:

FY 1991 HPR PROGRAM

1. Access Management Studies for Sherwood/South Tigard area.
2. RTP -- Subarea analysis support for Burnside/Cornell, Willamette River Crossing and CBD I-405 Loop areas.
3. Traffic count updates as needed for model refinement and subarea studies.
4. Local land use and development traffic impact reviews.
5. Other subarea and corridor analyses including Lincoln Center (Highway 217), Sandy Boulevard, Powell Boulevard and Canyon Road areas.
6. Park-and-ride developmental reviews.
7. Participate in Hillsboro, I-205 and Milwaukie LRT Alternatives Analyses and Regional High Capacity Transit Systems Studies.
8. Continue state/regional highway jurisdictional study.
9. Participate in the Regional Bi-State Transportation Analysis.
10. Participate in Statewide Highway Plan update.
11. Provide reconnaissance engineering support to the Southeast Corridor Study.
12. Policy and technical coordination with regional planning, local agencies, TPAC, the Joint Policy Advisory Committee on Transportation (JPACT), State of Washington regional planning (Regional Resource Center), Washington County Transportation Coordinating Committee (WCTCC), Clackamas County Transportation Committee, East Multnomah Transportation Committee and coordination of administration of programs with Metro.

EXPENSES		REVENUES	
ODOT:			
Personnel	$168,100	HPR/ODOT	$179,100
Materials & Services	11,000		
	$179,100		

FINANCIAL PLANNING

Program Objectives:

1. Support policy analysis by providing management with financial projections of policy alternatives. Policy areas supported would be: budget planning, five-year financial forecast, additional revenue planning, labor cost projections, fare analysis and planning, long-range financial planning support for the Regional Transportation Plan, Transportation Development Plan, analytical support for labor negotiations, and support for Westside Light Rail capital and operating financial planning.

2. Continue refinement of financial and economic forecasting models. Build new labor rules into cost model.

3. In fulfillment of new UMTA requirements, develop a fully allocated bus route costing model. Improve peak/off-peak cost model.

4. Continue financial capacity analysis. Supplement analysis with financial capacity indicators, in fulfillment of new UMTA requirements for Section 3 and 9 applicants.

Relation to Previous Work:

1. Tri-Met has developed several cost models under several grants. These include the financial forecasting system, a marginal cost model, and a peak/off-peak variable cost model. The development of a fully allocated bus route costing model would build on these efforts and would also fulfill new UMTA requirements for contracted service decisions.

2. Existing financial and economic forecast models were developed with assistance from Grants OR-90-2003 and OR-90-2005. This work both continues model refinement and also serves policy planning in ongoing agency efforts to plan and implement cost containment measures, to develop adequate local operating and capital funding, and to accurately assess Tri-Met's financial condition and five-year financial capacity.

Products:

1. Five-year financial and economic forecast reports used in budget planning, new revenue, planning, short range (TDP) planning.

2. Financial condition and financial capacity analysis.

3. Revenue estimates, including fare revenues and Westside funding.

4. Fully allocated cost model for bus route costing.

5. Financial analysis of legislative issues.

6. Two economic forecasts of payroll tax revenues, CPI, diesel fuel costs, self-employment and state in-lieu-of tax revenues.

7. Labor cost analysis.

Expenditures:		Revenues:	
Tri-Met	$21,250	OR-90-X028	$ 17,000
		Tri-Met	4,250
			$ 21,250

CAPITAL PROGRAM PLANNING

Program Objectives:

Comprehensive planning for development, management and maintenance of Tri-Met's capital projects, facilities and equipment using the following emphasis areas -

A. Capital Development Program Planning -

1. Coordinate scheduling, funding, siting and conceptual design of Tri-Met's capital program with other jurisdictions and internally within the agency.

2. Enhance short and long term capital acquisition program for Tri-Met.

3. Prepare the capital components for the annual update of the TDP and the Strategic Plan.

4. Work with local jurisdictions on proposed transit centers, park & ride lost, transit priority measures, TSM measures, road improvements, and transportation plan revision.

5. Refine a Capital Improvement Program process for annual updating.

B. Capital Program and Facilities Management Planning -

1. Coordinate a process for review, prioritizing and approval of capital projects as part of the annual capital budget development.

2. Collect and analyze data relating to facilities maintenance. Manage a system of facilities maintenance.

3. Conduct on-going space use studies for Tri-Met's strategic sites to determine their best use.

Relation to Previous Work:

A. Capital Development Program Planning -

The capital program is prepared annually and revised as necessary throughout the year to meet updated requests and needs. Capital program components are also included in the annual update of the TDP and the Strategic Planning process.

B. Capital Program and Facilities Management Planning -

A capital improvement program process was defined in FY `89 to be refined in FY `90.

The planning for the operation of a vintage trolley and possible storage of cars at Tri-Met's strategic site adjacent to the Coliseum Transit Center along with construction of the Convention Center and the deterioration of some existing Tri-Met facilities suggests that a comprehensive plan should be developed to guide the agency's use of strategic sites.

Products:

A. **Capital Development Program Planning -**

1. Annual Tri-Met capital budget.

2. Input to state and federal capital grant applications.

3. Capital component of the TDP and the Strategic Plan.

4. Site and conceptual design work with supporting documentation and local approvals for newly proposed projects.

5. Transit revisions to regional and local jurisdictional plan updates.

B. **Capital Program and Facilities Management Planning -**

1. Up to date long range capital improvement and management plan including goals and objectives for the management of capital facilities after their construction.

2. Detailed proposal for capital funding of the long range capital plan.

3. Refinement of the right of way and facilities' components of the Maintenance Management Information System, with accurate tracking of the facilities maintenance activities and effective programming of preventative maintenance needs.

4. Space use study for strategic sites owned by Tri-Met to determine best use including preliminary design and cost estimate.

5. Plan for deploying field based function (road supervisors, fare inspectors, transit police, facility maintenance personnel) that optimizes their coordination and cooperation.

Expenditures:		Revenues:	
Tri-Met	$ 80,000	OR-90-X026	$ 5,000
		OR-90-X028	59,000
		Tri-Met	16,000
			$ 80,000

SERVICE PLANNING ANALYSIS AND EVALUATION

Program Objectives:

Identify, develop, undertake, and evaluate appropriate Service Planning efforts which promote efficient, convenient and adequate service for Tri-Met's customers and potential users in the following emphasis areas:

A. Service Development -

1. Complete Design With Transit Handbook: provides planners, developers and design professionals with information to improve transit and land use coordination.

2. Develop automated database to utilize results of spring 1990 on-board passenger census.

3. Collect patronage and on-time performance data that will be used to develop annual service plans.

B. Automated Customer Contact System -

1. Increase transit service quality control and productivity.

2. Improve research data for service planning and scheduling.

C. Market Research, Analysis and Evaluation -

1. Evaluate new and existing market programs for effectiveness in increasing market share and meeting the objectives of the Marketing Plan.

2. Research and analyze service quality from the customer's perspective using customer satisfaction measures.

Relation to Previous Work:

A. Service Development -

The Design With Transit will update the 1979 version of Planning With Transit. A background research paper has been drafted.

Annual Service Plan for FY '91 is being developed in conjunction with the budget process. Completion of a Comprehensive Service Analysis will be part of the plan.

B. Automated Customer Contact System -

Manual Customer Contact Report system has been in place for four years. Reports have proven effective for quality control for

response to customer complaints, commendations and suggestions. A by-product of the system is an invaluable database which if automated would be a cost effective resource for service and personnel problem solving and planning.

C. **Market Research, Analysis and Evaluation -**

For the past two years Tri-Met has vigorously tested promotional efforts for effectiveness. This has led to targeted, successful and cost effective promotions. This effort will continue in order to achieve the best use off our marketing resources.

Customer satisfaction measures have not been tracked on a consistent basis at Tri-Met. Some work in this area was conducted last year under the Long Range Planning project.

Products:

A. **Service Development -**

1. Completed handbook.

2. Annual Service Plan.

B. **Automated Customer Contact System -**

1. Commuter reports by problem category including but not limited to problems by route number, time of day and location.

2. Commuter reports equating service or customer problems as they relate to specific transit employee performance by route, time of day and nature of problem.

3. Increased productivity in transit service and personnel through automation of the system.

4. Improved quality of service to the user of the system as well as improved response time to customers and management staff seeking information from the system.

C. **Market Research, Analysis and Evaluation -**

1. Research reports on the promotional efforts of the year, evaluating the success of the promotion and areas that could be improved in the future.

2. An evaluation of the perception of service quality from the customer's viewpoint. This will include areas where Tri-Met is doing well, needs improvement, and an analysis of perceptions that have changed over the year.

Expenditures:		Revenues:	
Tri-Met	$121,631	OR-90-X019	$ 5,305
		OR-90-X028	92,000
		Tri-Met	24,326
			$121,631

LONG-RANGE PLANNING

Program Objectives:

1. To annually revise the TDP and update all technical information and five year plans in light of Tri-Met's strategic planning process.

2. To review the TDP draft document with local jurisdictions prior to the Board's approval.

3. To analyze the impacts of the FY `89-93 TDP and make appropriate modifications.

4. To review and distribute the draft and final document to interested parties.

Relation to Previous Work:

The process of reviewing, revising and updating the previous FY `89-93 TDP is underway. The policy direction for the updated TDP will build on Tri-Met's Strategic Plan for 1990-95. Basic questions to be addressed include "What markets to expand into?", "What types of service?", and "Operated by whom?." As part of the analysis, staff will review and incorporate ongoing work in a variety of areas including: capital needs (both new and replacement); service standards; the marketing plan; and financial planning.

Products:

1. Updated five year operating and capital development plan consistent with Tri-Met's strategic plan.

2. Service Development Program for Tri-Met. The program will balance regional expectations for service and financial aspects of service expansion.

3. Tri-Met Planning Annual Report.

Expenditures:		Revenues:	
Tri-Met	$30,000	OR-90-X028	$ 24,000
		Tri-Met	6,000
			$ 30,000

Program Objectives:

A. Civil Rights -

1. Continue analysis of DBE participation in Tri-Met contracts.

2. Refinement of computerized DBE contract monitoring process.

3. Identify areas of strengths and weaknesses in current DBE program for further efforts.

4. Refine procedures developed for establishing project specific DBE goals.

5. Review and update, as necessary, Tri-Met's DBE policy statement.

6. Continue development of a procedure for implementation and administration of the district's Equal Employment Opportunity (EEO) Program.

7. Develop and implement an EEO training program for Tri-Met staff.

B. Labor Productivity -

1. Analyze the impact that new incentive programs, benefits programs and workers' compensation programs have had on improving labor productivity.

2. Develop cost/benefit studies which yield recommended courses of action for productivity improvements.

Relation to Previous Work:

A. Civil Rights -

This program continues on-going efforts in DBE/EEO policy formation which require annual updating and revision as well as meeting annual requirements for Title VI reporting.

B. Labor Productivity -

This program continues to expand upon the work accomplished to date and will provide for evaluation of productivity enhancements.

Products:

A. Civil Rights -

1. Program for improving Tri-Met's overall DBE level of participation in contracted services.

2. Revised agency DBE policy statement.

3. Refined DBE contract monitoring system for submittal to UMTA.

4. Procedure for implementation and administration of the district's EEO program.

B. Labor Productivity -

1. A plan for implementing a health and safety incentive program.

2. Description of recommended changes in the program which could maximize the effectiveness.

3. Evaluation of potential savings from implemented programs.

Expenditures:		Revenues:	
Tri-Met	$36,194	OR-90-X028	$28,955
		Tri-Met	7,239
			$36,194

PROGRAM ADMINISTRATION

Program Objectives:

1. Monitor and ensure that planning project activities and expenditures conform with the UWP.

2. Ensure that appropriate grant file documentation of activities and expenditures is provided for.

3. Provide quarterly financial and progress reports for all UWP planning projects.

4. Initiate requests for any required budget revisions, and UWP amendments.

Relation to Previous Work:

During FY `90 work is continuing on the management of the cash flow monitoring system for planning studies projects. On-going grant administration activities continue from year to year.

Products:

1. Quarterly financial and progress reports.

2. Budget revisions, UWP amendments.

Expenditures:		Revenues:	
Tri-Met	$5,000	OR-90-X028	$4,000
		Tri-Met	1,000
			$5,000

Project Objectives:

The Westside Corridor PE/FEIS Project is the major outgrowth of Alternatives Analysis of the Westside Corridor Project. There are four major objectives of the Westside Corridor Project:

1. Undertake engineering studies sufficient to specify a final alignment, profile and cost estimate.

2. Investigate the environmental impacts of the project and measures to mitigate them.

3. Put together a feasible financial plan to construct and operate the project.

4. Involve local citizens and jurisdictions in the decision-making process and gain political support for the project.

A more detailed Work Program is available and has been approved by UMTA. Tri-Met is the lead agency for the Westside Corridor PE/FEIS project. Metro will provide input data regarding ridership forecasts for reports required for submission to UMTA for the Final EIS and cost-effectiveness ranking. Each of the local jurisdictions will provide land-use and economic development planning assistance as well as coordination with technical design standards of their agencies. ODOT will provide technical assistance in the areas of alignment design, traffic-analysis and possibly structural analysis and right-of-way impacts.

Relation to Previous Work:

By July 1, 1983, the Westside Corridor Project had completed the (a) alternative analysis, (b) DEIS, (c) public hearings, (d) selection of preferred alternatives, and (e) the PE/FEIS grant application. Between 1983 and 1986, Tri-Met updated its patronage and service assumptions in a regional framework which confirmed the viability of the project.

Approval to continue into an expanded PE program was given to UMTA on January 31, 1988, and Tri-Met spent the first part of 1988 mobilizing resources, hiring staff and forming the necessary local committee structure. Activities from mid-1988 through the end of 1989 have involved an extensive re-evaluation of the previous DEIS, a decision to produce Supplemental DEIS, analysis and selection of options to carry into the SDEIS, and the hiring of four major consultants to assist in developing the preliminary designs and in producing the environmental documents.

The process over the next 12 months is intended to produce material for review by the participating agencies, general public

and decision making bodies including:

1. A supplement to the DEIS which analyzes changed conditions and new considerations since 1983;

2. The Final Environmental Impact Statement;

3. The Westside LRT Preliminary Design which addresses the environmental concerns and designs sub-options raised during local jurisdiction public hearings;

4. A feasible funding package to construct and operate the Westside LRT Project and an implementation plan/strategy; and

5. Final cost-effectiveness Indices suitable for submission to UMTA.

The following related activities have taken place during this past year:

1. The Banfield LRT Project (MAX) continued successful operations on schedule and has continued to exceed ridership expectations;

2. All involved local jurisdictions continue to support moving ahead with the project as the region's top transit priority;

3. SDEIS options have been defined and selected. A detailed definition of Alternatives Analysis Report has been submitted to UMTA;

4. A basic work flow chart illustrating all aspects of the project has been submitted to UMTA;

5. Preliminary designs for all SDEIS alignment options have been developed and serve as the basis for all cost estimating and environmental analyses;

6. Consulting assistance has been hired in certain specialized areas such as:

   (a) Design;
   (b) Architectural services;
   (c) Systems engineering; and
   (d) Environmental Analyses.

   Preparation of the SDEIS and supporting documentation has well advanced.

7. Financial planning activities for the Westside LRT have been fully coordinated with the Public/Private Task Force on Transit Finance. Investigations of various revenue sources, cashflow scenarios and financial

capacity considerations have progressed.

8. Federal grants approved through February 1990 total $3,807,000.

Products:

1. An assessment of Tri-Met's financial condition and capability consistent with UMTA's Circular of March 30, 1987.

2. Engineering drawings at 1" = 20' and 1" = 100' of the Westside LRT alignment, detailed site plans, designs of stations, and related systems. A design criteria book for final design.

3. Cost estimates of right-of-way, alignment and track construction, overhead wires, signals, stations, vehicles, and maintenance facilities, and all other components of the project.

4. LRT operating plan including string charts and labor build-up staffing table.

5. FEIS for the project.

6. A project management plan for final design and construction.

7. Inventory of public and private sector financing options together with recommended funding models for the Westside LRT by the Public/Private Task Force on Transit Finance.

8. A financial plan recommending public and private sources to construct and generate the Westside LRT. Support materials required for implementation of the financial plan will be prepared along with a detailed strategy to secure implementation of the recommended package.

9. An ongoing community involvement program to ensure a high level of citizen participation throughout the project.

Expenditures:	
Tri-Met	$7,884,550
METRO	178,450
City of Portland	60,000
City of Beaverton	60,000
Washington Co.	60,000
ODOT	60,000
	$8,303,000

Revenues:	
State of Oregon	$ 651,288
OR-90-X011	917,020
OR-23-9002	500,004
OR-90-X026	1,657,988
OR-90-X028	1,123,200
OR-90-X031	1,863,200
FY `91 Sec. 9	610,400
Tri-Met	927,865
METRO	4,035
City of Portland	12,000
City of Beaverton	12,000
Washington Co.	12,000
ODOT	12,000
	$8,303,000

PRIVATIZATION
NON-FEDERAL FUNDED PROJECT

Program Objectives:

1. Analyze existing and proposed transit service to determine what could be privately provided.

2. Restructure and competitively select providers for existing privately contracted services.

3. Evaluate quality and cost of contracted service relative to Tri-Met operated service.

4. Plan and implement regionally adopted strategy for private and public sector contributions to transit expansion based on conclusions of the Public/Private Task Force on Transit Finance.

5. Determine optimum footprint for private development at selected transit stations for incidental surface and air rights.

Relation to Previous Work:

Continuation of privatization efforts completed under UMTA Section 9 planning grants. The Public/Private Task Force on Transit Finance has recommended a broad menu of financing methods to assist capital expansion of transit. Some of the methods include the creation of tax increments by local jurisdictions and transit center and high capacity transit station cost sharing by private developers. These proposals are in the planning stage, adoption and implementation will follow.

Products:

1. Evaluation of savings from and quality of contracted services.

2. Development plan for promising new opportunities for privatization including the utilization of bus shelter advertising dollars to fund shelter maintenance.

3. Review of private provider proposals and services available.

4. Description of areas or routes which are candidates for contracting services.

5. Discussions with ATU regarding contracted services using ATU members.

6. A plan for implementing recommendations of the Public/Private Task Force for Transit Finance regarding creation of special assessment districts around light rail stations, sharing of high capacity transit station costs in conjunction with real estate development, tax increment financing where high capacity transit is an important element of an urban renewal plan, and joint development where publicly owned land is private development.

FY 91 UNIFIED WORK PROGRAM FUNDING SUMMARY

91uwp
04/04/90

	91 PL\ODOT	91 ODOT	91 Sec 8	91 HPR (e)(4)	91 Sec 9	90\91 Sec 9 x031	Bi-State	Hillsboro LRT\Sec 9	I-205 LRT\e4	Milwaukie LRT\e4	CARRYOVER 89\90 Sec 9 x020	90 HPR (e)(4)	29-9017 90(e)(4)	80\89 Sec 9 x026	89 HPR	00-005 80Sec8	00-00 80Sc8	87\88 Sec 9 x019	85/8 Sec x011	84/8 Sec 9002	91 HPR	Local Match	TOTAL
METRO																							
RTP Update/Refinement	7623		27814	71000																		41141	147,57
RTP Privatization														16500		10000						6625	33,12
Public/Private Task Force																	36000					9000	45,00
Southeast Corridor		32236		45000								35000										1864	114,10
Bi-State Study	10000	10000	8000				15000															2000	45,00
Westside Bypass	21500 *	30000																				10000	61,50
Regional LRT					07550	0	0						40000									20947	156,49
Hillsboro LRT								247970														61934	309,97
I-205 AA/DEIS									678361													119711	798,07
Milwaukie AA/DEIS										980058												172951	1,153,00
Data, Grouth Monitoring	69653	5000	60000		7200	0																708090	849,94
Travel Model Refinement	22500	62807			45650	0																16413	147,37
Technical Assistance	50625	13000	11500	55500	9600	0									55168							17681	213,07
Trans Improvement Program	25000	26957	42434																			10609	105,00
Coord & Management	32600		36500																			134831	203,93
Metro Subtotal	239501	180000	186248	171500	150000	0	15000	247978	678361	980058	0	35000	40000	16500	55168	10000	36000				0	1,341,857	4,383,17
ODOT PLANNING ASSISTANCE																					179100		179,10
TRIMET																							
Financial Planning											17000											4250	21,25
Capital Program Planning											59000			5000								16000	80,00
Service Planning											92000							5305				24326	121,63
Long Range Planning											24000											6000	30,00
Special Area Planning											28955											7239	36,19
Program Administration											4000											1000	5,00
Westside LRT					610400	1863200					1123200			1657988					917020	500004		1631188	8,303,00
TriMet Subtotal	0	0	0	0	610400	1863200	0	0	0	0	1348155	0	0	1662988	0	0	0	5305	917020	500004	0	1690003	8,597,07
GRAND TOTAL	239501	180000	186248	171500	760400	1863200	15000	247978	678361	980058	1348155	35000	40000	1679488	55168	10000	36000	5305	917020	500004	179100	3031860	13,159,34

Note: PL/ODOT is $239,501 comprised of $179,272(89.05%) fed share, $22,044(10.95%) ODOT & $38,185 FY89 carryover

*separate contract

WASHINGTON PORTION

INTRODUCTION: FISCAL YEAR 1990 UNIFIED PLANNING WORK PROGRAM

Purpose

The Unified Planning Work Program (UPWP) 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 the 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 to the Regional Transportation Plan. The UPWP focuses on the transportation work tasks which are priorities to Federal or state transportation agencies, and those tasks considered necessary by locally elected officials. The UPWP also provides a summary of local, state, and Federal funding sources to support these planning efforts.

Objective

The UPWP describes the transportation planning activities 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 UPWP serves as the guide for planners, citizens, and elected officials to track transportation planning activities. It also provides local and state agencies in the Portland/Vancouver Metropolitan Area with a useful basis for improving regional coordination.

Participants, Coordination, and Funding Sources

The primary transportation planning participants in Clark County include the following: Intergovernmental Resource Center, C-TRAN, Washington State Department of Transportation, Port of Vancouver, Port of Camas-Washougal, Port of Ridgefield, Clark County, Vancouver, Camas, Washougal, Ridgefield, and Battle Ground. Two federal agencies, UMTA and FHWA, are also key participants. As the designated MPO for the Clark County Urban Area, IRC annually develops the transportation planning work program and endorses the work program for the entire metropolitan area. IRC 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. In June of 1986, the C-TRAN Board of Directors adopted the 1986-1990 Transit Development Plan. The TDP serves as the planning document that provides the guidelines for improving transit service over the next five years.

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. WSDOT is also responsible for preparing a State Transportation Plan.

The coordination of planning includes local and state officials in both Oregon and Washington. Coordination occurs at the staff level through involvement on advisory committees (IRC'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 and complement transportation planning process:

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

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

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

Issues of Interstate Significance

Both IRC and METRO have recognized that bi-state travel is an important part of the Portland-Vancouver regional transportation system and it is in the best interest of the region to keep this part of the system functioning properly. Currently several locations on the I-5 and I-205 north corridors are at or near capacity with long traffic delays occurring frequently. The need to resolve increasing traffic congestion levels and to identify long term solutions continues to be a priority issue. JPACT and the IRC Transportation Policy Committee agreed on a workscope for the Bi-State Transportation Study which was incorporated into the FY90 UPWP. Throughout FY90 the study of High Capacity Transit in the I-5 and I-205 corridors will be the major issue of interstate significance.

Transportation Policy Committee

Paul Grattet (Chairman)	Vancouver City Manager
Commissioner Dave Sturdevant	Clark County
Mayor T. Mason Smith	City of Washougal
Commissioner Jim Kosterman	Port of Vancouver
Les White, Executive Director	C-TRAN
Gary Demich, WSDOT Administrator District Four	WSDOT
Mike Ragsdale, JPACT Chairman	METRO
Don Adams, ODOT Portland Regional Engineer	ODOT

Consolidated Transportation Advisory Committee Members

Keith Ahola	WSDOT
Ron Anderson	City of Camas
Andy Cotugno	METRO
Steve Hill	Port of Vancouver
Murl Jones	Clark County
Mike Conway	City of Washougal
Gil Mallery	Intergovernmental Resource Center
Frank DeShirlia	City of Battle Ground
Kim Chin	C-TRAN
Thayer Rorabaugh	City of Vancouver
Barry Cavanaugh	C-VAN
Dave Williams	ODOT
Sheldon Tyler	Port of Camas-Washougal
Vacant	Citizen

I. REGIONAL TRANSPORTATION PLAN

A. RTP Update

The Regional Transportation Plan is the principal transportation planning document. Its goals, objectives, and policies help to guide the work of agencies throughout Clark County that are involved in transportation planning and programming of projects. Federal transportation funding for individual projects is dependent upon their consistency with the RTP. The RTP Update was not adopted in FY90 as expected and will be carried over into FY91.

Work Element Objectives

1. Complete the final review of the RTP with the individual jurisdictions, agencies, and interested individuals.

2. Adopt the RTP Update.

3. Review local comprehensive plans for consistency with the RTP and monitor the development of the regional transportation system.

Relationship to Other Work Elements

The RTP takes into account the reciprocal effects between growth patterns and the transportation system. It also identifies the mix of transportation strategies to solve future problems. The RTP is interrelated to all other work elements.

Products

1. An adopted RTP Update.

2. Policies for reviewing local comprehensive plans for consistency with the RTP.

3. Coordination of the development of the regional transportation system.

Expenses		Revenues	
IRC	$23,000	FY91 PL	$ 6,000
		FY91 Sec. 8	5,000
		Local	12,000
Total	$23,000	Total	$23,000

I. REGIONAL TRANSPORTATION PLAN

C. I-205 Corridor High Capacity Transit Study

On September 19, 1989, the C-TRAN Board of Directors approved the workscope and funding for the I-205 Corridor High Capacity Transit Study. The study will be conducted by IRC and include the participation of interested Oregon jurisdictions, Clark County jurisdictions and citizens. The study includes feasibility and systems planning analysis in preparation for a future Alternatives Analysis.

Work Element Objectives

1. Analyze and make recommendations in regard to the connectivity and compatibility of the transit alternatives being proposed as a part of METRO's Alternatives Analysis and draft E.I.S. (AA/DEIS) for the I-205 corridor between Clackamas Town Center and Portland International Airport (PDX).

    a. Transitway Engineering - Identify and analyze the design elements (i.e., subgrade, facility, transit station and support facilities) for the AA/DEIS alternatives to potentially be extended north of the Airport Way Interchange.

    b. Transit Patronage Analysis - Develop generalized forecasts of transit patronage for all transit alternatives proposed in METRO's AA/DEIS as they would be extended north from PDX.

    c. Traffic Impacts - Evaluate the impacts of each proposed transit alternative on the performance of I-205.

2. Conduct a systems planning analysis of a range of "plausible" HCT alternatives for the I-205 corridor as it extends into Clark county in order to select a refined set of "feasible" alternatives for further study.

    a. Define and locate all "plausible" transit options to include no build, do nothing, exclusive busway, and light rail transit (LRT) alternatives.

    b. Conduct interjurisdictional workshops (e.g., C-TRAN, IRC, WSDOT, Clark County, Cities) to determine alternative options that are potentially cost-effective.

    c. Conduct a public participation and information process to review "feasible" HCT options and potentially move further into Alternatives Analysis.

Relationship to Other Work

The I-205 Corridor HCT Study will be coordinated with the Bi-State/I-5 Corridor HCT Study and with METRO's AA/DEIS for I-205 between Clackamas Town Center and PDX. This work element will also be coordinated closely with the RTP and the model development activities.

Products

1. A Stage I Report on I-205 between Airport Way and to the Washington side of the I-205 Bridge. The report will include compatibility/connectivity recommendations for extending north the transit alternatives continued in METRO's AA/DEIS.

2. A Stage II Report on the HCT Systems Planning "feasible" alternatives on I-205 north of PDX and up to Vancouver Mall.

Expenses		Revenues	
IRC	$167.7	C-TRAN	$401,000
Consultant	233.3		
Total	$401,000[1]	Total	$401,000[1]

Note: [1]Includes the 18-month C-TRAN contract.

II. ONGOING PLAN REFINEMENT AND DATA MANAGEMENT

A. EMME/2 Regional Travel Forecasting Model Development and Maintenance

During Fiscal Year 1990 the EMME/2 program was converted to include the travel demand and traffic assignment steps. The regional model serves as the forecasting tool to estimate and analyze future transportation needs.

Work Element Objectives

1. Develop and maintain the regional travel model to include: network changes, speed-flow relationships, land use changes, and interchange/intersection refinements.

2. Coordinate the development and utilization of the Clark County regional travel forecasting model with Metro, Clark County and WSDOT.

Relationship to Other Work Elements

This element advances work toward the development and maintenance of the regional travel forecasting model which is the underlying tool for long-range transportation planning.

Products

1. Refined development of the EMME/2 travel forecasting program.

2. Refined interchange/intersection network configurations and capacity relationships.

3. Report documenting travel forecasting methodology.

Expenses		Revenues	
IRC	$12,600	FY91 PL	$ 4,000
		Local	8,600
	$12,600	Total	$12,600

II. ONGOING PLAN REFINEMENT AND DATA MANAGEMENT

B. Transit Survey

The annual transit ridership survey may change in focus and approach from year to year, depending on information needs. Types of survey information to be collected include the following: (1) passenger characteristics; (2) passenger counts; (3) travel patterns; (4) attitudes; (5) transfer counts; (6) transfer patterns; (7) boarding/alighting counts; (8) passengers by fare category; and (9) non-rider attitudes.

Work Element Objectives

1. Identify transit ridership characteristics and monitor changes. The survey information will be used to resolve short-term planning problems, guide longer term development decisions, and provide modal split data for regional transportation planning.

Relationship to Other Work Elements

The transit survey represents an ongoing data task which is important to evaluating the current transit component of the regional transportation system and to forecasting the future role of transit.

Products

1. Transit ridership data for short and long-term transportation planning.

2. A transit survey report documenting the survey procedure and findings.

Expenses		Revenues	
IRC	$14,000	FY91 Sec. 8	$ 8,000
		Local	6,000
Total	$14,000	Total	$14,000

II. ONGOING PLAN REFINEMENT AND DATA MANAGEMENT

C. Traffic Count Program

The traffic count program will be continued in FY91. The program will continue to update and maintain the traffic count database. The program will also continue to incorporate permanent traffic recording data and turning movement data.

The major effort for FY91 will be the conversion and redevelopment of the traffic count software program. The SMART spreadsheet is currently used to "house" the traffic count program. All the traffic count data would be converted into a new database that would include the UTM geocodes for the traffic count stations. This conversion would provide for a wide range of GIS transportation applications and for an automated EMME/2 calibration process.

Work Element Objectives

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

2. Continued implementation of seasonal and daily factorization on 1990 raw counts based on updated permanent traffic recording (PTR) information, continue implementation of turning movement counts, and update jurisdictional count requests.

3. Convert traffic data from a spreadsheet format to a database traffic count program.

4. Incorporate UTM geocodes for all traffic count locations.

5. Enhance the graphic display of count data both for GIS system and EMME/2.

6. Improve the utility and efficiency of traffic data for transportation planning and analysis in the calibration of the regional travel forecasting model.

Relationship to Other Work Elements

The traffic count program is an ongoing data activity that is critical in understanding existing travel patterns and future travel growth. The program is also a source of county-wide historic traffic data, and is used to calibrate the regional travel forecasting model in EMME/2.

Products

1. Update Traffic Count Manual, maps, and count locations.

2. Traffic count program that is automated with GIS and EMME/2.

Expenses		Revenues	
IRC	$22,000	FY91 PL	$ 7,000
		Local	15,000
Total	$22,000	Total	$22,000

II. ONGOING PLAN REFINEMENT AND DATA MANAGEMENT

D. Data Development and Management

This element includes the development and management of the regional transportation database. The database includes travel data, travel related demographic, employment, land use information, and transit ridership data. The 2010 forecast developed in FY90 will be reviewed and compared to the most recent growth trends. New in FY91 will be the development and incorporation of a complete (interstate, state, arterial, neighborhood) roadway network that is geographically correct and compatible with GIS.

Work Element Objectives

1. Maintain an up-to-date transportation data base and map file for transportation planning and regional modeling.

2. Incorporate and update the new ETAC highway network.

3. Review the new 2010 population and employment estimates and compare them to the most recent trend.

4. Continue to incorporate the transportation planning data elements into the Arc/Info GIS system.

5. Continue to collect and analyze transit ridership statistics.

6. Collect 1990 census data and pursue the development of the Census Transportation Planning Package (CTPP).

Relationship to Other Work Elements

This element is the key to interrelating all the data activities and provides data to local jurisdictions, as well as supports the data base for the Regional Transportation Plan.

Products

1. Regional transportation database.

2. New Geographically correct highway network and local street system.

3. Monthly, weekly, and year-to-date transit ridership data (reports and graphs).

4. Monitoring of 2010 population and employment forecasts.

5. Transportation planning data and Arc/Info data integration.

6. 1990 census data.

Expenses		Revenues	
IRC	$16,500	FY91 PL	$ 5,000
		FY91 Sec. 8	3,000
		Local	8,500
	$16,500	Total	$16,500

II. ONGOING PLAN REFINEMENT AND DATA MANAGEMENT

E. Computer Operation

Computer maintenance and application problems develop while completing the work elements identified in the Unified Planning Work Program. This element addresses those needs as well as computer training and research into computer improvements. In order to efficiently and effectively apply current hardware and software to transportation projects, a continued evaluation and revision process is followed to mesh computer capabilities/constraints to project needs.

Work Element Objectives

1. Apply micro computer hardware and software for transportation planning.

2. Incorporate new transportation planning software tools into the program to include staff training, evaluation of software, and software adaptation.

3. Continue to integrate the transportation travel forecasting with the GIS data base.

4. Investigate application of the ETAC highway network and U.S. Census "Tiger" file to improve the transportation planning capabilities.

Relationship to Other Work Elements

The computer operations activity is related to all UPWP elements requiring the use of the computer.

Products

1. Efficient and effective use of existing computer system capabilities and research into future needs.

Expenses		Revenues	
IRC	$12,400	FY91 PL	$ 3,000
INRO	1,900	Local	11,300
Total	$14,300	Total	$14,300

III. TRANSPORTATION PROGRAM MANAGEMENT

A. Coordination and Management

This element provides for the management of the transportation section, coordination of transportation planning activities, and support to various committees.

Work Element Objectives and Procedures

1. Develop meeting packets, addenda, minutes, and reports for Intergovernmental Resource Center committees (Transportation Policy Committee, RTP Advisory Committee, CTAC, and IRC Board of Directors) and special purpose transportation committees (WSDOT Commission, TPAC, JPACT and Bi-State Policy Committee).

2. Continue to involve private sector issues and the business community in the transportation planning process including attendance and participation at various community meetings.

3. Continue to update Title VI documentation, address DBE requirements, and indirect cost plans.

4. Participate in key transportation seminars and training.

5. Certification of the transportation planning process.

Relationship to Other Work Elements

Coordination and management is related to the administrative aspects of the regional transportation planning process.

Products

1. Coordination and management of the regional transportation planning process and activities.

2. Required documentation to FHWA and UMTA and response to planning requirements.

3. Involvement of the business community in the transportation planning process.

4. MPO certification.

Expenses		Revenues	
IRC	$36,750	FY91 PL	$13,000
		FY91 Sec. 8	8,750
		Local	15,000
	$36,750		$36,750

III. TRANSPORTATION PROGRAM MANAGEMENT

B. Competitive Contract Planning

The integration and utilization of competition and the private sector in the provision of public mobility continues to be the top priority policy objective of UMTA. IRC has adopted a policy to promote the early involvement of the private sector into the transportation planning process. IRC and C-TRAN jointly continue to consider how private operators can provide new and existing transit services. A process is in place to systematically analyze private sector opportunities.

Work Element Objectives and Procedures

1. Develop TIP/AE privatization documentation including the following elements: 1) description of involvement of private sector in development of projects, 2) description of private sector proposals for transit service, 3) description of improvements to putting service out for competition, and 4) description and status of private sector complaints.

2. Continue to notify and consult private providers in plans for new service.

3. Continue to coordinate with C-TRAN in the examination of existing and new transit services for competitive contracting opportunities.

4. Continue to evaluate which sectors of the transit system could be more effectively provided by private sector.

5. Continue to use fully allocated costs in the private/ public decision.

6. Continue the dispute resolution process.

Relationship to Other Work Elements

This element is related to the Coordination and Management element, but specifically addresses the UMTA private enterprise participation regulation.

Products

1. The integration and utilization of competition and the private sector throughout transportation planning activity areas.

2. The TIP/AE privatization documentation.

Expenses		Revenues	
IRC	$ 6,500	FY91 Sec. 8	$ 5,000
		Local	1,500
	$ 6,500		$ 6,500

III. TRANSPORTATION PROGRAM MANAGEMENT

C. MPO Bulletin, Public Information and Transportation Forum

Work Element Objectives and Procedures

1. Publish three issues of the MPO Bulletin and provide a communication link with residents and community leaders. The bulletin will be mailed to citizens, agencies, and businesses in the county.

2. Consistently throughout the year requests are received from various groups, agencies and organizations to provide information and give presentations on a series of regional transportation topics. These requests provide an important opportunity to gain public discussion on a variety of transportation issues.

3. Provide a regional transportation forum for public discussion of transportation policy issues, technical issues, and transportation projects. One public forum and/or one technical seminar will be sponsored by IRC including the development of the theme, the agenda, advertising, and the local coordination.

Relationship to Other Work Elements

This element interrelates the pencil and paper aspects of the transportation program to community issues and information needs.

Products

1. Increased awareness and information about regional and transportation issues.

2. Public information and input on transport issues and activities affecting the regional transportation system in Clark County and the Portland area.

3. Publication and distribution of three issues of the MPO Bulletin.

Expenses		Revenues	
IRC	$18,000	FY91 PL	$ 4,000
		FY91 Sec. 8	4,000
		Local	10,000
	$18,000		$18,000

III. TRANSPORTATION PROGRAM MANAGEMENT

D. Unified Planning Work Program (UPWP) and Transportation Improvement Program (TIP)

The UPWP and TIP are developed in cooperation with CTAC members. Recommend IRC adoption of the UPWP in April-May of each year and adoption of the TIP in September of each year.

Work Element Objectives and Procedures

Develop and adopt a UPWP that describes all transportation planning activities to be carried out in the Washington portion of the Portland-Vancouver metropolitan area. Develop and adopt a staged multi-year listing of transportation projects scheduled for the next 6 years.

Relationship to Other Work Elements

The UPWP represents a coordinated program that responds to regional transportation planning needs. The TIP represents the implementation tool for the needs identified in the RTP.

Products

1. Documentation and coordination of transportation planning activities and transportation improvement projects. Both reports are key elements to maintaining the area's eligibility for federal capital and operating transportation funds.

2. An adopted UPWP.

3. An adopted TIP.

Expenses		Revenues	
IRC	$12,000	FY91 PL	$ 5,040
		FY91 Sec. 8	5,000
		Local	2,100
	$12,000		$12,140

FY91 UNIFIED WORK PROGRAM

CLARK COUNTY SUMMARY OF EXPENDITURES BY FUNDING SOURCE ($000'S)

		Base MPO Activities			Special MPO Contracts			TOTAL
		FY91 PL	FY91 UMTA	IRC LOCAL	C-TRAN	WSDOT	OTHER	($000's)
I.	REGIONAL TRANSPORTATION PLAN							
	A. RTP Update	6.0	5.0	12.0				23.0
	B. Bi-State/I-5 Corridor HCT	4.0	4.0	10.0	211.5[1]			229.5
	C. I-205 Corridor HCT				401.0[1]			401.0
II.	ONGOING PLAN REFINEMENT AND DATA MANAGEMENT							
	A. EMME/2 Regional Travel Forecasting Model Development and Maintenance	4.0		8.6				12.6
	B. Transit Survey		8.0	6.0				14.0
	C. Traffic Count Program	7.0		15.0				22.0
	D. Data Development and Management	5.0	3.0	8.5				16.5
	E. Computer Operations	3.0		11.3				14.3
III.	TRANSPORTATION PROGRAM MANAGEMENT							
	A. Coordination and Management	13.0	8.75	15.0				36.75
	B. Competitive Contract Planning		5.0	1.5				6.5
	C. MPO Bulletin and Transportation Forum	4.0	4.0	10.0				18.0
	D. Unified Work Program (UWP) and Transportation Improvement Program (TIP)	5.04	5.0	2.1				12.14
	TOTAL	51.04	42.75	100.0	612.5			806.19

Note: [1] Full contract, including IRC and consultant costs.

STAFF REPORT (REVISED)

CONSIDERATION OF ORDINANCE NO. 90-344 FOR THE PURPOSE OF AMENDING THE REGIONAL TRANSPORTATION PLAN DEFINING THE PRIORITY OF THE HILLSBORO CORRIDOR

Date: April 11, 1990 Presented by: Andrew C. Cotugno

PROPOSED ACTION

This ordinance would amend the Regional Transportation Plan (RTP) to recognize the Hillsboro Corridor as the region's next priority for consideration of LRT construction after the Westside Corridor from downtown Portland to 185th Avenue. The current number one priority designation is for the Westside Corridor from downtown to 185th Avenue. However, Metro has sought authorization from UMTA to initiate an Alternatives Analysis/Draft EIS for the extension of this corridor from 185th Avenue to Hillsboro necessitating designation of this as the next priority.

TPAC has reviewed this RTP amendment and recommends approval of Ordinance No. 90-344.

BACKGROUND

Under UMTA regulations, a local area is allowed to initiate "one corridor at a time" into the Alternatives Analysis and Preliminary Engineering process. In addition, it is up to that region to determine which corridor is its priority for this purpose. Although the request has been approved by UMTA for the Hillsboro project, concern has been raised about its status in the Regional Transportation Plan since it is described as a long-term priority.

As part of the decision-making process for the Westside project to 185th and the Hillsboro project from 185th to Hillsboro, consideration will be given as to whether to proceed to construction with LRT and what the terminus is that is recommended for construction. As such, this action is not the final decision on construction of LRT to Hillsboro or short termini options between 185th and Hillsboro.

This action also leaves unchanged but clarifies the previously adopted status of the Milwaukie Corridor as the next priority after the Westside Corridor and the intent to consider LRT in the I-205 as a 10-year priority.

Adoption of this ordinance is proposed as an emergency, requiring it to be introduced, read once and acted on at a single Council meeting. Approval requires the unanimous support of those present.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends adoption of Ordinance No. 90-344.

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

AN ORDINANCE FOR THE PURPOSE OF AMENDING THE REGIONAL TRANSPORTATION PLAN DEFINING THE PRIORITY OF THE HILLSBORO CORRIDOR	)))))	ORDINANCE NO. 90-344 Introduced by Mike Ragsdale, Chair, Joint Policy Advisory Committee on Transportation

WHEREAS, Ordinance No. 89-282 adopted the Regional Transportation Plan; and

WHEREAS, The adopted Regional Transportation Plan recognizes the Westside Corridor from downtown to 185th Avenue as the top regional priority for light rail transit implementation; and

WHEREAS, The Metropolitan Service District has requested authorization from the Urban Mass Transportation Administration (UMTA) to initiate Alternatives Analysis/Draft Environmental Impact Statement (DEIS) for the Hillsboro project from 185th Avenue to downtown Hillsboro; and

WHEREAS, UMTA has required that the Regional Transportation Plan be amended to reflect the Hillsboro project as the region's next priority after the Westside Corridor as a prerequisite for authorizing initiation of Alternatives Analysis/Draft EIS; and

WHEREAS, UMTA has agreed to initiate Alternatives Analysis only if this Regional Transportation Plan is corrected immediately; therefore, an emergency exists to adopt this Regional Transportation Plan amendment without causing delay to the Hillsboro Alternatives Analysis/Draft EIS; now, therefore,

THE COUNCIL OF THE METROPOLITAN SERVICE DISTRICT HEREBY ORDAINS:

That the Regional Transportation Plan Chapters 4 and 5 are hereby amended as reflected in Exhibit A.

ADOPTED by the Council of the Metropolitan Service District this ____ day of _____, 1990.

_____
Tanya Collier, Presiding Officer

ATTEST:

_____
Clerk of the Council

ACC:lmk:mk
90-344.ORD
04-11-90

Exhibit A

Regional Transportation Plan
Chapter 4

Transitways - The Long Range Transit System

Regional transitways (light rail or exclusive busways) offer an attractive method for providing regional trunk route service on heavily traveled routes. Transitways, with an exclusive right-of-way and larger vehicles, provide greater capacity and higher speed service at a lower operating cost to the public than normal bus operations in mixed traffic. In addition, transitways have the additional benefit of promoting transit-supportive economic development around stations.

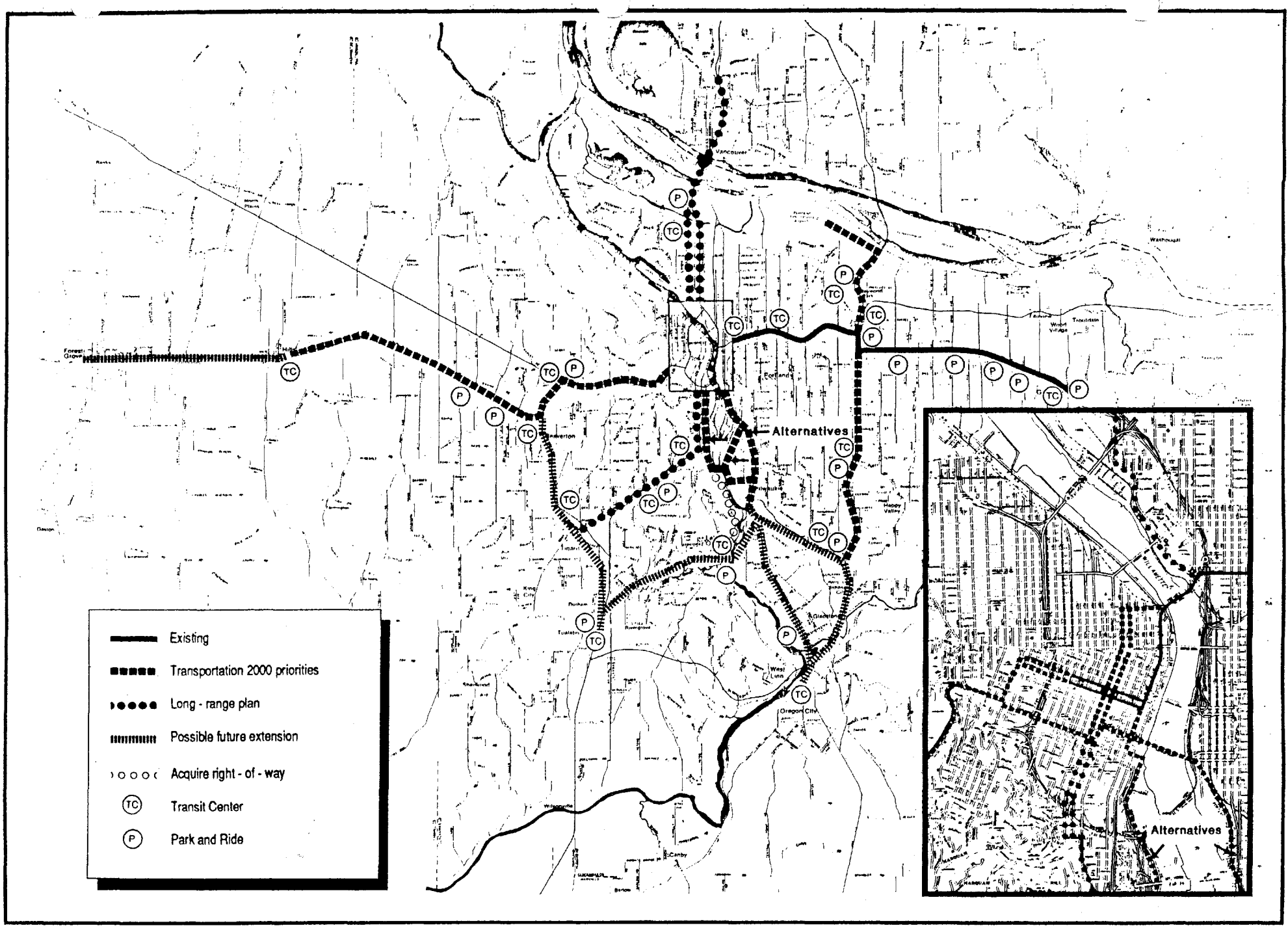
Figure 4-5 shows existing, planned and potential routes for regional transitways in each of the regional transit trunk route travel corridors. In the Eastern Corridor, the Banfield LRT (MAX) connecting downtown Portland and Gresham is in place.

Three additional LRT corridors have been identified by JPACT as 10-year priorities and are included in this Plan:

- In the Western Corridor, the Sunset LRT **from downtown Portland to 185th Avenue** has been selected as the preferred alternative to connect downtown Portland and Beaverton. **In addition, consideration will be given on whether to implement LRT from 185th Avenue to Hillsboro.** The LRT corridor west of **185th Avenue to Hillsboro** would follow the ~~185th east/west~~ **Burlington Northern** alignment. The Sunset LRT is the top regional priority for LRT implementation (see Chapter 8).

- In the Southern Corridor, an LRT line connecting downtown Portland to Milwaukie via the Portland Traction Company or McLoughlin alignments is called for in this Plan.

- In the I-205 Circumferential Corridor, an LRT line connecting Portland International Airport (PIA) and the Clackamas Town Center (CTC) is called for in the RTP.



Long-Range Regional Transitway System

Figure 4 – 5

Beyond these four corridors, the long term regional ~~(beyond 2005)~~ transitway system includes two additional LRT corridors:

- In the Northern Corridor, an LRT line connecting downtown Portland and Vancouver via either I-5 or Interstate Avenue; and

- In the Southwestern Corridor, an LRT line connecting downtown Portland with Tigard via Barbur Boulevard.

Possible extensions and future branches of the identified LRT corridors include those to ~~Hillsboro (via Sunset or 185th extension),~~ **Forest Grove,** Oregon City (via Milwaukie/Highway 224 or I-205 extension), and Tualatin (via Milwaukie extension through Lake Oswego, Barbur extension, or Highway 217 Circumferential extension through Tigard).

The adopted RTP also recommends acquiring the abandoned SPRR right-of-way connecting downtown Portland and Lake Oswego to protect the resource and allow future consideration of this alignment for rail transit in the Macadam/Lake Oswego radial corridor.

Figure 4-6 illustrates the long range LRT alignments developed for downtown Portland. Initial service for the Banfield LRT will be provided via the cross-mall alignment on Morrison and Yamhill streets. As capacity on the cross-mall alignment is needed, a mall alignment using Fifth and Sixth Avenues will be implemented. This north/south corridor would form the backbone of the downtown transit system, serving as the major mode of access to and through downtown. The secondary LRT streets would provide alternative LRT connections as additional LRT corridors are implemented and provide regional transit service to the South Waterfront, RX Zone, Historic Districts and other downtown destinations. As the mall reaches its transit capacity, bus routes currently using the mall will be rerouted to other streets consistent with the Downtown Plan and the Downtown Parking and Circulation Policy (such as 1st and 2nd and 10th and 11th Avenues).

G. WESTERN SECTOR

The adopted plan for the Western Sector (Figure 5-8) combines significant levels of highway and transit investment to:

- reduce congestion in the major radial corridor by:

  Committed Projects

  - modifying the ramp terminal at the existing Zoo interchange (phase I) with the Sunset (24)
  - adding a westbound on-ramp at the Sunset/Zoo interchange (25)
  - reconstructing the interchanges of the Sunset Highway with Murray Boulevard (28) and Cornelius Pass Road (29)
  - ramp metering the Sunset Highway from Jefferson Street to Cornelius Pass Road (23)
  - improving the interchange of the Sunset with Helvetia Road (27)

  10-Year Priority Projects

  - completing construction of the westbound climbing lane (from the Zoo exit to Sylvan) on the Sunset Highway (26)
  - widening the Sunset Highway to six lanes from Sylvan to Cornell/158th (112, 113)
  - reconstructing the interchanges of the Sunset Highway with Sylvan Road (112), 158th/Cornell (115), and 185th Avenue (114)

  10-20 Year Project

  - improving the interchanges of the Sunset Highway with Jackson Road (307)

- reduce congestion in the circumferential corridors by:

10-Year Priority Projects

- constructing the first phase of a Highway 217 widening to include auxiliary lanes from the Sunset to the Hall Boulevard overcrossing (117, 119)

- ramp metering Highway 217 from the Sunset to Scholls Ferry Road (116)

- conducting Preliminary Engineering on the second (Highway 99W to Tualatin Valley Highway - 124) and third (Tualatin Valley Highway to Sunset - 125) phases of the Tualatin-Hillsboro corridor bypass facility

10-20 Year Projects

- constructing the second (Highway 99W to Tualatin Valley Highway - 124) and third (Tualatin Valley Highway to Sunset - 125) phases of the bypass facility in the Tualatin-Hillsboro corridor. Actual construction of Phase II of the Western Bypass is subject to: 1) a determination that the facility is consistent with local comprehensive plans and state land use policies; and 2) a detailed assessment of the impacts associated with such a facility provided through the Environmental Impact Statement (EIS) process. If, at the conclusion of either of these processes, a decision is made to not build this portion of the Western Bypass, a planning study will be initiated to ad-dress the circumferential travel problem in some other manner.

- as traffic demand warrants, upgrading the intersections to interchanges on the bypass facility

- as warranted, constructing the second phase of a Highway 217 widening to include six lanes from the Sunset Highway to the Hall Boulevard Overcrossing (117, 119)

improve east/west arterial capacity by:

Committed Projects

- improving the Tualatin Valley Highway/Murray Boulevard intersection (35)

- improving the Scholls Ferry/Old Scholls/135th

intersection (39)

- widening Cornell Road to five lanes from Cornelius Pass Road to Ray Circle (52)

10-Year Priority Projects

- completing the widening of Tualatin Valley Highway from 21st to Oak (135)

- initiating TSM improvements on Tualatin Valley Highway from Highway 217 to 21st (136) and conducting a detailed reconnaissance or Preliminary Engineering study to determine the full extent of improvements required in this section

- constructing some portion of a to-be-designed improvement to Tualatin Valley Highway and parallel facilities in the central Beaverton area (137)

- improving the intersection of Beaverton-Hillsdale Highway/Scholls Ferry Road/Oleson Road (141)

- widening Farmington Road from Murray to 209th (143, 144)

- initiating TSM improvements on Beaverton-Hillsdale Highway from Scholls Ferry Road to Highway 217 (154) and improving the Bertha/Capitol/Beaverton-Hillsdale Highway intersection (153)

- widening Cornell Road from 158th to Cornelius Pass Road (167, 168) and improving the Cornell/Brookwood intersection

- widening Baseline/Jenkins from Cedar Hills Boulevard to Main Street in Hillsboro (185, 186, 187)

10-20 Year Project

- widening Farmington Road from 209th to the bypass (319)

increase access into the existing and planned residential, commercial and industrial developments in the sector by:

Committed Projects

- widening Murray Boulevard from the Sunset Highway to Jenkins Road (35)

- widening Hall Boulevard from Allen to Greenway (54)

- widening 185th from Rock Creek to Tualatin Valley Highway (72)

- widening E Street in Forest Grove (174)

10-Year Priority Project

- constructing the first phase of a 216th/219th widening from the Sunset to Tualatin Valley Highway (125)

10-20 Year Projects

- constructing a 112th arterial (166)

- initiating TSM improvements on Murray Boulevard from Tualatin Valley Highway to Allen (172) and improving the intersection with Farmington Road (171)

- widening Murray Boulevard to five lanes from Allen to Scholls Ferry Road (170) and from the Sunset Highway to Cornell (175)

- improving Murray Boulevard over the BNRR overpass (174)

- upgrading Brookwood from Evergreen to Tualatin Valley Highway (176)

- widening Cornell Road from Sunset to the Barnes Road extension (184)

- upgrading Barnes Road from Leahy to the Multnomah County line (177) and from Highway 217 to Cedar Hills Boulevard (178) and constructing the Barnes Road extension from Cedar Hills Boulevard to Cornell Road (179)

- widening Cornelius Pass Road from Wagon Way to the Sunset Highway (181), providing short term safety and restoration improvements north of West Union and at Skyline (230), and assessing its function in the regional system to determine the long term need associated with the facility

- upgrading facilities in the Hillsboro area such as 229th/231st from Baseline-Evergreen (190, 192)

- widening Cornelius Pass Road from Wagon Way to West Union (181)

10-20 Year Projects

- upgrading Highway 47 to suburban standards (317) north and south of Forest Grove

- widening Cornell Road to three lanes from the Barnes extension to Skyline (326)

- widening 158th to five lanes from Walker to Jenkins (327)

- upgrading 170th from Farmington to Merlo (328)

- realigning Walker Road from 185th to Cornell (329)

- improve safety in the area by:

10-Year Priority Project

- upgrading Vermont (331) and Dosch (332) Roads to urban standards

- proceed with ~~preliminary engineering on~~ the region's next priority LRT corridor -- the Sunset LRT (Figure 5-3) -- to provide the major transit trunk service connecting downtown Portland with central Washington County ~~and~~, **Beaverton (to 185th) and Hillsboro. This involves completing Preliminary Engineering for the segment from downtown Portland to 185th Avenue and Alternatives Analysis/Draft EIS from 185th Avenue to Hillsboro.** The decision to proceed to construction, however, is subject to: 1) an analysis of the facility in relation to updated population and employment forecasts and changes in travel patterns; 2) a final assessment of impacts associated with the facility; 3) an evaluation of the operation of the Banfield LRT; and 4) the development of a funding strategy for the project

- provide transit service in the Westside Corridor by trunk routes on Beaverton-Hillsdale Highway/Tualatin Valley Highway, Cornell Road and Highway 217 (Figure 4-4) and an expanded timed-transfer system consisting of major transit stations at Beaverton, Washington Square, Tanasbourne/185th, Sunset/217, Hillsboro, and Burlingame (Figure 5-3)

- phase in the planned transit service with development in the sector and implement the service in such a manner as to be compatible with the potential implementation of the Sunset LRT

- improve access to the transit system by providing park-and-ride facilities in Hillsboro, west of Beaverton, at Sunset/Highway 217, Murray Boulevard, 170th and 185th (Figure 5-3)

- construct the programmed regional bicycle facilities in the sector (Figure 4-7)

H. NORTHWEST SECTOR

The investment strategy for the Northwest Sector (Figure 5-9) is composed of highway and transit improvements to:

- reduce congestion in the radial corridor by:

  Committed Project

  - providing direct connections from U.S. 30/Yeon Avenue to the Fremont Bridge (17)

- remove through traffic from the northwest residential areas by diverting these trips along Yeon Avenue/ St. Helens Road and by:

  Committed Project

  - improving the N.W. 23rd and Burnside intersection and other northwest neighborhood streets (59)

  10-Year Priority Project

  - completing the programmed analysis in the Cornell/ Burnside vicinity and developing recommendations for improvements

- improve circulation and increase access to employment centers in the area by completing the Fremont Bridge connection to U.S. 30 and by:

  Committed Project

  - improving U.S. 30 (30) and other streets in the area (63, 64)

ACC:mk
90-344.ATT
04-11-90

STAFF REPORT

Agenda Item No. _____
Meeting Date _____

CONSIDERATION OF RESOLUTION NO. 90-1179 FOR THE PURPOSE OF ESTABLISHING AN ORGANIZATIONAL STRUCTURE FOR OVERSEEING HIGH CAPACITY TRANSIT STUDIES

Date: December 5, 1989 Presented by: Andrew C. Cotugno

PROPOSED ACTION

This resolution would establish an organizational framework for LRT studies throughout the region and establish the oversight committees required for the bi-state elements and I-205/Milwaukie studies.

TPAC has reviewed this organizational framework and recommends approval of Resolution No. 90-1179.

FACTUAL BACKGROUND AND ANALYSIS

The recently adopted Regional Transportation Plan (RTP) identifies long-range construction of a regional LRT system consisting of the following major routes:

- Banfield LRT to Gresham
- Westside LRT to Beaverton (being amended to Hillsboro)
- LRT in the corridor from Portland to Milwaukie
- LRT in the I-205 corridor between Portland International Airport and the Clackamas Town Center
- LRT in the I-5 North corridor from Portland to downtown Vancouver
- LRT in the Barbur corridor from Portland to Tigard
- LRT in downtown Portland on Morrison/Yamhill and Fifth/Sixth with connections to the regional corridors

Furthermore, the RTP identifies the possibility of future extensions to this LRT system in the following areas:

- Extension of the Westside from Beaverton to Forest Grove
- Construction of a Westside circumferential route from the Beaverton Transit Center through Tigard to Tualatin
- Extension of the Milwaukie or I-205 corridor to Oregon City with a connection between Milwaukie and Clackamas Town Center
- Extension of the Banfield LRT to Mt. Hood Community College

- Construction in the route to Lake Oswego and perhaps beyond to Tualatin

Finally, jurisdictions in Clark County are interested in considering additional LRT routes beyond that included in Metro's RTP, including:

- Extension of the I-5 North LRT beyond downtown Vancouver to Hazel Dell or Vancouver Mall

- Extension of the I-205 LRT beyond Portland International Airport to Vancouver Mall

In general, the study steps involved in pursuing LRT are as follows:

Step 1 - Systems Planning -- This step involves a generalized evaluation of the cost-effectiveness of LRT to determine whether to include the corridor in the RTP, whether there is sufficient justification to initiate Step 2 -- Alternatives Analysis/DEIS and identification of the alternatives that should be considered further. The scope of this analysis focuses on generalized alignments and capital cost, ridership, operating cost and a generalized evaluation of impacts and benefits as compared to serving projected transit needs with lower cost bus alternatives. In order to proceed from Systems Planning into Alternatives Analysis/DEIS under the federal process two minimum thresholds must be met:

1. You must be able to demonstrate there are at least 15,000 transit riders in the proposed corridor today.

2. Your proposed corridor must meet a minimum cost-effectiveness rating of costing no more than $10 per new transit rider as compared to serving the corridor through an improved bus system. This is based upon projected capital costs, operating costs, ridership and travel time benefits assuming 15 years of growth.

Step 2 - Alternatives Analysis/DEIS -- This step involves a detailed examination of alternatives in a particular corridor sufficient to make a local and federally approved decision on whether or not to proceed to construction. Sufficient engineering and operations analysis are done to develop comparable costs for each alternative and define environmental impacts for inclusion in a Draft EIS. The final decision on whether or not to proceed to construction is again based upon the cost-effectiveness of the proposal as compared to serving projected transit needs with lower cost bus alternatives and under the federal process must meet a minimum threshold of no more than $6 per new transit rider. Federal approval of this step represents concurrence that rail should be funded at some time.

Step 3 - Preliminary Engineering/FEIS -- This step involves development of sufficient design details for the preferred alternative to specify right-of-way acquisition requirements and to define a construction cost upon which a federal funding commitment is made. Federal approval of this step represents an actual federal funding commitment of a specific amount on a specific schedule and is finalized through execution of a Full-Funding Agreement.

During the past 18 months, the Portland region has taken actions to advance various corridors into this process. The current status is as follows:

1. The Westside project from Portland to Beaverton is in Step 3 - Preliminary Engineering/FEIS and is scheduled for completion during 1990. PE/FEIS funding has already been budgeted through Tri-Met Section 9 funds.

2. A request has been submitted to UMTA to allow Step 2 - AA/DEIS to begin on the extension of the Westside from Beaverton to Hillsboro. Successful completion of the AA/DEIS is required for the extension to proceed into PE/FEIS and "catch up" with the overall Westside project. AA/DEIS funding has already been budgeted through Tri-Met Section 9 funds.

3. A request has been submitted to UMTA to allow Step 2 - AA/DEIS to begin on the I-205 corridor between Portland International Airport and the Clackamas Town Center. AA/DEIS funding has already been budgeted through the use of Buslane Interstate Transfer funds.

4. Authorization has been given by JPACT and the Metro Council to submit a request to UMTA to allow Step 2 - AA/DEIS to proceed in the Milwaukie Corridor from Portland to Milwaukie. McLoughlin Corridor Interstate Transfer funding has been budgeted for the AA/DEIS work from Portland to Milwaukie and further Systems Planning work from Milwaukie to Clackamas Town Center and Milwaukie to Oregon City.

5. The I-205 and Milwaukie studies will be coordinated to allow an initial phase to proceed immediately to define which segments should move forward into the full Alternatives Analysis process. The specific scope of work is yet to be finalized with UMTA.

6. JPACT and IRC have adopted a Bi-State work program to conduct further Systems Planning on LRT in the I-5 and I-205 corridors across the Columbia River and for LRT extensions into Clark County. Funding has been provided in the existing Metro and IRC budgets with supplemental funding from Tri-Met and C-TRAN.

7. Portland has budgeted for Systems Planning activities to allow examination of additional LRT alignments in the I-5 North corridor and to further evaluate the need and timing of downtown alignments including consideration of a subway. Funding has been provided in the existing Metro budget for needed transit ridership forecasts.

Because of the large amount of LRT planning underway or proposed, it is important to organize activities to allow for the most efficient conduct of the work, to ensure participation by the jurisdictions affected by the decisions that must be made and to ensure proper consideration of functional and financial trade-offs between corridors. In particular, functional trade-offs and coordination is required to take into account the effect of one project on other parts of the LRT system and financial limitations dictate that careful consideration be given to defining regional priorities before committing to construction. As such, the organizational structure presented in this resolution follows the following overall principles:

1. The process focuses on LRT issues after the Westside to Hillsboro which is designated the region's number one priority.

2. Decisions regarding financing and regional priorities will be done in the context of the priorities already set which call for the decision on the next corridor after the Westside to be finalized through a coordinated I-205/Milwaukie study.

3. Committees are combined where significant overlap of issues or alternatives exist; separation is recommended to maintain the focus of the correct set of committee members on their area of interest.

4. Overall policy oversight is provided through the existing JPACT and IRC Transportation Policy Committee structure rather than a new committee.

5. Membership on individual committees is targeted only to those affected.

6. The scope of work for an Alternatives Analysis/DEIS is significantly greater than Systems Planning and requires a higher level of management oversight. As such, a "Planning Management Group" is recommended for AA/DEIS work in addition to Technical Advisory Committees.

7. A regional LRT Finance Committee is proposed to make recommendations affecting the priority and financing strategy for each corridor relative to one another. This committee will have a balanced regionwide membership to make recommendations

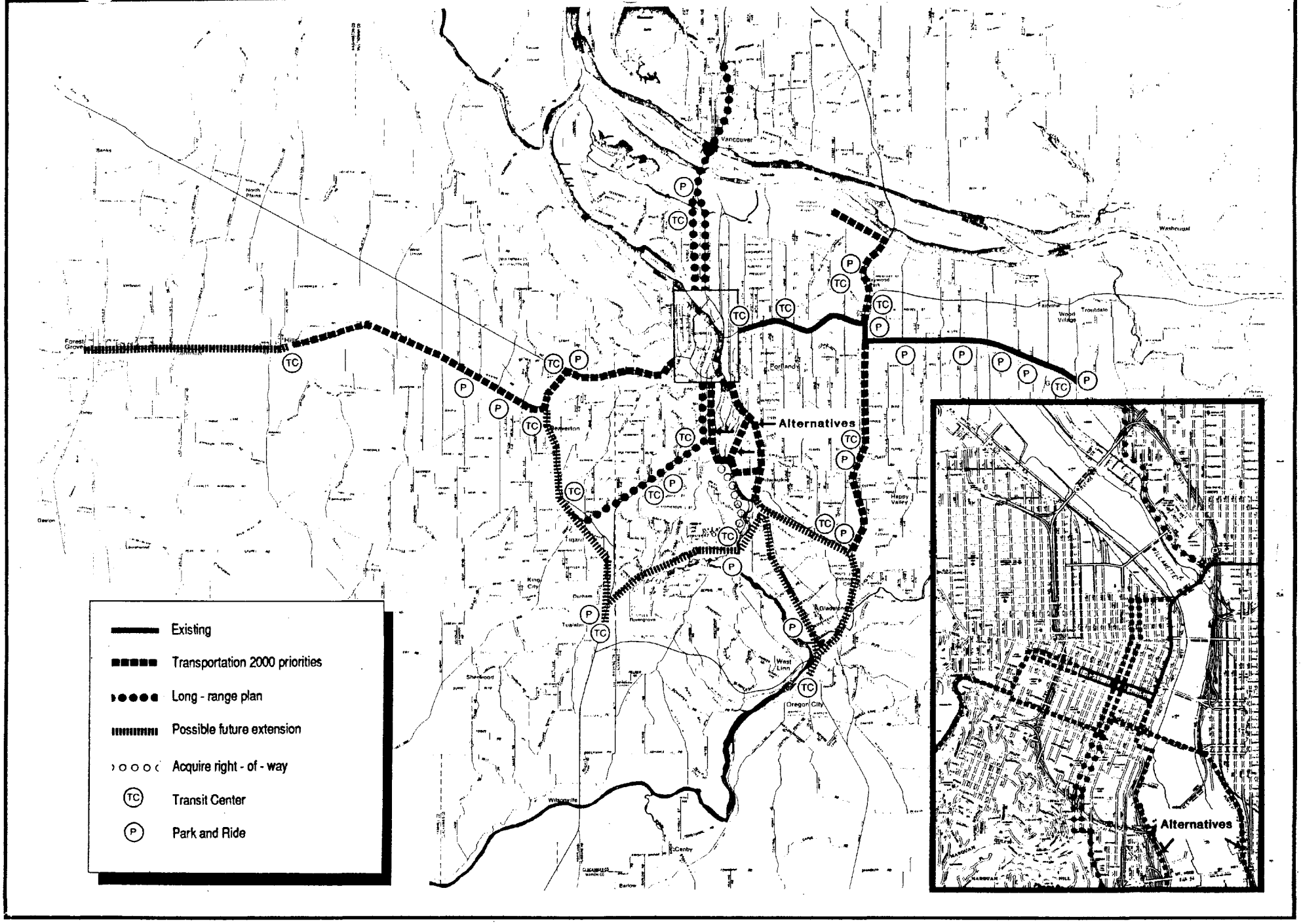
on regionwide priorities and trade-offs.

8. Decision-making is focused on Oregon and Washington jurisdictions for decisions pertinent to their area with a significant need for bi-state coordination on issues affecting I-5 North from Portland to Vancouver and I-205 North from Gateway to Portland International Airport and beyond as well as to review financing and priority decisions on each corridor before adoption.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends approval of Resolution No. 90-1179.

Attachment



Long-Range Regional Transitway System

Figure 4 – 5

JOINT RESOLUTION OF THE
METROPOLITAN SERVICE DISTRICT
AND THE
INTERGOVERNMENTAL RESOURCE CENTER

FOR THE PURPOSE OF ESTABLISHING AN ORGANIZATIONAL STRUCTURE FOR OVERSEEING HIGH CAPACITY TRANSIT STUDIES	METRO RESOLUTION NO. 90-1179 IRC RESOLUTION NO. _____

WHEREAS, Metro was designated by the Governor of the State of Oregon as the Metropolitan Planning Organization (MPO) for the urbanized areas of Clackamas, Multnomah, and Washington Counties effective November 6, 1979; and

WHEREAS, IRC was designated by the Governor of the State of Washington as the Metropolitan Planning Organization (MPO) for Clark County effective January 1, 1979; and

WHEREAS, The Metro Council through the Joint Policy Advisory Committee on Transportation provides locally elected officials direct involvement in the transportation planning and decision-making process; and

WHEREAS, The IRC Board of Directors has established a Transportation Policy Committee to develop regional transportation policies subject to the review and approval of the full Board of Directors; and

WHEREAS, Metro proposes to initiate, as the next regional priority after the Westside Corridor, preparation of an Alternatives Analysis and Draft Environmental Impact Statement in the Portland to Milwaukie to Clackamas Town Center corridor and in the I-205 Corridor from Portland International Airport to Clackamas Town Center; and

WHEREAS, Metro and IRC have jointly approved a Bi-state Study work program to evaluate the adequacy of the existing transportation system and the currently adopted Regional Transportation Plan to meet existing and projected bi-state travel demands; and

WHEREAS, IRC and C-TRAN have initiated a systems study to identify high capacity transit alternatives in the I-5 North and I-205 North corridors into Clark County; and

WHEREAS, The City of Portland is evaluating alternative alignments for LRT in the I-5 North corridor; and

WHEREAS, The City of Portland, Metro and Tri-Met will be evaluating alternatives for additional LRT alignments in downtown Portland, including LRT on the transit mall and LRT in a subway; and

WHEREAS, It is important to ensure coordination of different components of high capacity transit planning throughout the region; now, therefore,

BE IT RESOLVED:

1. That policy oversight for the Eastside Systems Planning studies all be provided through periodic joint meetings of JPACT and the IRC Transportation Policy Committee.

2. That technical and project coordination oversight of the Eastside Systems Planning studies shall be provided through establishment of an Eastside LRT Systems Planning Technical Advisory Committee to include membership from each affected agency and jurisdiction.

3. That policy oversight for the I-205/Milwaukie Study

shall be provided through JPACT; and

4. That technical and project coordination oversight for the I-205/Milwaukie Study shall be provided through establishment of a joint I-205/Milwaukie Planning Management Group with an I-205 Technical Advisory Committee and a Milwaukie Technical Advisory Committee.

5. That project management for each individual study component and associated contractual obligations shall remain the sole responsibility of each lead agency.

6. That these high capacity transit studies will be coordinated with each other in concept as defined in Exhibit A.

ADOPTED by the Council of the Metropolitan Service District this ____ day of _____, 1989.

_____
Tanya Collier, Presiding Officer

ADOPTED by the Board of Directors of the Intergovernmental Resource Center this ____ day of _____, 1989.

_____
John Magnano, Chair

EXHIBIT A

Regional LRT System

Organization and Responsibilities

I. I-205/MILWAUKIE ALTERNATIVES ANALYSIS/DEIS

Policy oversight for the coordinated I-205/Milwaukie study will be provided through JPACT.

A. I-205/Milwaukie Planning Management Group

1. Ensure coordination between I-205 and Milwaukie studies.

2. Ensure consistency of assumptions between I-205 and Milwaukie corridors.

3. Evaluate trade-offs between I-205 alternatives and Milwaukie alternatives.

4. Recommend corridor segments and alternatives in I-205 and Milwaukie corridors to proceed to the full Alternatives Analysis/DEIS process; ensure compatibility between alternatives; determine scope of improvements in downtown Portland to be included in DEIS.

5. Approve DEIS.

6. Recommend preferred Milwaukie, I-205 and downtown Portland alternatives.

Membership: Senior management staff from Metro, Tri-Met, ODOT, Portland, Milwaukie, Oregon City, Clackamas County, Multnomah County, Port of Portland, Clark County IRC, C-TRAN and WDOT.

B. I-205 Technical Advisory Committee (TAC)

1. Oversee definition of alternative high capacity transit options.

2. Oversee engineering and operations studies of alternative I-205 alignments and station locations (including provision for future LRT extension to Clark County, Milwaukie and Oregon City).

3. Define need for transit improvements in downtown Portland necessary to support each alternative under consideration.

4. Oversee evaluation of alternative development scenarios in proposed station areas.

5. Evaluate potential for public-private coventure revenues or other appropriate corridor-specific funding sources.

6. Oversee preparation of cost-effectiveness evaluation.

7. Recommend alternatives for inclusion in DEIS.

8. Oversee preparation of DEIS.

9. Recommend preferred alternative.

Membership: Technical staff from Metro, Tri-Met, ODOT, Portland, Milwaukie, Oregon City, Clackamas County, Multnomah County, Port of Portland, Clark County IRC, C-TRAN and WDOT.

C. Milwaukie Technical Advisory Committee (TAC)

1. Oversee definition of alternative high capacity transit options.

2. Oversee engineering and operations studies of alternative Milwaukie corridor alignments and station locations (including provision for future extension to Oregon City and Clackamas Town Center).

3. Define need for transit improvements in downtown Portland necessary to support each alternative under consideration.

4. Oversee evaluation of alternative development scenarios in proposed station areas.

5. Evaluate potential for public-private coventure revenues or other appropriate corridor-specific funding sources.

6. Oversee preparation of cost-effectiveness evaluation.

7. Recommend alternatives for inclusion in DEIS.

8. Oversee preparation of DEIS.

9. Recommend preferred alternative.

Membership: Technical staff from Metro, Tri-Met, ODOT, Portland, Milwaukie, Oregon City, Clackamas County, Multnomah County and Clark County IRC.

II. EASTSIDE SYSTEMS STUDIES (BI-STATE)

Technical Advisory Committee

A. Evaluate the adequacy of existing bi-state travel on I-5 and.I-205; coordinate and improve available data and models defining land use, growth and travel.

B. Evaluate the adequacy of the adopted Regional Transportation Plan (including LRT from Portland to Vancouver in the I-5 corridor and from Portland International Airport to Clackamas Town Center in the I-205 corridor) for meeting future travel demands; define the nature and extent of travel needs not met.

C. Update transit ridership information for bus and LRT alternatives to Clark County in the I-5 corridor.

D. Provide input to Portland's study of alternative LRT alignments in the I-5 corridor between downtown Portland and downtown Vancouver and evaluate their implication on bi-state travel.

E. Provide input to the Clark County IRC study of possible I-5 and/or I-205 LRT extensions into Clark County and evaluate their implications on bi-state travel.

F. Provide input to the Portland study of alternative LRT alignments in downtown Portland and their implication to LRT expansion into Clark County.

G. Recommend to JPACT and the IRC Transportation Policy Committee whether to amend the RTP to add LRT extensions to Clark County.

H. Recommend to JPACT and the IRC Transportation Policy Committee whether and when to initiate Alternatives Analysis/DEIS for LRT to Clark County in the I-5 and/or I-205 corridors; define the alternatives to be considered.

Membership: Technical staff from Metro, Tri-Met, ODOT, Portland, Multnomah County, Clackamas County, Port of Portland, Clark County IRC, WDOT, C-TRAN, Vancouver and Port of Vancouver.

III. HIGH CAPACITY TRANSIT FINANCE COMMITTEE

Trade-offs in priority and/or timing between individual corridor recommendations will be considered by this committee in order to recommend to JPACT and the IRC Transportation Policy Committee the scope and timing of the full regional LRT system. Responsibilities include:

A. Determination of cost-effectiveness criteria to consider for each corridor in establishing an overall system staging plan.

B. Refinement of regional policies for public-private coventure funding; approval of corridor-specific public-private funding recommendations.

C. Recommendation on staging the implementation of the full LRT system, including:

1. Further short-term staging and funding decisions affecting the Milwaukie LRT corridor and the I-205 LRT corridor including which segments should proceed to the full Alternatives Analysis/DEIS process; and

2. Short-term decisions on whether or not and when to proceed to Alternatives Analysis/DEIS on the I-5 North corridor and/or I-205 extension into Clark County; and

3. Short-term decisions on the scope of downtown Portland improvements needed to be advanced with each corridor; and

4. Long-term decisions on staging of the remainder of the LRT system, including financing strategy, proposed construction schedules and when to proceed to the Alternatives Analysis/DEIS step of the process.

D. Development of a financing strategy for the full LRT system.

Membership: Senior management staff from Metro, Tri-Met, ODOT, Portland, Multnomah County, Washington County, Clackamas County, Port of Portland, C-TRAN, Clark County IRC and WSDOT.

IV. JOINT JPACT AND IRC TPC COMMITTEE

Joint JPACT/IRC Transportation Policy Committee meetings will be periodically convened to oversee bi-state corridor planning and to review decisions involving regional priorities and financing of any LRT corridor after the Westside Corridor prior to consideration for adoption by JPACT or IRC.

A. Review evaluation of the adequacy of the existing transportation system and the currently adopted RTP for serving bi-state travel.

B. Review I-5 and I-205 LRT corridor studies to ensure bi-state coordination; evaluate the implication of project decisions in Oregon on Washington and the implication

of project decisions in Washington on Oregon.

C. Endorse amendment to the RTPs adding or deleting potential bi-state long-range LRT corridors and alignments.

D. Endorse final decisions relating to trade-offs between corridors that affect bi-state corridors.

E. Review priorities for funding from regional and federal resources that affect bi-state corridors.

F. Review further decisions affecting regional priority and financing from the I-205/Milwaukie Corridor study, including which segments should proceed to the full Alternatives Analysis/DEIS process.

G. Review decisions on whether or not and when to advance the I-5 North Corridor and/or the I-205 extension into Clark County to the Alternatives Analysis/DEIS step.

H. Review strategies and priorities for financing the remainder of the regional high capacity transit system.

V. INDIVIDUAL RESPONSIBILITIES OF JPACT AND IRC TRANSPORTATION POLICY COMMITTEE

In each of their respective jurisdictions (JPACT in Oregon and IRC in), JPACT and the IRC Transportation Policy Committee will each have the following responsibilities:

A. Adopt amendments to the RTP adding or deleting potential long-range LRT corridors and alignments.

B. Approval of final decisions relating to trade-offs between corridors.

C. Adoption of priorities for funding from regional and federal resources.

D. Authorization for a corridor to proceed into Alternatives Analysis/DEIS or Preliminary Engineering/FEIS and joint approval of the required Unified Work Program amendment.

ACC: lmk
89-1179.RES
4-2-90

METRO

2000 S.W. First Avenue
Portland, OR 97201-5398
503/221-1646

Memorandum

DATE: April 11, 1990

TO: Joint Policy Advisory Committee on Transportation (JPACT)

FROM: Andrew C. Cotugno, Transportation Director

RE: JPACT BYLAWS AMENDMENT

The Metro Council Intergovernmental Relations Committee, at their April 10, 1990 meeting, approved a motion to seek JPACT's concurrence on a possible amendment to the JPACT Bylaws:

> To require that the city of largest population be either the member or the alternate for the "Cities of each County" if that city's population constitutes the majority of the population of all the cities represented in that county.

A copy of the proposed amendment is attached together with an analysis of the various city populations in each county. According to these data, only the seat for the "Cities of Multnomah County" would be affected by this amendment. Action on the proposal will be scheduled for the May 10 JPACT meeting.

ACC:mk

Attachments

PROPOSED AMENDMENT

Article IV - Committee Membership

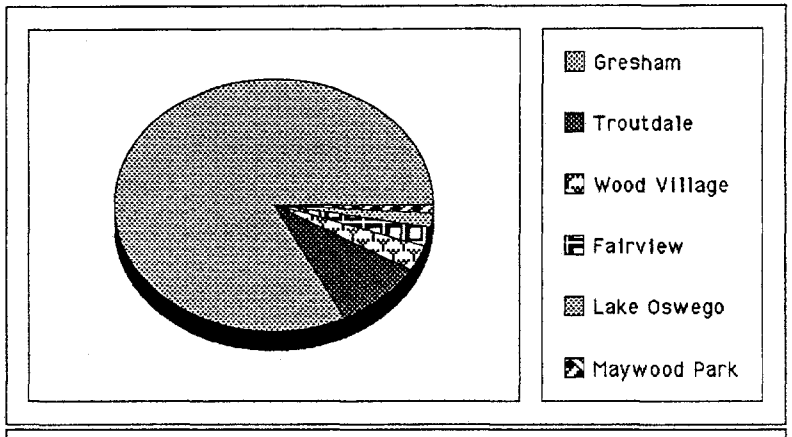
Section 2. Appointment of Members and Alternates

b. Members and alternates from the Cities of Multnomah, Washington and Clackamas Counties will be elected officials from the represented cities of each county (except Portland) and will be appointed through the use of a mail ballot of all represented cities based upon a consensus field of candidates developed through a forum convened by the largest city being represented. The member and alternate will be from different jurisdictions, one of which will be from the city of largest population if that city's population constitutes the majority of the population of all the cities represented for that county. The member and alternate will serve for two-year terms. In the event the member's position is vacated, the alternate will automatically become member and complete the original term of office. The member and alternate will periodically consult with the appropriated transportation coordinating committees for their area.

1989 City Population

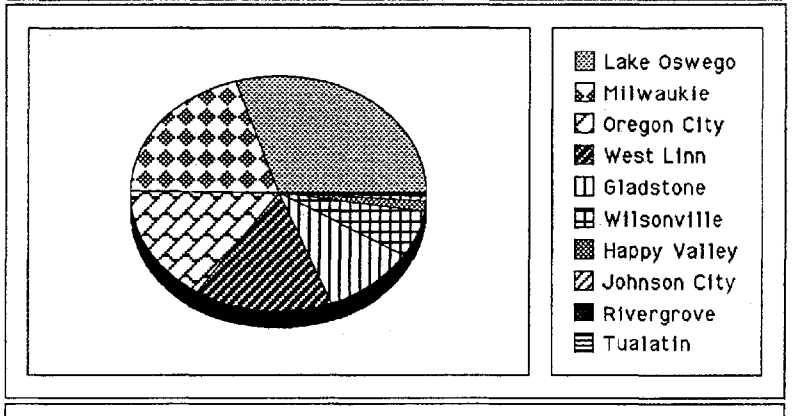
Multnomah County

	Population	% of Total
Gresham	65470	82.2%
Troutdale	7375	9.3%
Wood Village	2610	3.3%
Fairview	1975	2.5%
Lake Oswego	1430	1.8%
Maywood Park	830	1.0%
Total	79690	100.00%



Clackamas County

	Population	% of Total
Lake Oswego	27990	29.8%
Milwaukie	18830	20.0%
Oregon City	14975	15.9%
West Linn	14270	15.2%
Gladstone	9685	10.3%
Wilsonville	5770	6.1%
Happy Valley	1530	1.6%
Johnson City	480	0.5%
Rivergrove	305	0.3%
Tualatin	160	0.2%
Total	93995	100.0%



Washington County

	Population	% of Total
Beaverton	44265	31.3%
Hillsboro	33810	23.9%
Tigard	27050	19.1%
Tualatin	13180	9.3%
Forest Grove	12180	8.6%
Cornelius	5105	3.6%
Sherwood	3000	2.1%
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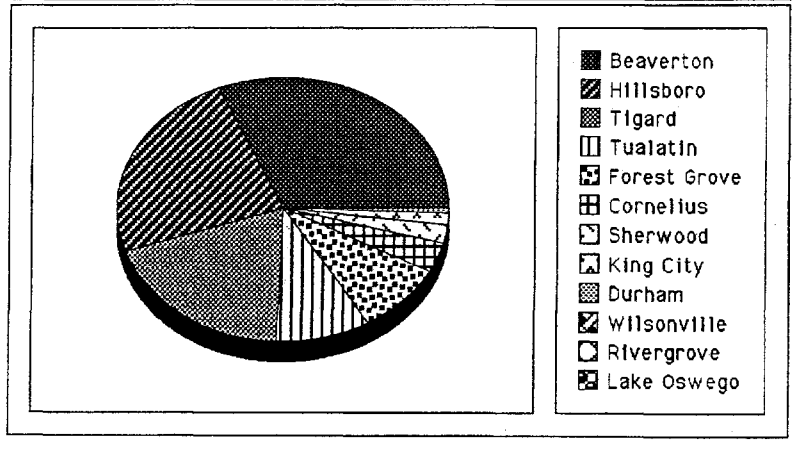
Wilsonville	30	0.0%
Rivergrove	30	0.0%
Lake Oswego	5	0.0%
Total	141410	100.0%



OREGON HIGHWAY PLAN UPDATE
JPACT PRESENTATION MATERIALS

ROBERT E. ROYER
PLANNING ENGINEER
OREGON STATE HIGHWAY DIVISION

APRIL 12, 1990

THE 1984 PLAN

1. STRESSED PRESERVATION OF THE SYSTEM

2. MATCHED NEEDS TO REVENUE

3. MAJOR GUIDELINES

   A. MAINTENANCE - 85% LEVEL

   B. PRESERVATION - 90% FAIR OR BETTER

   C. MODERNIZATION

      - LEVEL OF IMPORTANCE

      - LEVEL OF SERVICE

      - DESIGN STANDARDS

   D. KEEP UP WITH INFLATION

RECENT REVENUE INCREASES

HB 2266 - 1985 (2¢ INCREASE)

HB 2112 - 1987 (6¢ INCREASE)

HB 3447 - 1989 (2¢ INCREASE)

MAJOR HIGHWAY PLAN
PROGRAM AREAS

MODERNIZATION - ANY ADDITION OR IMPROVEMENT TO THE SYSTEM THAT RESULTS IN A FACILITY OF GREATER WIDTH.

PRESERVATION - ANY TREATMENT TO THE ROADWAY THAT EXTENDS THE PERIOD BEFORE RECONSTRUCTION IS REQUIRED

OPERATIONS - THOSE IMPROVEMENTS THAT REDUCE HAZARDS TO THE MOTORING PUBLIC, SUCH AS SIGNALS, LIGHTING, AND GUARDRAIL.

MAINTENANCE - THOSE ACTIVITIES REQUIRED TO MAINTAIN THE SERVICEABILITY OF THE AREA BETWEEN RIGHT OF WAY LINES.

OTHER - ITEMS INCLUDE DEBT SERVICE, ADMINISTRATION, LOCAL GOVERNMENT PASS-THROUGH, AND R/W PROPERTY MANAGEMENT.

TOTAL TEN YEAR (1991-2000) NEEDS, (DOLLARS IN MILLIONS)

Modernization	$ 5981
Preservation	$ 1094
Operations	$ 305
Maintenance	$ 1508
Other	$ 497
Total	$ 9385

REVENUE AVAILABLE TO STATE 1991-2000

Federal Funds	$ 1160
State Funds	$ 3024
Total	$ 4184

- OUR NUMBER ONE PRIORITY IS PRESERVE THE SYSTEM

PRIORITY NUMBER ONE

PRESERVE THE SYSTEM

(Dollars in Millions)

	Highway Plan Standards	Ten Year Need	Proposed Funding Level
Preservation	90% Fair or Better	$1094	$ 758
Operations	60%	$ 305	$ 183
Maintenance	85%	$1508	$1282
Other		$ 497	$ 497
Total		$3404	$2720

FUNDS AVAILABLE FOR MODERNIZATION

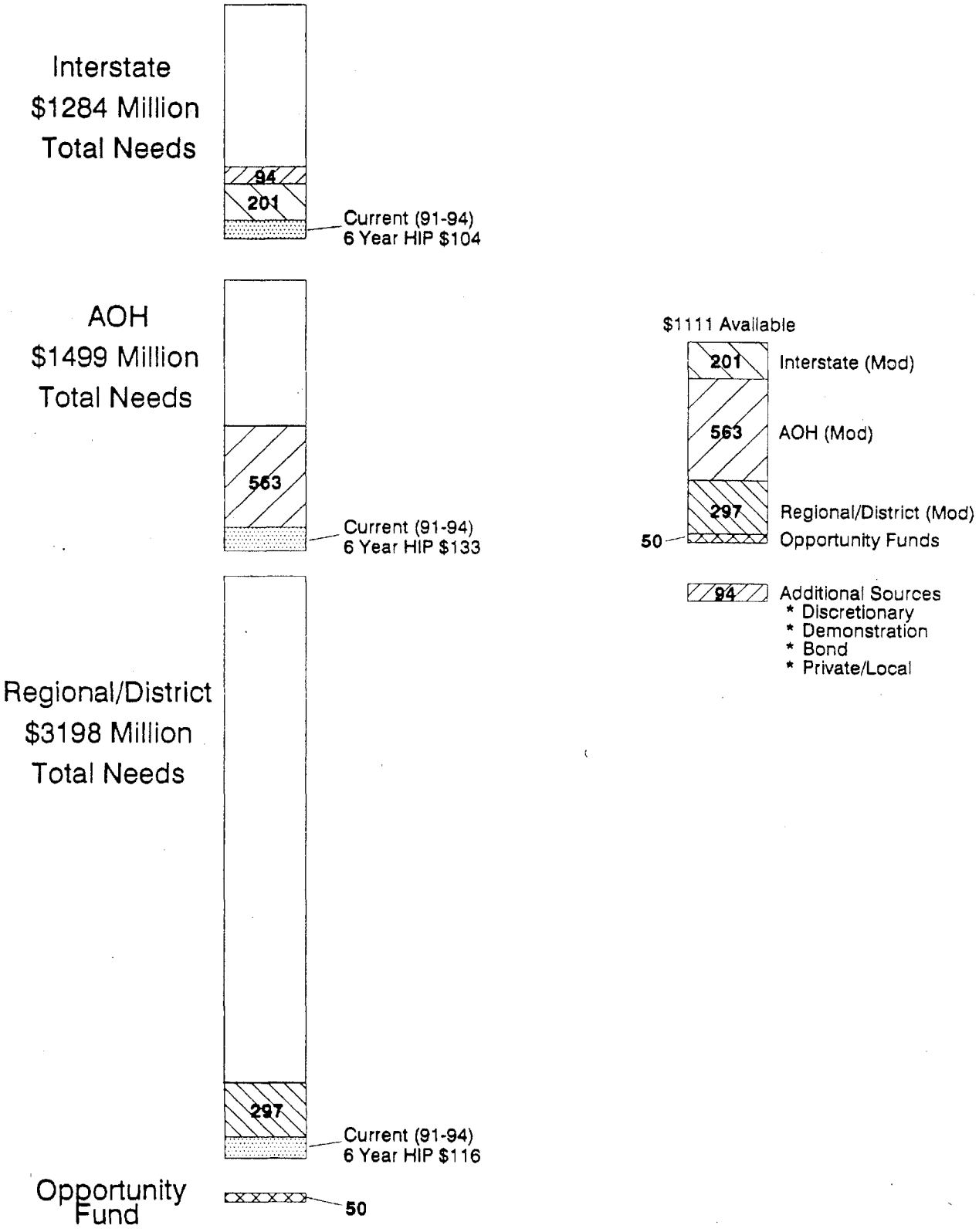
(Dollars in Millions)

Total Revenue	$4184
Revenue Needed to Preserve System	-$2720
Revenue Available for Modernization	$1464

UNCOMMITTED FUNDS 1991-2000
(Dollars In Millions)

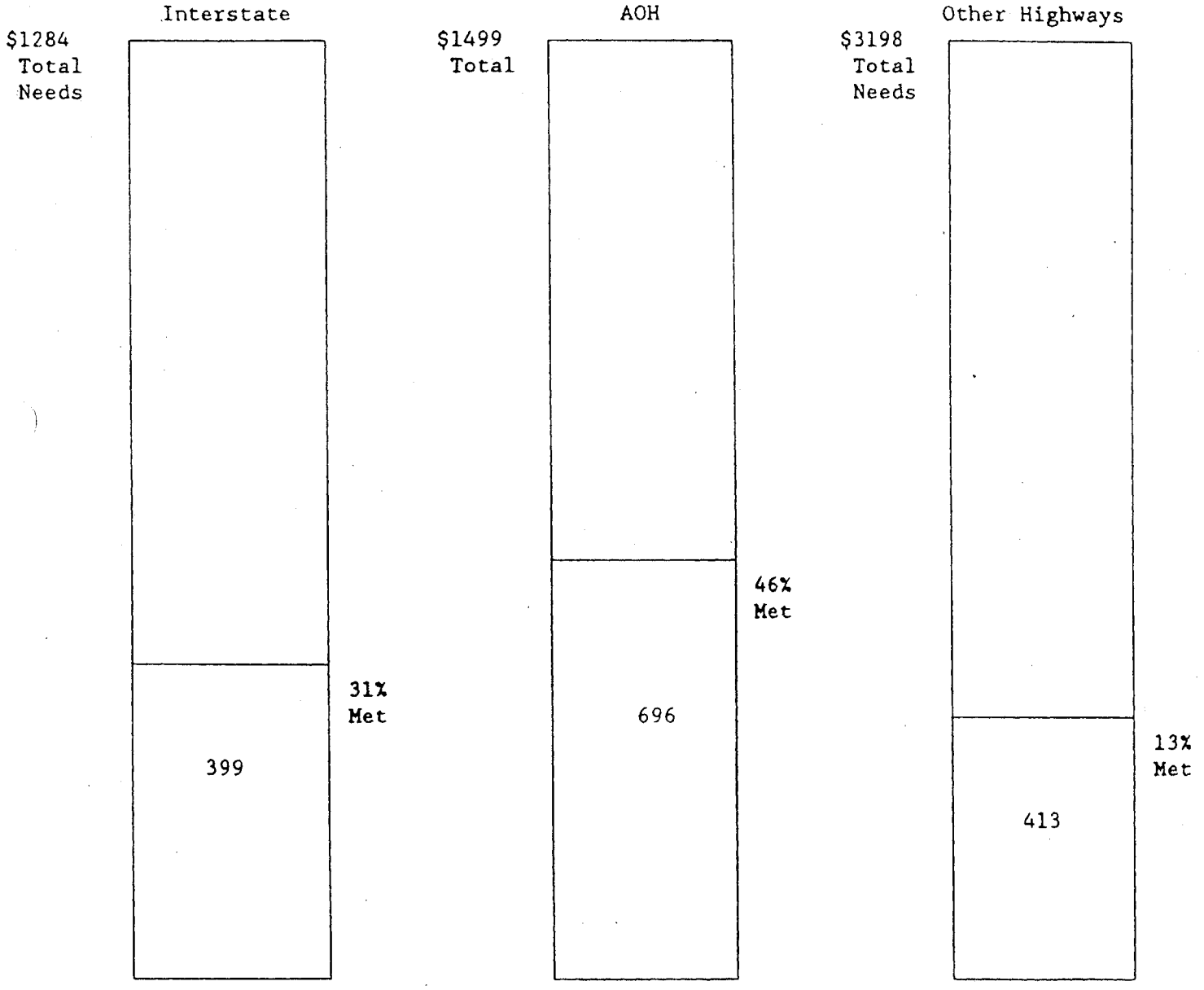
Total Available for Modernization	$1464
Modernization funds committed for 1991-94 in current 6 YR Program	-$ 353
Amount Available for New Projects	$1111

TEN YEAR MODERNIZATION PLAN



STATE HIGHWAY SYSTEM OVERVIEW

Summary of Modernization Needs
1991-2000
(Dollars in Millions)



Percent of Needs Met with
Proposed Funding Levels

Note: These dollar figures are Modernization Funds only. They do not include $302M for Interstate Preservation or $50M for Opportunity Funds.

TRANSPORTATION COMMISSION DIRECTION

- HIGHWAY PLAN WILL GUIDE INVESTMENT DECISIONS
- PROTECTING OUR INVESTMENT IS OUR NUMBER ONE PRIORITY (PRESERVATION FUNDING)
- CURRENT PROGRAM COMMITTMENTS WILL BE KEPT (HIGHWAY PLAN CHANGES WILL BE PHASED IN)
- FUNDS WILL BE EQUITABLY DISTRIBUTED ON THE BASIS OF NEED
- STATE AND FEDERAL FUNDS WILL BE USED IN THE MOST COST EFFECTIVE MANNER
- $60 MILLION IN STATE FUNDS WILL BE SPENT ON INTERSTATE PRESERVATION NEEDS 1991-2000
- YEAR 2000 MODERNIZATION TARGETS WILL BE
  - -31% OF THE INTERSTATE
  - -46% OF ACCESS OREGON HIGHWAYS
  - -13% OF OTHER HIGHWAYS

ELEMENTS OF PLAN

- FACILITY NEEDS
- POLICY ISSUES
  - -ACCESS CONTROL
  - -LAND USE
  - -AOH POLICIES
- FINANCING

HIGHWAY PLAN SCHEDULE

- REVISE NEEDS - FEB
- NEEDS ANALYSIS - FEB-MARCH
- ALTERN. ANALYSIS - MARCH-JUNE
- USER GROUPS - FEB-MAY
- OTC APPROVAL - JULY

HIGHWAY PLAN REVIEW GROUP
CHART 1 OF 2

- OREGON TRUCKING ASSOCIATION (OTA)
- OREGON FOREST PRODUCTS TRANSPORTATION ASSOCIATION (OFPTA)
- OREGON CONCRETE AND AGGREGATE PRODUCER ASSOCIATION (OCAPA)
- ASSOCIATED OREGON INDUSTRIES (AOI)
- ASSOCIATED GENERAL CONTRACTORS (AGC)
- AMERICAN AUTOMOBILE ASSOCIATION (AAA)
- ASSOCIATION OF OREGON COUNTIES (AOC)
- LEAGUE OF OREGON CITIES (LOC)

HIGHWAY PLAN REVIEW GROUP
CHART 2 OF 2

- HIGHWAY USERS FEDERATION
- DEPARTMENT OF ECONOMIC DEVELOPMENT (EDD)
- DEPARTMENT OF LAND CONSERVATION AND DEVELOPMENT (DLCD)
- METRO
- MID-WILLAMETTE VALLEY COUNCIL OF GOVERNMENTS (MWVCOG)
- LANE COUNCIL OF GOVERNMENTS (LCOG)
- ROGUE VALLEY COUNCIL OF GOVERNMENTS (RVCOG)
- LEGISLATIVE COMMITTEES

METRO

2000 S.W. First Avenue
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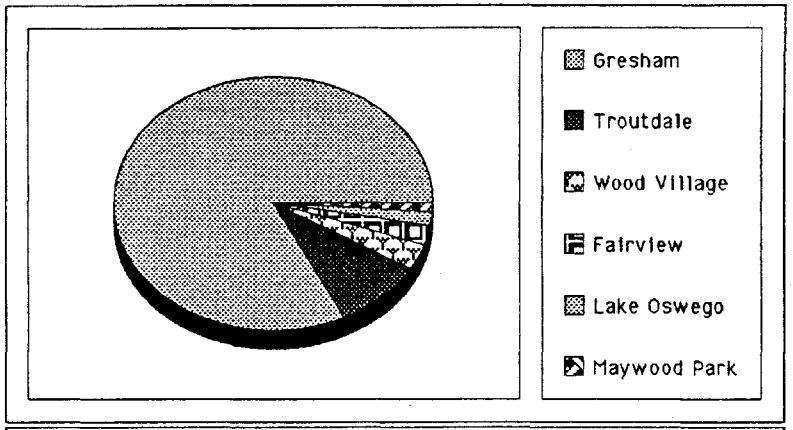

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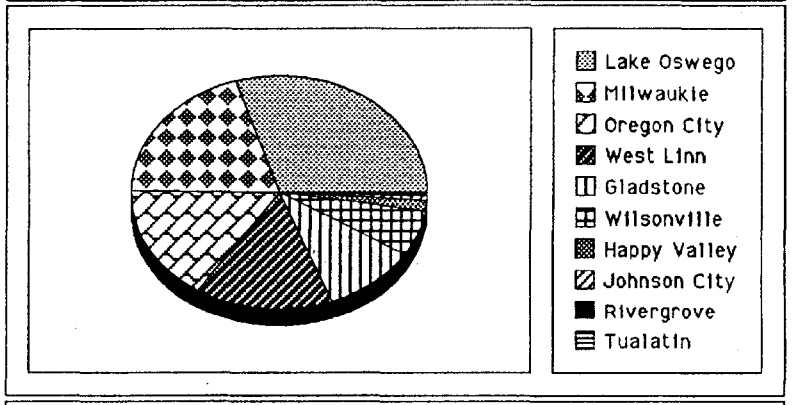

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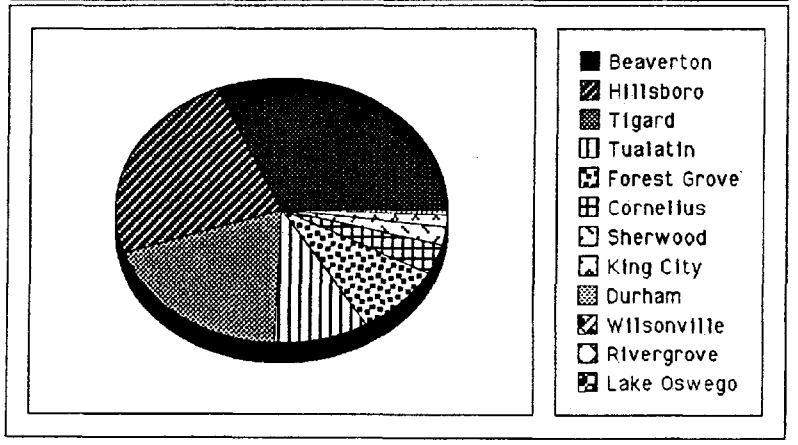

COMMITTEE MEETING TITLE JPACT

DATE 4/12/90 - 7:15 am

	NAME	AFFILIATION
M-	Bob Woodell	Port of Portland
MA	Roy Rogers	WASHINGTON COUNTY
M-	Marjorie D. Schmunk	Cities of Mult County
M-	Dave Sturdevant	CLARK County
M-	George Van Bergen	Metro-
M-	Vaulice Anderson	Mult. Co.
M-	Daniel Knowles	Metro
M-	GARY DEMICH	WSDOT
M-	BOB BOTHMAN	ODOT
M-	Lou Ogden	Clackamas Co.
MA-	NICK NIKKILA	DEQ
MA-	Craig J. Lomnicki	Cities of Clackamas Co.
M-	Jim Gamen	Tri/Met
M-	Susan A. Lathen	City of Vancouver
M-	Clifford Clark	Cities of Wash County
G-	Don Adams (alt.)	ODOT
G-	Keith Ahola (alt.)	WSDOT
G-	Lee White (alt.)	C-TRAN
G-	STEVE DOTTERRER	CITY OF PORTLAND
G-	ROD SANDOZ	CLACKAMAS COUNTY
G-	BRUCE WARNER	WASH. CO.
G-	TOM VANDERZANDEN	CLACKAMAS COUNTY
G-	Bebe Rucker	Port of Portland

COMMITTEE MEETING TITLE _____

DATE 4-12-90

NAME	AFFILIATION
✓ G- Lee LaFontaine	Public Transit Division
✓ G- Ted Spence	ODOT
S- ETHAN SEltzer	METRO
✓ G- Susie Lahsene	Mult Co
✓ G- Richard Ross	Cities of Mult. Co.
✓ G- GB ARRINGTON	TRI-MET
✓ G- Carter MacNichol (alt.)	Port
✓ G- Brunhilda McGillicuddy	Central Region INC
✓ G- Bob Royer	Oregon Highway Division
M- Mike Ragsdale	Metro
S- Andy Cotugno	"