J PACT
APRIL 13, 1989

LEGISLATIVE UPDATE

April 12, 1989

SB 475

LRT Extension- Work session was held on 3/22 in Senate Government Operations. Senator Glenn Otto proposed an amendment to SB 475 to appropriate 250,000 to the Light Rail Extension Fund. Work Session scheduled for Wednesday, April 12 at 8:00 a.m. in Senate Government Operations and Elections, HR B. Senator Houck opposed the -#3 amendment appropriating 250,000. Although, he said that without the -3 he would "escalate the bill into a priority position ". Senator Cease moved SB 475 as amended with a Do Pass to Ways and Means.

SB 476

Payroll Tax Extension- Work session was held on 3/22 in Senate Government Operations. School Districts and non-profits in opposition to the bill. Subsequent referral without recommendation to the Revenue Committee. School district and non-profit opposition is a problem. Looking for vote from Senator Cease, however, we are receiving substantial help from the business sector. Feeney asked committee members for assistance in approaching members of both Senate and Revenue Committees.

SJR 12

Constitutional Amendment-For local option vehicle fee. No Hearing scheduled. Agreement was reached by T 2000 Committee as to how to amend SJR 12: amendments drafted to emphasize "use "of funds rather than authority to levy new taxes. Local authority limited by state law. Special districts and counties required to have intergovernmental agreements to avoid duplication.

HB 3209

Cigarette tax increase, E & H transportation. In House Revenue, subsequent referral to Ways and Means, No Hearing scheduled. Jody Fischer, contract lobbyist for Tri-Met, is pleased with support thus far.

HB 3446

Local option vehicle fee for roads. No Hearing expected until formula dispute settled. Problems with wording of Metro/County authority. Bill on hold until political problem of HB 3447 cleared up. Transportation 2000 amendments would limit local to current state collected rate. Arterial fund required in Metro area. Intergovernmental agreement also required between counties, city and special districts.

HB 3447

State gas tax and vehicle registration fee increase. Hearing scheduled for April 11 at 8:00 a.m. Mike Ragsdale gave testimony for Transportation 2000 stressing the need for "early investment to avoid gridlock".

Transit Capital Legislation

HB 5043

Energy Department budget. This contains remaining stripper well funds. Ways and Means on 3/9 tentatively approved a 200,000 allocation to rural areas and small cities capital match. Hearing will be held in Ways and Means on April 13, 1:30 pm H177.

Related Bills

HJR 34

Proposing amendment to Oregon constitution allowing certain fuel tax proceeds to be used for public transportation. No hearing scheduled.

HJR 36

Amends Constitution upon voter approval to allow governments to use certain highway fund moneys for ground transportation facilities.3-22 Commitee Referred to Transportation with subsequent referral to Revenue and School Finance.

HB 2557

Video games. Nearly $5 million estimated for state transit capital. State and Federal Affairs. Public Hearing and possible work session scheduled, April 3/10, 8:30 a.m. HR E. Out of Committee with subsequent referral to Ways and Means with 8 to 1 vote in favor. Allocates moneys for Transit, Youth Conservation Corps and College athletics.

HB 3055

Imposes a 5% tax on retail sales of tires and auto batteries. Raises $16 Million per biennium for public transportation capital improvements. Subsequent referral to Transportation and then to Ways and Means.

HB 3056

Provision relating to bus acquisition by public transit division to include acquisition and construction of public transportation structures and facilities. 3-7 Referred to Transportation with subsequent referral to Ways and Means.

HB 5045

Appropriates moneys from General Fund to Public Transit Division of Department of Transportation for biennial expenses. Passed out of Ways and Means with a 200,000 stripper well to match federal funds for smaller communities and rural areas.

STAFF REPORT

Agenda Item No._____

Meeting Date_____

CONSIDERATION OF RESOLUTION NO. 89-1071 FOR THE PURPOSE OF APPROVING THE FY 1990 UNIFIED WORK PROGRAM (UWP)

Date: March 24, 1989

Presented by: Andrew Cotugno

PROPOSED ACTION

This resolution would: 1) approve the UWP containing the transportation planning work program for FY 1990, and 2) authorize the submittal of grant applications to the appropriate funding agencies.

TPAC has reviewed the FY 90 Unified Work Program and recommends approval of Resolution No. 89-1071.

FACTUAL BACKGROUND AND ANALYSIS

The FY 1990 UWP describes the transportation planning activities to be carried out in the Portland-Vancouver metropolitan region during the fiscal year beginning July 1, 1989. 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), and local jurisdictions. Adoption of this resolution begins the fourth year of the overall direction and funding established in the five-year Prospectus, adopted in May 1986, and the specific work program for FY 90. This work program is the fourth of the four-year commitment of funding from ODOT, Section 9 and the Interstate Transfer Regional Reserve. It includes an allocation level in ODOT and Interstate Transfer funding of $135,000 to maintain the funding level at FY 89 levels. Approval of the work program accomplishes the annual required approval for use of these funds.

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, 1989 in accordance with established Metro priorities.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends approval of Resolution No. 89-1071.

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF APPROVING THE FY 1990 UNIFIED WORK PROGRAM (UWP)	RESOLUTION NO. 89-1071 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 1990; and

WHEREAS, The FY 1990 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 1990 Unified Work Program is required to receive federal transportation planning funds; and

WHEREAS, The FY 1990 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 1990 Unified Work Program is approved subject to further review and approval of the Bi-State Transportation work program tasks, organization, and budget within 90 days.

2. That the Transportation Improvement Program is amended to increase the Interstate Transfer allocation to Metro

transportation planning by $34,914.

3. That the FY 1990 Unified Work Program is consistent with the continuing, cooperative and comprehensive planning process and is given positive Intergovernmental Project Review action.

4. 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 _____, 1989.

_____
Mike Ragsdale, Presiding Officer

KT:lmk
UWP90.RES
3-15-89

ERRATA SHEET

TO

FY 90 UNIFIED WORK PROGRAM

WESTSIDE LIGHT RAIL PROJECT

Project Objectives:

The Westside LRT Project is the major outgrowth of Alternatives Analysis of the Westside Corridor Project. There are four major objectives of the Westside LRT 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 LRT 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 in areas of structural analysis and right-of-way impacts.

Relation to Previous Work:

By July 1, 1983, the Westside Light Rail Project had completed the (a) alternatives 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 by UMTA on January 31, 1988, and Tri-Met spent the first part of 1988 in mobilizing resources, hiring staff, and forming the necessary local committee structure. The process over the next 12 to 15 months is intended to produce material for review by the participating agencies as adopted in August 1983, including:

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

8. Federal grants approved through March 1989 total $3,807,000. Tri-Met has undertaken an assessment of the status of the project and the work necessary to bring the project to completion and has recommended an increase in the project budget of approximately $1.4M. This increase is due primarily to a longer and more detailed re-evaluation of the previously adopted alignment, new and unanticipated federal requirements, and underestimate of certain technical areas such as tunnel preliminary design. A breakdown of the new budget level is shown below.

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" = 50' of the Westside LRT alignment and detailed site plans and designs of stations.

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. 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.

7. 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 together with a detailed strategy to secure implementation of the recommended package.

8. An on-going community involvement program to ensure a high level of citizen participation throughout the project.

FY '90
Unified Work Program

Transportation planning in the Portland-Vancouver Metropolitan area

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

April 1989

METRO

REGIONAL TRANSPORTATION PLANNING IN THE PORTLAND-VANCOUVER METROPOLITAN AREA

FISCAL YEAR 1990 UNIFIED WORK PROGRAM

METROPOLITAN SERVICE DISTRICT
TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT
CLARK COUNTY INTERGOVERNMENTAL RESOURCE CENTER

TABLE OF CONTENTS

OREGON PORTION

RTP UPDATE/MAINTENANCE

PROGRAM DESCRIPTION

The adopted 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.

RELATION TO PREVIOUS WORK

RTP update process is an ongoing program. The development of the baseline technical data required for the 2010 Update and preliminary analysis of system functioning should be underway by the second quarter of 1989.

RTP maintenance is an ongoing program. Initial efforts associated with database refinement and TIP database consistency are expected to begin in the first quarter of 1989.

OBJECTIVES

A. 2010 RTP Update -- 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.

1. Develop and evaluate base year, 10-year and 20-year travel projections based on updated population and employment forecasts and identify transit, highway and demand management improvements to be incorporated into the plan update.

2. Review bi-state travel demands and coordinate with Clark County to evaluate the adequacy of TSM, transit and I-5/I-205 road improvements.

3. Revise evaluation of RTP costs and revenues.

4. Provide support to Tri-Met in updating the Five-Year Transit Development Plan including assistance in evaluating suburban transit needs and service plans; initiate RTP amendments as necessary.

5. Provide support to regional bicycle committee; amend and adopt Regional Bicycle Plan; initiate RTP amendments as necessary.

6. Produce, review and adopt an RTP update after appropriate citizen, jurisdictional and committee review.

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.

1. Maintain and improve the RTP database to facilitate the compilation and refinement of project data, capital cost/revenue data, Operations, Maintenance and Preservation cost/revenue data and the results of ongoing planning studies; coordinate project database with the TIP.

2. Ongoing review of Public Facility Plans (PFP) and Local Comprehensive Plan (LCP) periodic amendments for consistency with the RTP; initiate local or regional plan amendments as needed.

3. Coordination with affected Metro departments and other jurisdictions and agencies to ensure RTP consistency with the UGB, planning horizon, long-term regional land use, and land use planning goal issues/changes.

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

PRODUCTS/MILESTONES

- Adoption of 2010 RTP update: December 1989.
- Release of Public Review Draft by JPACT: October 1989.
- Initial Review of Draft update document by TPAC (sections): August 1989.
- Technical data necessary for development of system performance evaluation, improvement proposals, capital and operations financial estimates, system element definition completed: July 1, 1989.
- Base year, 10-year, 20-year RTP, 20-year committed highway and transit trip tables completed; assignments begin: second quarter of FY 1990.
- Initial network development completed; review begins for base year, 10-year, 20-year RTP, 20-year committed highway and transit networks: first quarter of FY 1990.

- Review of local jurisdiction/other agency plans for RTP consistency -- PFPs/LCPs, Implementation Plans (Six-Year, TDP) as necessary (ongoing).

- Refinement of RTP project database and merger with TIP database: by July, 1989.

EXPENSES:	
Personal Services:	$111,012
Materials & Services:	5,259
Capital Outlay:	0
TOTAL:	$116,271

REVENUES:	
Metro Match	$ 6,872
FY 1990 FHWA PL Funds	49,399
ODOT	4,000
FY 1989 UMTA Section 8 Funds	20,000
FY 1990 UMTA Section 9 Funds	32,000
Tri-Met Match	4,000
TOTAL:	$116,271

REGIONAL TRANSPORTATION PLAN: PRIVATIZATION

PROGRAM DESCRIPTION

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

OBJECTIVES

1. 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)

2. Identify operating characteristics of and potential cost savings resulting from contractual service. Analyze results of Wilsonville and Molalla experience. (Tri-Met/Metro)

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

4. Ensure that the private sector has been adequately involved in the development of transit projects included in the TIP. (Metro/Tri-Met)

PRODUCTS/MILESTONES

1. Report documenting results of analysis of appropriate markets for private sector transit service.

2. Report documenting results of contracted service in Wilsonville and Molalla.

3. Development of a service plan for an UMTA Entrepreneurial Services Program for transit service in the I-205 corridor and/or as a recommendation from the Suburban Transit Study.

EXPENSES:		REVENUES:	
Metro:			
Personnel:	$12,500	FY 88 Sec. 8	$10,000
		Metro Match	2,500
Tri-Met:			$12,500
Personnel:			
TOTAL:	$12,500		

SUBURBAN TRANSIT PLAN

PROGRAM DESCRIPTION

1. Assist Tri-Met in refining recommendations of the Suburban Transit Plan. Develop dial-a-ride demonstration project to be run by private contractors.

2. Assist Clackamas County and Tri-Met in refining Clackamas County transit routes in the vicinity of the Clackamas Town Center.

RELATIONSHIP TO PREVIOUS WORK

The Metro and Tri-Met components of the Suburban Transit Study are nearly complete. The study calls for development of contracted small bus and dial-a-ride service in developing areas. The focus this year will be to select a target area to commence a demonstration dial-a-ride project.

PRODUCTS/MILESTONES

1. Suburban Transit Plan

2. Demonstration Dial-a-Ride Project

EXPENSES:		REVENUES:	
Metro	$15,000	FY 89 Sec. 9	$12,000
TOTAL:	$15,000	Metro Match	3,000
		TOTAL:	$15,000
TOTAL:	$179,100		

WILLAMETTE RIVER BRIDGE CROSSING STUDY (SOUTHEAST CORRIDOR)

PROGRAM DESCRIPTION

The Sellwood Bridge has 15 to 20 years of useful life remaining. Previous consultant studies have found that construction of a new bridge may be more cost-effective than attempting major repairs 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

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.

OBJECTIVES

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. Also determine the need for, feasibility of and potential locations of a new bridge. Ensure that the capacity of the surrounding highway system is consistent with any river crossing improvements.

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 Bridge).
- Evaluate the performance of McLoughlin Boulevard from the Ross Island Bridge to Highway 224 and Macadam/Highway 43 north and south of the Sellwood Bridge, as well as I-5 between the Ross Island Bridge and Multnomah Boulevard.

- Identify capacity deficiencies on the arterial system east and west of the Sellwood Bridge.

- 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 and proposed funding required to implement the recommendation.

PRODUCTS/MILESTONES

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

- Report documenting problems, needs and possible alternatives.

- Report evaluating possible alternatives under consideration - FY 1991.

- Report documenting recommendation and financing proposal - FY 1991.

EXPENSES:		REVENUES:	
Personal Services:	$ 94,749	Metro Match	$ 4,412
Materials and Services:	9,258	ODOT	49,595
Capital Outlay:	0	FY 1990 FHWA e(4)	50,000
TOTAL:	$104,007	TOTAL:	$104,007

REGIONAL LIGHT RAIL STUDY

PROGRAM DESCRIPTION

Perform an analysis of the primary light rail corridors identified in the RTP using new 1988 travel forecasting models which take into account the results of the Banfield LRT study. The result of this project will be an update of the regional light rail priorities based on the new model analysis. Components of this program include developing evaluation criteria to compare and prioritize corridors, analyzing light rail on the Portland transit mall, and analyzing the Beaverton-to-Hillsboro branch extension of the Westside light rail.

RELATION TO PREVIOUS WORK

The regional LRT System Plan Scope of Work (approved in FY 1983) 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. Prior to initiating further full Phase I studies for remaining transitway corridors identified in the RTP, a "sketch" assessment was performed to limit the full "phase I" work program assessment to those corridors found to be the most promising.

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 for construction in a 10-year time frame. 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. The Beaverton to Hillsboro extension has undergone cursory analysis as a part of the Westside process.

OBJECTIVES

Completion of the Regional Light Rail Study has determined the primary corridors for inclusion into the Regional Transportation Plan. The corridors will be further evaluated and ranked in order of their priority. The evaluation of the extensions and branches will determine the long-term direction of the regional rail system and allow the jurisdictions to make better land use decisions and preserve right-of-way where necessary.

1. Reassess 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. The corridors to be evaluated include I-205, I-5 North, McLoughlin, Barbur and Westside.

2. Coordinate LRT studies undertaken by Portland in the I-5 North Corridor and by Clark County to evaluate feasibility and effects on bi-state travel.

3. Assess the feasibility of the branch extensions using the 1988 forecasting models. These include Beaverton to Hillsboro, Milwaukie to Lake Oswego, Milwaukie to Oregon City, Clackamas Town Center to Oregon City via I-205, and Beaverton to Tigard or Tualatin.

4. Identify an alignment for a Gresham loop for further consideration of LRT feasibility.

5. Analyze the ridership impacts of adding light rail to the Portland transit mall. Work with Tri-Met to determine when such an improvement would be required. Work with Portland to determine land use and development impacts.

6. Perform a detailed analysis of the Beaverton to Hillsboro extension. This analysis will include development of ridership forecasts necessary for input into the cost-effectiveness evaluation.

PRODUCTS/MILESTONES

Alignment descriptions for those corridors not part of the priority system, but still considered feasible in the long term for inclusion in local comprehensive plans - July 1989.

A report updating the 2005 and 2010 travel forecasts highlighting average weekday, weekend and annual ridership characteristics of each line - September 1989.

Publish an "interim" report for core portions of the system and that summarizes the evaluation process to be used to develop the rail system - July 1989.

Mall LRT study that summarizes the findings and data that compares the two alignments - October-November 1989.

Regional light rail study draft and final documents which summarizes the project results - January-February 1990.

Hillsboro Report that summarizes and documents the evaluation of the Beaverton-to-Hillsboro extension - July 1989.

EXPENSES:		REVENUES:	
Personal Services:	$137,811	Metro Match	$16,116
Materials and Services:	4,295	FY 1990 UMTA e(4)	78,290
Capital Outlay:	0	FY 1990 UMTA Sec. 9 Funds	40,000
TOTAL:	$142,106	Tri-Met Match	7,700
		TOTAL:	$142,106

EASTSIDE LRT ALTERNATIVES ANALYSIS

PROGRAM DESCRIPTION (overview)

Prepare Environmental Impact Statements (EIS) and complete an "Alternatives Analysis" under UMTA procedures for the I-205 LRT Corridor and the Milwaukie LRT Corridor. The statements will define what mode of public transit is appropriate in both corridors--LRT, busway or expanded bus service. They will also examine the interrelationship between the corridors and the need for a major transit project in either or both and recommend which segments should proceed to implementation.

RELATION TO PREVIOUS WORK

This would be a new project. A Phase I Alternatives Analysis has been completed in each corridor, which narrowed the alternatives that the EIS will examine.

OBJECTIVES

The Environmental Impact Statements will lead to decisions regarding whether to pursue light rail in the I-205 and Milwaukie Corridors. The statements will also lead towards a selection of an alignment in each corridor and examine highway and transit tradeoffs between the two corridors.

I. Prepare Draft Environmental Impact Statement (DEIS) in the Milwaukie Corridor.

   A. Gain concurrence from UMTA regarding detailed work scope.

   B. Manage all consultant activities, including capital cost estimates, air quality, noise, wetlands/wildlife and cultural resources.

   C. Manage Technical Advisory Committee (TAC).

   D. Develop public involvement plan and staff a Citizens Advisory Committee.

   E. Assess other environmental impacts including residential and business displacements, potential conflicts with parks, and major infrastructure impacts on streets, utilities and railroads.

   F. Assess the land use impact and development potential associated with each alignment, particularly in the North Macadam vicinity and in Milwaukie. Identify the potential for public/private co-venture funding sources.

G. Prepare LRT ridership estimates for McLoughlin, Portland Traction Company and Macadam alignments. Identify the degree to which ridership is dependent on existing versus future development. (The Macadam alignment would assume a new bridge across the Willamette River to gain access to Milwaukie.)

H. Identify the impact of LRT investment/bus service expansion on highway demand and congestion, and costs of improving that congestion with highway projects. Highway analysis would include McLoughlin Boulevard, Macadam Avenue, I-205 and other major streets in the study area.

I. Determine LRT and bus operating costs for each alignment.

J. Develop summary of costs, benefits and impacts for use by general public and local jurisdictions.

K. Determine Preferred Alternative in Milwaukie Corridor.

II. Perform a DEIS in the I-205 Corridor.

A. Perform all activities as shown above in letters "A," "B," "C," "D," "E," "H," "I" and "J."

B. Examine land use forecasts in the entire corridor and the need to revise forecasts, particularly in the vicinity of the Port property and in Clackamas County. Identify the potential for public/private co-venture funding sources for LRT within the corridor.

C. Prepare LRT ridership estimates for a light rail line from the Portland International Airport Terminal to the Clackamas Town Center vicinity. Also prepare forecasts for busway, BSE and No Build options.

D. Assess in detail ridership potential to the airport. Update survey on ridership to other airports served by rail.

E. Assess in detail potential for non-work trips to the Clackamas Town Center vicinity.

F. Analyze alignments on Port property, south of Foster Road, and in the Clackamas Town Center area for their development potential, as well as for ridership and capital cost.

G. Examine in detail highway forecasts for I-205. This

would include the level of traffic and congestion, the degree to which the forecasts are being realized ahead of schedule, and the degree to which the congestion is on through lanes versus at interchanges.

H. Examine highway tradeoffs between the I-205 and McLoughlin Corridors--with and without LRT in each corridor.

PRODUCTS/MILESTONES

- Resolve all issues relating to grant application and scope of work by August 30, 1989.
- Commence work on the Environmental Impact Statement by September 30, 1989.
- Complete travel forecasts and analysis by July 1, 1990.
- Complete consultant studies by July 1, 1990.
- Other activities (evaluation of LRT cost-effectiveness and completion of DEIS report) will be completed in FY 1991.

EXPENSES:		REVENUES:	
Personal Services:	$150,350	I-205/McLoughlin Corridor	
Materials & Services:	506,443	UMTA Grants	$558,274
Capital Outlay:	0	Various Local Match Contributions	82,099
		Metro Match	16,420
TOTAL:	$656,793	TOTAL:	$656,793

DATA SERVICES

PROGRAM DESCRIPTION

The Data Resource Center is a cooperative data gathering and research program, predominately supported by the dues of Metro's member jurisdictions 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 and short 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 short- and long-term planning. It is the only source of small area (e.g., census tract) forecast data for this region.

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

A substantial portion of staff resources are devoted to providing data services to our member jurisdictions and paying customers.

RLIS will provide a comprehensive single source for land information in this metropolitan area.

Metro is the lead agency among a network of agencies involved in the collection and maintenance of geographically based information. The sharing of data products will benefit this region by reducing the cost of database development and maintenance, greatly reducing the amount of redundant data collection. The system design was developed over several months and guided by a steering committee of representatives from local governments, utilities and business.

RELATION TO PREVIOUS WORK

During Spring 1989, a complete revision of the 1990/2005 forecast was published for 1995/2010. These major revisions are done on a four-year cycle and Metro is committed to increment the forecast annually during the intervening years.

The updates to 1987 employment, population and housing data were completed Spring, 1988 as the base data for the forecasting project. In February 1989, the 1988 series for housing and population began.

Using the steering committee, an RFP was issued for the GIS system and a software and hardware vendor was selected. System delivery was in early March. A user survey was distributed to potential future users

as the basis for the detailed database design work.

OBJECTIVES

Forecast work will consist primarily of responding to refinements to the small area data submitted by local jurisdictions. New editions of the Factbook and Regional Development Trends will be produced.

The demand for products and services will rise as RLIS becomes operational. This will be especially true during the interim period before member jurisdictions are capable of remote computer access to RLIS and are therefore more dependent on Metro for routine queries on the database.

Building permits will continue to be collected on a monthly basis, using the services of an independent contractor.

A survey of household socioeconomic and travel characteristics will be conducted in 1990 to permit benchmarking with the 1990 census. Benchmarking will prove valuable for calibrating similar surveys done later in the decade.

An improved method for determining the location of business and employment will be developed as the basis for conducting the work in FY 1990-91.

Metro will function as the lead agency in the 1990 pre-census housing count to be conducted in December 1989.

Constructing the RLIS database will be a labor intensive data entry process. RLIS will be built on two base maps to meet the broad range of application needs. These needs are for a large scale map for generalized mapping (e.g., census products) and detailed mapping at the land parcel level. Digital forms of these base maps are available from the Oregon Department of Transportation and Portland General Electric.

The ODOT Map Base

The ODOT map will serve as the base for census and transportation data. This map was digitized from USGS maps, using ODOT's Intergraph CAD system. Utilizing this resource will require conversion from Intergraph format to the ARC/INFO format used by RLIS. Following conversion, the census and transportation geographic boundaries will be digitized as overlays. The remaining work will entail association of the census and transportation database elements with the mapped geographic boundaries. This will include transfer of the U.S. Census Bureau's TIGER map into this map base.

The PGE Map Base

The PGE parcel map will serve as the base for development of the 14 land information layers RLIS will contain--for example, zoning,

comprehensive plans, open space, vacant land, etc.

PRODUCTS/MILESTONES

- Updates of "provisional" population and housing estimates to 1990 - 3/90.
- The Regional Factbook, 1990 edition - 3/90.
- Three Regional Development Trends Reports - Tri-annual.
- Household Survey - 4/90.
- Methodology for developing business and employment address file in FY 1990-91.
- Census Tract based (links current data to digital map base) - 8/89.
- Commercial/Industrial Economic Development.
  a. partial functionality - 12/89.
  b. full functionality - 6/90.

EXPENSES:		REVENUES:	
Personnel:	$313,305	PL/ODOT	$ 67,689
Materials and Services:	119,750	ODOT Direct	5,000
Capital Outlay:	0	FY 1990 Sec. 8	117,037
		FY 1990 HPR	6,710
TOTAL:	$433,055	FY 1990 Sec. 9	6,400
		Tri-Met Match	1,600
		Metro Match	228,619
		TOTAL:	$433,055

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 costs.

RELATION TO PREVIOUS WORK

A major upgrade to the mode split model was developed in FY 1988-89 to better reflect socioeconomic trends and incorporate the effects of LRT. In addition, a survey of traffic entering the Metro region was taken which will be incorporated into the models in FY 1989-90.

OBJECTIVES

The Model Refinement Program has several areas of focus for FY 1990.

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.

2. Update computer simulation networks to include a 1988 base, committed RTP, 10-year RTP and 20-year RTP. Update travel demand forecasts (i.e., trip matrices) to a 1988 base, 2001 short-term forecast and 2011 long-term forecast.

3. Commercial Vehicle Study: Develop a methodology to better predict the amount of commercial traffic on the region's roadways.

4. Survey results from the 1989 external survey will be used to develop an external trip model. This tool is necessary to better quantify the impact of external traffic on the region's roadways.

5. Develop a single region-wide model for use in the bi-state analysis.

PRODUCTS/MILESTONES

1. Report documenting the cost and auto/transit count trends.

2. Updated computer simulation networks and travel forecasts. Results documented.

3. Updated methodology to estimate commercial vehicle traffic flows. Results documented.

4. Report documenting the cordon station survey findings and external model formulation. Implementation of the model into the travel forecasting process.

5. Development of a bi-state travel forecasting model. As needed, provide assistance to Clark County in refining travel-forecasting models. Report summarizing the 1) model form and assumptions, and 2) the base year and RTP travel forecasts obtained using this system.

EXPENSES:		REVENUES:	
Personal Services:	$122,231	Metro Match	$ 6,500
Materials and Services:	32,087	FY 1990 FHWA PL Funds	37,608
Capital Outlay:	0	ODOT	51,710
		FY 1990 UMTA Section 9 Funds	52,000
		Tri-Met Match	6,500
TOTAL:	$154,318	TOTAL:	$154,318

TRANSPORTATION TECHNICAL ASSISTANCE

PROGRAM DESCRIPTION

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

RELATION TO PREVIOUS WORK

Ongoing service provided as needed by 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:

Portland	$ 23,800
Multnomah County	31,400
Washington County	45,450
Clackamas County	38,075
Port of Portland	7,000
Tri-Met	12,000
ODOT	12,500
	$ 170,225

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. County budgets include supplemental funding provided during FY 89.

In addition, specific work elements are identified to provide:

1. Assistance to ODOT to refine the Sunset Highway traffic forecasts to ensure consistency with the design characteristics of the proposed highway improvements. This is part of the Sunset Highway and LRT preliminary engineering efforts. (Budget: $7,500)

2. Assistance to DEQ in the calculation of the transportation emissions for HC, NO_x. and CO. This task is part of an effort to update the base year emission inventories that are relevant to ozone and carbon monoxide in the Portland-Vancouver Air Quality Maintenance Area. (Budget: $6,950)

PRODUCTS/MILESTONES

1. Planning and project development data provided to jurisdictions ongoing.

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

EXPENSES:	
Personal Services:	$171,790
Materials and Services:	12,885
Capital Outlay:	0
TOTAL:	$184,675

REVENUES:	
Metro Match	$ 2,760
FY 1990 FHWA PL Funds	49,325
ODOT	20,000
FY 1990 UMTA Section 8 Funds	11,040
FY 1990 UMTA Section 9 Funds	9,600
FY 1989 FHWA e(4) Funds	73,564
Fund Balance	9,036
Tri-Met Match	2,400
EPA	6,950
TOTAL:	$184,675

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.

The Federal-Aid Urbanized Boundary, Classification and Systems are established to meet the requirements of Title 23, Section 103, USC, in those places which are designated by the U.S. Bureau of Census as urbanized. 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 Administration.

RELATION TO PREVIOUS WORK

The TIP is adopted on an annual basis. Ongoing are supporting work 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 provide generalized support to state and local jurisdictions
- to monitor Federal-Aid Urbanized Boundary, Classification and Systems

OBJECTIVES

Establish regional transportation project priorities consisting of regional transportation needs in light of available local, state and federal funding.

Integrate new transportation funding in the TIP covering Urban Arterial Streets Fund and Vehicle Registration Fee if authorized by the 1989 Oregon Legislature.

Set Interstate Transfer and Federal-Aid Urban priorities to accommodate

funding and schedule changes and include in the Annual Element year all those projects that are seeking funds.

Update the TIP with Tri-Met's Transit Development Plan (TDP) including Tri-Met/Metro strategies to best implement the TDP in light of cost and schedule changes, and balance the diverse funding sources.

Monitor status of projects and federal funding by maintaining the TIP database covering a multitude of active projects, and provide a budgetary control system at all levels of funding so as not to exceed the apportioned amounts for the applicable year.

Monitor Federal-Aid Urbanized Boundary, Classification and Systems as fixed by responsible local officials through the MPO and as approved first by the Oregon State Highway Division (State Highway Engineer) and then by the Federal Highway Division Administration.

1. Allocate federal funds.

   Establish regional transportation project priorities relating to available local, state and federal funding. Included in this is the setting of Interstate Transfer and Federal-Aid Urban priorities, and update of the TIP with Tri-Met's Transit Development Plan and ODOT's Six-Year Highway Improvement Program. The result is a comprehensive capital package which sets forth the most appropriate use of all available and potential capital funding sources.

2. Monitor status of projects and federal funding.

   This consists of incorporating each project in the region into the TIP and describing the project, type of effort (engineering, right-of-way, construction), funding source and amount, year in which implemented, and local jurisdiction responsible. Special emphasis is placed on Interstate Transfer programs, Urban Mass Transportation programs, and Federal-Aid Urban programs.

3. Adopt the TIP and Annual Element update.

   This covers all funding sources and projects defined by the cities and counties. In addition, the TIP incorporates major regional actions such as Tri-Met's Transit Development Plan and ODOT's Six-Year Highway Improvement Program.

4. Publish reports of cost and schedule status.

   Reports are prepared routinely throughout the year, with selective and specialized reports prepared at the request of the jurisdictions. These reports support reviews undertaken by Metro and by the jurisdictions and serve as basis for planning updates.

5. Provide generalized support to state and local jurisdictions.

   This consists of service to the jurisdiction when requested, such as coordination, reports, analyses, etc.

6. Integrate new transportation funding in the TIP.

   This requires establishing the amounts available and the projects for which the funding is targeted. Programs covering Urban Arterial Streets Fund and Vehicle Registration Fee will be incorporated into the TIP in the near future.

7. 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
- Periodic amendments to the Federal-Aid Urbanized Boundary, Classification and Systems
- Refine strategies for obligating project funds set forth in the Annual Element year 12/89
- Develop project estimates of cost by phase and year that are to be implemented in the Annual Element year 2/90
- Establish regional priorities for incorporation into the Six-Year Highway Improvement Program
- Prepare estimates of transit and highway needs using Interstate Transfer funds for use in congressional apportionments for the following year
- Endorse annual Transit Development Plan
- Adopt Special Needs Transportation allocations to recipient agencies 6/90
- Adopt the 1991 TIP and any updates to the TDP, Six-Year Program, and jurisdictional projects 8/89
- 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 9/89

EXPENSES:	
Personal Services:	$102,957
Materials and Services:	2,648
Capital Outlay:	0
TOTAL:	$105,605

REVENUES:	
Metro Match	$ 1,621
FY 1990 FHWA PL Funds	47,500
ODOT	5,000
FY 1990 UMTA Section 8 Funds	36,484
FY 1989 UMTA Section 8 Funds	10,000
Tri-Met	5,000
TOTAL:	$105,605

MANAGEMENT AND COORDINATION

PROGRAM DESCRIPTION

Provide for overall department management including budget, Unified Work Program (UWP), contracts, grants, personnel and activities required by TPAC, JPACT and the Metro Council.

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 FHWA and UMTA of such activity.

Provide support to the Joint Policy Advisory Committee on Transportation (JPACT), the Transportation Policy Alternatives Committee (TPAC) and subcommittees to ensure coordination between state, regional and local transportation plans and priorities.

Provide for departmental management including personnel matters, management of expenditures for materials, services and capital, contract compliance and departmental work programs.

1. FY 1991 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.
9. Tri-Annual Title VI Report.

PRODUCTS/MILESTONES

1. Annual budget adoption, June 1990; quarterly progress reports.
2. Annual UWP adoption, May 1990; quarterly grant progress reports.
3. TPAC/JPACT mailings, monthly; monthly reports.

4. Grant applications, May 1990 and August.

5. Title VI Update Report, September 1989.

EXPENSES:		REVENUES:	
Personal Services:	$138,238	Metro Match	$ 14,648
Materials and Services:	0	FY 1990 FHWA PL Funds	65,000
Capital Outlay:	0	FY 1990 UMTA Section 8 Funds	58,590
TOTAL:	$138,238	TOTAL:	$138,238

PUBLIC/PRIVATE TASK FORCE ON TRANSPORTATION

PROGRAM DESCRIPTION

This study was initiated in 1988 for the purpose of identifying innovative public/private co-venture 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 a benefit assessment district 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.

RELATION TO PREVIOUS WORK

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

OBJECTIVES

It will be necessary to define specific steps to implement the recommendations of the Task Force, including delineation of model ordinances for establishment of assessment districts, criteria for private developer contribution and adoption of procedures to be followed to consider public/private co-venture funding mechanisms when implementing an LRT corridor. The overall procedures and requirements will be delineated in a regional policy position and incorporated into the Regional Transportation Plan (RTP) as requirements for implementing LRT. The responsibility for actually implementing the requirements will rest with Metro, Tri-Met and/or the appropriate local government during the Alternatives Analysis/DEIS and Preliminary Engineering/FEIS stages of LRT project development.

PRODUCTS/MILESTONES

1. Regional Policy statement on consideration of public/private co-venture funding mechanisms.

2. Interagency agreements for the Westside, Milwaukie and I-205 corridor LRT projects defining requirements and responsibilities for considering public/private co-venture funding mechanisms. 1/90

3. Incorporate regional policy into RTP. 12/89

EXPENSES:		REVENUES:	
Personal Services:	$11,502	Metro Match	$ 2,300
Materials & Services:	25,000	FY 1989 UMTA Section 8 Funds	9,202
Capital Outlay:	0	FY 1988 UMTA Section 8 Funds	20,000
		Portland Match	5,000
TOTAL:	$36,502	TOTAL:	$36,502

Bi-State Transportation Study

In response to the Columbia River Accessibility Study submitted to the Washington Legislative Transportation Committee by Clark County Intergovernmental Resource Center, Metro has adopted a position regarding the scope of bi-state transportation studies that are appropriate to proceed (see attachment). To implement this position paper, specific tasks have been included in three Metro work elements as follows:

RTP Update/Maintenance

"Review bi-state travel demands and coordinate with Clark County to evaluate the adequacy of TSM, transit and I-5/I-205 road improvements."

Regional Light Rail Study

"Reassess the primary light rail corridor 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. The corridors to be evaluated include I-205, I-5 North, McLoughlin, Barbur and Westside."

Travel Model Refinement

"Develop a bi-state travel forecasting model. As needed, provide assistance to Clark County in refining travel forecasting model."

"Develop an external trip model based upon 1989 external cordon survey."

"Develop a methodology to better predict the amount of commercial traffic on the region's roadways."

In addition, the following specific tasks have been included in the Clark County IRC work program:

Regional Transportation Plan

"The need to examine the issue of high capacity transit in Clark County has resulted from a continued awareness of increasing traffic volumes across the Columbia River, the recommendations of the Washington State Rail Development Commission, and the discussions associated with the Columbia River Accessibility Study (Interim Report submitted to LTC in December, 1988).

This work element would focus resources toward identifying the transportation policies, land use policies and high capacity transit concepts that would best meet the region's transportation needs.

An Oregon/Washington bi-state transportation study scope is being negotiated with Metro. It is anticipated that this work element will be combined with the bi-state activity."

A more detailed work program to implement the "transportation planning" aspects of the adopted position paper will be developed and submitted for approval within 90 days.

JPACT Position Paper

Bi-State Transportation Study

Findings

1. Bi-state travel is an important aspect of the Portland-Vancouver regional transportation system and it is in the best interest of the Portland-Vancouver region that this part of the system function properly. Of particular note are the following:

   a. Peak-hour travel in the I-5 and I-205 corridors is of comparable importance as the other regional corridors although the severity of the transportation problem is not as great as that existing in other corridors;

   b. Acceptable operation of I-5 during off-peak hours is important to truck operations into surrounding port, distribution and industrial locations;

   c. I-205 is expected to function as an I-5 bypass for through traffic; and

   d. Improved access to and from prospective lower Columbia River port development sites will become more important over time as Port of Portland properties become fully developed.

2. Improvements to I-5 are planned and funded to partially alleviate traffic problems on I-5. Furthermore, the I-205 bridge has surplus capacity and is capable of absorbing additional traffic growth. As such, the need for improvements to serve bi-state travel is a long-term rather than a short-term concern.

3. Several transportation issues that would be part of a comprehensive bi-state study merit further investigation irrespective of the scope and schedule of a bi-state study.

   a. Cornelius Pass Road is inadequate to meet growing traffic problems between U.S. 26 and U.S. 30 and should be addressed irrespective of whether a western beltway is pursued.

   b. LRT in the I-5 corridor has been identified as a viable transportation improvement from downtown Portland to Hayden Island or downtown Vancouver. Evaluation of an extension of this route into Clark County should be undertaken to determine whether it improves the viability of the corridor and to identify a potential route.

4. Likely transportation alternatives to serve bi-state travel could have significant impacts and benefits regionwide which must be carefully evaluated prior to embarking upon the improvement, including:

   a. Consideration of whether or not to improve bi-state access raises significant questions regarding future growth patterns of the region that must be addressed in order to adequately determine long-range transportation needs;

      - Construction of new facilities through existing developed areas could have significant impact and identification of the need for and location of proposed facilities is important to preserve a right-of-way for future implementation.

      - Construction of new facilities through undeveloped areas could have significant impact on wetlands, forest lands, rivers and wildlife which must be carefully considered to avoid or minimize adverse impacts.

5. Insufficient information is available about the nature and volume of bi-state travel as well as the development objectives that would either be hindered by inaction or helped by possible improvements.

Proposed Actions

It is in the interest of the region to address bi-state travel concerns. It is important to better understand the nature of the long-range development and transportation issues in order to define the objectives to be met by improvement in bi-state accessibility. After the problems and objectives are properly defined, another decision will be required on whether or not to proceed with a comprehensive evaluation of alternative improvements. Aspects of the bi-state study that should be considered further are as follows:

A. Land Use Planning - In order to properly define the bi-state transportation needs, it is important to first establish the land use plans to be served. As such, additional land use planning should be undertaken, as follows:

   1) In order to evaluate the needs for major bi-state transportation improvements, it is important to define the long-range regional objectives for growth and urban form. As such, a long-range (more than 20-year) future development vision for urbanization should be defined taking into consideration development constraints, economic development objectives, environmental concerns, the need

for public services, and implications to the Urban Growth Boundary.

This evaluation should be undertaken as a regionwide concern that includes adequate involvement throughout Multnomah, Clackamas, Washington and Clark Counties and takes into consideration development objectives of Columbia County. In addition, it should be carried out by the land use jurisdictions rather than the transportation jurisdictions.

3) The implication of not significantly improving bi-state accessibility should be evaluated to determine the severity of congestion problems and the long-term effect on development objectives.

B. Transportation Planning

The following transportation activities should be undertaken as a bi-state transportation accessibility study to address 20-year transportation needs:

1) Data and forecasts of bi-state travel movements should be improved and coordinated between Metro and Clark County IRC in order to agree on the scope of the problem to be addressed. This should include assessment of intra-regional and interstate freight movements.

2) Incremental improvements to the existing transportation system should be identified and the extent to which bi-state travel needs are met should be evaluated, including:

   a. Implementation of planned improvements to I-5 at Portland Boulevard and at Marine Drive;

   b. Implementation of incremental bus service expansion in the I-5 corridor;

   c. Implementation of all feasible transportation system management strategies (e.g., ramp metering, bypass lanes for high-occupancy vehicles (HOV's), additional transit service, park-and-ride lots, employer-based incentive programs (such as flexible work hours, bus pass subsidies, priority parking for HOV's, etc.), intensified use of existing rail facilities, and variable message signs) to maximize the use of existing facilities;

   d. Identification of needed improvements on I-405 and I-5;

e. Identification of needed improvements to Cornelius Pass Road between U.S. 26 and U.S. 30; and

f. Determination of the bi-state travel needs of the elderly and handicapped community.

3) a. Re-evaluation of the timing of the proposed I-5 North LRT and evaluation of the viability of extending it into Clark County.

b. Dependent upon the conclusion of item B.1 (above), re-examine the long-term feasibility of LRT in the I-205 corridor into Clark County.

C. Upon definition of the regional development objectives and transportation problems affecting bi-state travel, alternative transportation improvements to be considered in a further bi-state study should be identified.

D. Financial participation from Oregon in the comprehensive study recommended by Clark County Intergovernmental Resource Center to the Washington Legislative Transportation Committee is not recommended. Instead, an agreement should be reached between Oregon and Washington jurisdictions on the financing of the work elements described above. As such, the roles, responsibilities, financing and timing for the Washington and Oregon jurisdictions involved in the bi-state study effort should be defined through the annual budget process.

a:/bsstudy
3-13-89

ODOT PLANNING ASSISTANCE

PROGRAM DESCRIPTION

Major accomplishments for FY 1990 by the Metro/Region Branch include supporting Metro and other agencies in the RTP Update. Major assistance emphasis will also be given to the local plan updates. Work activities will include:

FY 1990 HPR PROGRAM

1. Access Management Study support (Sherwood, Beaverton and Mt. Hood area).
2. Traffic count updates as needed for model refinement, subarea studies and the Banfield Before-and-After study.
3. Local land use development and traffic impact reviews.
4. Participate in subarea analyses such as South Waterfront, Gladstone and I-205 area. Technical support to City of Tigard.
5. Transit station and park-and-ride developmental review.
6. Small city transportation analysis (Milwaukie, West Linn).
7. Continue state/City of Portland/County highway jurisdictional studies.
8. Develop freeway management plan for the Portland region.
9. 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.
10. Participate in the Southeast Corridor Phase II and Eastside DEIS Analysis, Sunset Highway Analysis, I-205 LRT, Regional LRT Study, Forecast Updates.

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

UWP0329.RPT

TRI-MET

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 planning, 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.

3. Continue financial capacity analysis.

Relation to Previous Work:

This program continues both model refinement of existing cost and forecasting models which have been developed under previous grants and on-going support or policy planning efforts.

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. Financial analysis of legislative issues.

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

6. Labor cost analysis.

Expenses:		Revenues:	
Tri-Met	$97,200	OR-90-X026	$ 13,760
		FY'90 Sec. 9	$ 64,000
		Tri-Met	$ 19,440
			$ 97,200

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. Prepare 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-and-ride lots, 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, prioritization 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 through 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.

Expenses:		Revenues:	
Tri-Met	$202,000	OR-90-X026	$ 17,600
		FY'90 Sec. 9	$144,000
		Tri-Met	$ 40,400
			$202,000

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. Develop a long range transit service plan for the metropolitan region.

2. Conduct and analyze results of an on-board passenger census.

3. Analyze transit/land use coordination and transit role in servicing private sector developments.

4. Develop comprehensive transit sector plans.

5. Maintain and enhance on-going service planning programs, i.e. Annual Service and Marketing plan and Quarterly service reports.

B. Transit Service Efficiency -

1. Develop new technical methods to improve scheduling processes and efficiencies.

2. Study and assess feasibility of new technologies to improving transit service efficiency, reliability and quality.

3. Evaluate the fleet assignment process, service standard, and projected service levels; update and fleet mix study.

4. Study the use of and potential for expanding the scope of contracted services in the Operations Division.

5. Analyze security related data plan for improved security and reduced vandalism for Tri-Met's vehicles and property.

C. Transit Performance Analysis -

1. Produce quarterly performance analysis reports.

2. Continue quarterly analysis on route performance and effects of service and fare changes on ridership

3. Analyze operator productivity.

4. Continue ridership estimation including light rail model and fare payment survey and analysis.

5. Continue analysis of system wide performance.

D. Market Research, Analysis, and Evaluation -

1. Analyze market segmentation by route, time of day, day of week to reflect comprehensive market view of a route for short range decision-making.

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

3. Provide analysis for updating of the Marketing Plan.

E. Special Needs Transportation Planning -

On-going SNT planning efforts continue at similar level to previous years. However, Section 9 funding will not be requested for FY '90 for these activities which will be funded through other Tri-Met revenues.

1. To plan for improved fixed-route and paratransit services and information for the elderly and disabled.

2. To coordinate elderly and handicapped citizen involvement.

3. To refine and enhance the SNT reporting and scheduling system.

4. To develop new methods of coordinating service between fixed-route and door-to-door operations.

Relationship to Previous Work:

A. Service Development -

The long range service plan builds upon existing studies (TDP, suburban transit, LRT study) to provide a comprehensive approach to transit service planning.

The on-board passenger census will be used in conjunction with Banfield Before and After to provide a complete picture of changes occurring since the original census in 1985.

Transit/land-use-private sector cooperation directly supports goals set by Tri-Met's board of directors.

B. Transit Service Efficiency -

Development of new technical methods and new technologies builds upon Tri-Met's previous work with the Interactive Schedule Maker, Automatic Vehicle Location Demonstration, Automated Fare Boxes and Automatic Passenger Counters in planning for effective integration of these and other micro-electronic devices.

The fleet mix study which will be completed in FY '89 provides guidance for the on-going effort to renew Tri-Met's aging bus fleet and needs to be updated yearly as the basic underlying assumptions change.

Contracting services is expected to be a major issue in upcoming labor negotiations. Tri-Met's existing service contracts will need to be reassessed in light of the new contract.

In response to increased incidences of violence and vandalism, Tri-Met will be installing new equipment and increasing personnel dedicated to security function on-board buses. An assessment of the success of these efforts as well as recommendations for improvements will be needed in FY '90.

C. Transit Performance Analysis -

Tri-Met monthly performance reports provide data and performance measures for both the bus and light rail systems, and service on-going agency efforts to improve productivity. A more thorough analysis of Tri-Met's performance will be achieved through quarterly reporting.

D. Market Research, Analysis and Evaluation -

Past route research and analysis has analyzed routes on a specific basis for modeling purposes and on a system wide basis for customer oriented data. This program is designed to provide market data on a detailed route level basis to help design better service, indicate which service should be adjusted and what adjustments are necessary.

Previous marketing program evaluation has focused on the evaluation of a radio campaign. and direct mail efforts. There was a minimal amount of pre-testing ideas and follow-up surveying to determine marketing effort's relationship to increased ridership.

E. Special Needs Transportation Planning

Builds on OR-90-2019. Continues on-going citizen involvement. Planning moves from considering fixed route, door-to-door, and volunteer programs separately to coordinating all services.

Products:

A. Service Development

1. Long range transit service plan for Tri-Met.
2. Completed passenger census and report.
3. Service change proposals.
4. Sector plans.
5. Annual Service and Marketing Plan.
6. Quarterly Service reports.

B. Transit Service Efficiency

1. A plan for implementing automatic vehicle location technology at Tri-Met that assesses the feasibility, estimates the cost, identifies the benefits.
2. A plan for integrating all micro-electronic devices on both revenue and non-revenue vehicles.
3. A comprehensive fleet mix study.
4. Development of a comprehensive agency security plan.
5. A procedural manual for contracting services which provides administrative guidelines and structured methodologies for conducting benefit/cost analysis.

C. Transit Performance Analysis -

1. Quarterly performance analysis reports.

2. Two to three annual reports on bus route performance.

3. Analysis of operator productivity, incentive programs and labor issues.

4. Accurate ridership estimation.

5. Ridership analysis based on fare survey.

D. Market Research, Analysis, and Evaluation -

1. Report on behavioral aspects of transit ridership.

2. Analysis of customer satisfaction with existing routes in terms of route design, frequency and hours of service, reliability, safety, seat availability, vehicle and facility appearance, and availability of information.

3. Evaluation of market potential and market awareness of transit for households and along bus routes.

4. Evaluation of the effectiveness of marketing techniques, including pre-testing and incentives, used to improve market share and retain existing riders.

E. Special Needs Transportation Planning -

1. Recommendation from CAT on new accessible fixed route bus usage.

2. CAT agendas, minutes, and yearly report.

3. Reports regarding coordinating service and information concerning fixed route, door-to-door, and volunteer programs.

4. Plan and schedule for implementation of refinements and enhancements to reporting and scheduling system for SNT dispatch.

Expenses:		Revenues:	
Tri-Met	$658,514	OR-90-X026	$ 77,211
		FY'90 Sec. 9	$449,600
		Tri-Met	$131,703
			$658,514

LONG-RANGE PLANNING

Program Objectives:

A. Strategic Planning -

Strategic Planning was initiated by Tri-Met in 1985 to improve executive decision making. For purposes of the District, Strategic Planning is defined as the process of systematically identifying opportunities and threats that lie in the future which, in combination with other relevant internal and external data, will provide a basis for making better short-term decisions.

B. TDP Annual Update -

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:

A. Strategic Planning -
The initial steps of a strategic planning process were begun in 1985 as recommended by the Committee on Mass Transit Policy. Since then the District has completed 4 annual strategic planning cycles. Strategic planning is a critical element in the District's planning cycle. Policy direction set in the strategic plan is operationalized in the Transit Development Plan and the annual budget.

B. TDP Annual Update -
The staff will be reviewing, revising and updating the previous FY '89-93 TDP. The updated version will reflect changes in service assumptions, capital funding allocations, and operating funding allocations. As part of this analysis staff will be developing a more in-depth analysis of service deficiencies and will estimate the patronage potential of increased service levels.

Products:

A. Strategic Planning -

1. Implementation and refinement of an annual planning cycle.

2. A situational audit (annual) which includes a critical assessment of Tri-Met's strengths and weaknesses, an analysis of external trends and forces impacting the District, and a synthesis of the aforementioned factors.

3. A document analyzing public perceptions of Tri-Met, and the acceptance by the public of Tri-Met's Strategic Plan will be complete in support of situational audit.

4. A Strategic Policy Option analysis which results in the development of a strategy for Tri-Met which defines critical choices and tradeoffs.

5. A revised Five Year Strategic Plan which sets forth the District's five year vision and identifies areas for emphasis (more/the same/less).

6. Identification of annual goals and priorities which will be emphasized during the annual budget building process.

B. TDP Annual Update -

1. Updated five-year operations and capital development plans based upon an analysis of strategic alternatives and financing constraints.

2. A five-year financing plan to accommodate regional transit service and capital needs.

3. A technical report to be incorporated into the TDP, documenting service standards; methodology for identification of service standards; patronage projections and cost analysis of alternative networks.

Expenses:		Revenues:	
Tri-Met	$151,796	OR-90-X026	$ 33,437
		FY'90 Sec. 9	$ 88,000
		Tri-Met	$ 30,359
			$151,796

INFORMATION SYSTEMS PLANNING

Program Objectives:

Planning and design of a computer applications portfolio that captures information needed to manage and make decisions with emphasis on applications which support Tri-Met's strategic plan, avoid or reduce costs and contribute to more efficient operations.

Relation to Previous Work:

Previous technical studies have facilitated the planning and development of several beneficial computer applications. Two specific examples include an operations information plan and a plan for a paratransit reporting and scheduling system within three main SNT dispatch centers. These past successes, when considered in conjunction with rapidly expanding opportunities in computer technology, are driving the need to update and further refine computer planning and to continue to identify new areas of opportunity for computer applications.

Products:

1. Review and update of computer application portfolio.

2. Needs assessment, functional specifications, and programming specifications for applications selected for development to include but not be limited to:

   a. Evaluation of ride reporting and scheduling system for Paratransit programming and Plan for upgrade of system.

   b. Working document identifying the size and scope of the Operations Information System. Identification of the various sources of operations data, its capture and loading. Prototype reports to present information in an effective manner for decision making.

   c. Plan for improving data collection and dissemination in the Operations Division.

Expenses:		Revenues:	
Tri-Met	$162,316	OR-90-X026	$ 23,913
		FY '90 Sec. 9	$105,940
		Tri-Met	$ 32,463
			$162,316

SPECIAL AREA PLANNING

Objectives:

A. Civil Rights Planning

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

2. Continue/refine a computerized DBE contract monitoring process.

3. Identify areas of strength and weakness 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. Review and update submission of information relative to minorities in the urbanized area, as required by UMTA Title VI Circular 1160.1.

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

8. Develop and implement an EEO Training Program for Tri-Met's staff.

B. Privatization

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

2. Assess selected existing privately contracted services.

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

4. Develop a plan for implementation of 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 an air rights.

C. Labor Productivity Analysis -

1. Analyze the impacts that new/revised incentive programs, family oriented programs, and worker's compensation programs have had on improving labor productivity.

2. Analyze the new labor contract. Identify major impacts of the labor contract on productivity and develop strategies for improving productivity within that framework.

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

Relation to Previous Work:

A. Civil Rights Planning

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. Privatization -

Continuation of privatization efforts completed under OR-90-X026 with further emphasis placed on evaluation and expansion of those efforts. The Public/Private Task force on Transit Finance has recommended a broad menu of financing methods to assist with capital expansion of transit, including the creation of tax increment financing mechanisms by local jurisdictions and transit center and LRT station cost sharing by private developers. These initiatives will require a planning program to lead to eventual implementation.

C. Labor Productivity Analysis -

This program expands upon the work accomplished in this area to date and provides evaluation of productivity enhancements that work for their effectiveness.

Products:

A. Civil Right Planning -

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

2. Revised agency DBE policy statement.

3. Updated Title VI report for submittal to UMTA.

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

5. Procedure for implementation and administration of the District's EEO Program.

B. Privatization -

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. Description of private providers and services available.

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

5. 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 LRT station costs in conjunction with real estate development, tax increment financing where LRT is an important element of an urban renewal plan, and joint development where publicly owned land is leased for private development.

C. Labor Productivity Analysis -

1. Assessment of impacts of new labor contract including cost/benefit analysis and recommended course of action for improved productivity.

2. Assessment of incentive programs including cost/benefit analysis, documentation of improvements in performance, and recommended changes to program which will maximize its effectiveness.

Expenses:		Revenues:	
Tri-Met	$250,705	OR-90-X007	$ 11,200
		OR-90-X026	$ 5,364
		FY'90 Sec. 9	$184,000
		Tri-Met	$ 50,141
			$250,705

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'89 work is continuing on refinement and improvement of the cash flow monitoring system for planning studies projects. On-going grants administration activities continue from year to year.

Products:

1. Quarterly financial and progress reports.

2. Budget revisions, UWP amendments.

Expenditures:		Revenues:	
Tri-Met	$15,000	FY'90 Sec. 9	$12,000
			$ 3,000
			$15,000

PHYSICAL ABILITIES/MEDICAL STANDARDS PROJECT

Program Objectives:

1. Document the short and long-term physical requirements of three additional jobs, (Rail Vehicle Operator, Road Supervisor and Cleaner) by means of job analysis method utilized by Med Tox, Inc.

2. Send rating sheets to Med Tox, Inc. for data analysis of the physical abilities and working conditions.

Relationship to Previous Work

This expands the results of the Medical Standards Project so that more jobs with physical requirements may be covered by the objective Medical Standards.

Products

1. Documented job analysis of additional jobs, identifying physical abilities and working conditions covered by Medical Standards.

Expenditures:		Revenues:	
Tri-Met	$ 4,451	OR-90-2019	$ 3,561
		Tri-Met	$ 890
			$ 4,451

MAINTENANCE MANAGEMENT INFORMATION SYSTEM

Project Objectives:

1. Complete programming and implementation of the reporting section of the vehicle component of the MMIS.

2. Program and implement the Staff Management Component.

3. Load the data base for the equipment and facilities component.

4. Continue the design and development of the following priorities in order to enhance the Rail Maintenance functions:

   A. Traction Power
   B. Right-of-Way Facilities
   C. Lift Equipment

Relation to Previous Work:

The bus and rail vehicle history and inventory sub-system of the MMIS were implemented in Fall, 1986 (rail), and Spring, 1987 (bus). The Right-of-Way component was implemented in Spring, 1987. All components, except for Staff Management, are now in the stages of enhancement and fine tuning.

The receipt of new buses in the Summer, 1988, will result in a more comprehensive use of the tracked component feature of the Fleet Management System requiring developmental work in the areas of component inventory and repair codes. The design and development of the right-of-way and staff management is an extension of the project which will integrate all of the many components of information inherent to a rail maintenance operation.

Products:

1. Comprehensive, on-line reporting systems for the vehicle component.

2. The Staff Management Information System: Information on an employee's time, seniority and position status will be captured.

3. Full implementation of the facilities & equipment component.

4. Rail Facility Tracking Activities: Activities include the enhancement and fine tuning of the repair codes preventive maintenance program for the rail operations and station facilities within the maintenance right-of-way.

5. Major component tracking (Rail): Activities include the further development of maintenance of way development of procedures to track the movement of all rail system major components through their repair cycle, including the component history of repair. This information can also be utilized for component life analysis.

6. Continue with the detailed design and program development of the right-of-way and staff management sub-systems of the rail maintenance information system. The right-of-way sub-systems will eventually automate maintenance scheduling and analysis for the fare, lift, traction power and support equipment as well as the right-of-way facilities. The staff management sub-system will provide information to do loss-time and labor distribution analysis.

Expenses:		Revenues:	
Tri-Met	$ 36,843	OR-90-X026	$ 29,474
		Tri-Met	$ 7,369
			$ 36,843

WESTSIDE LIGHT RAIL PROJECT

Project Objectives:

The Westside LRT Project is the major outgrowth of Alternatives Analysis of the Westside Corridor Project. There are four major objectives of the Westside LRT 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 LRT 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 in areas of structural analysis and right-of-way impacts.

Relation to Previous Work:

By July 1, 1983, the Westside Light Rail Project had completed the (a) alternatives 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 by UMTA on January 31, 1988, and Tri-Met spent the first part of 1988 in mobilizing resources, hiring staff, and forming the necessary local committee structure. The process over the next 12 to 15 months is intended to produce material for review by the participating agencies as adopted in August 1983, 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 design suboptions raised during local jurisdiction public hearings.

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

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. Tri-Met staff have updated the work program and budget for the PE/FEIS process and have received UMTA approval and funding for an expanded program.

4. Additional Tri-Met staff have been hired, a Project organization established, supporting technical and policy committees and a citizens advisory committee established, and a Project schedule and a Project Management Plan developed.

5. Working papers detailing methodology and underlying assumptions have been prepared and submitted to UMTA as have a preliminary set of cost-effectiveness indices based on the initial work and an evaluation of the prior DEIS work.

6. Consulting assistance has been hired in certain specialized areas such as tunnel feasibility, and various options to the previously adopted alignment, both west of Beaverton and in the Canyon section, and downtown have been developed and analyzed. Technical reports describing the options and the tunnel feasibility questions have been produced.

7. Financial planning activities for the Westside LRT have been fully coordinated with the Public/Private Task Force on Transit Finance.

8. Federal grants approved through March 1989 total $3,807,000. Tri-Met has undertaken an assessment of the status of the project and the work necessary to bring the project to completion and has recommended an increase in the project budget of approximately $1.4M. This increase is due primarily to a longer and more detailed re-evaluation of the previously adopted alignment, new and unanticipated federal requirements, and underestimate of certain technical areas such as tunnel preliminary design. A breakdown of the new budget level is shown below.

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" = 50' of the Westside LRT alignment and detailed site plans and designs of stations.

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. 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.

7. 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 together with a detailed strategy to secure implementation of the recommended package.

8. An on-going community involvement program to ensure a high level of citizen participation throughout the project.

Expenditures	
Tri-Met	$4,890,300
METRO	80,700
City of Portland	60,000
City of Beaverton	60,000
Washington Co.	60,000
ODOT	60,000
	$5,211,000

Revenues	
State of Oregon	$651,288
OR-90-X011	917,020
OR-23-9002	500,004
OR-90-X026	1,657,988
FY'89 Sec. 9	1,123,200
Tri-Met	309,465
METRO	4,035
City of Portland	12,000
City of Beaverton	12,000
Washington Co.	12,000
ODOT	12,000
	5,211,000

90uwp
3/29/89

FY 90 UNIFIED WORK PROGRAM FUNDING SUMMARY

federal funding — CARRYOVER

	90 PL/ODOT	90 SEC 8	UMTA 90E(4)	90 HPR (e)(4)	90 ODOT	89/90 SEC 9	EASTSIDE DEIS E4/I205	EASTSIDE DEIS E4/MCLGHW	EPA	88-0057 89 SECB	88-0054 88 SECB (PPTF)	88-0051 88 SECB	89 HPR (e)(4)	88/89 SEC 9	87/88 SEC 9	85/86 SEC 9	90-X011	23-9002	90 HPR	LOCAL MATCH	TOTAL
METRO																					
RTP UPDATE/REFINEMENT	49399				4000	32000				20000										10872	116271
RTP PRIVATIZATION												10000								2500	12500
TRI-MET																				0	0
SUBURBAN TRANSIT														12000						3000	15000
TRI MET																				0	0
SOUTHEAST CORRIDOR				50000	49595															4412	104007
REGIONAL LRT/METRO			78290			40000														23816	142106
EASTSIDE DEIS							279137	279137												98519	656793
DATA, GROWTH MONITORING	67689	117037		6710	5000	6400														230219	433055
TRAVEL MODEL REFINEMENT	37608				51710	52000														16111	157429
TECHNICAL ASSISTANCE	49325	11040			20000	9600			6950				73564							14196	184675
TRANS IMPROVE PROGRAM	47500	36484			5000					10000										6621	105605
COORDINATION/MANAGE	65000	58590										0								14648	138238
PUB/PRIVATE TASK FORCE										9202	20000				0	0	0	0	0	7300	36502
																				0	0
Metro SUBTOTAL	316521	223151	78290	56710	135305	140000	279137	279137	6950	39202	20000	10000	73564	12000	0	0	0	0	0	432214	2102181
ODOT PLANNING ASSIST	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	179100	0	179100
TRI MET																					
FINANCIAL PLANNING						64000								13760						19440	97200
CAPITAL PROGRAM PLANNING						144000								17600						40400	202000
SERVICE PLANNING						449600								77211						131703	658514
LONG RANGE PLANNING						88000								33437						30359	151796
INFORMATION SYSTEMS PLAN						105940								53387						39832	199159
SPECIAL AREA PLANNING						184000								5364	3561	11200				51031	255156
PROGRAM ADMINISTRATION	0	0	0	0	0	12000													0	3000	15000
WESTSIDE LRT						1123200	0	0		0	0	0	0	1657988			917020	500004		1012788	5211000
Tri-Met SUBTOTAL	0	0	0	0	0	2170740	0	0	0	0	0	0	0	1858747	3561	11200	917020	500004	0	1328553	6789825
GRAND TOTAL	316521	223151	78290	56710	135305	2310740	279137	279137	6950	39202	20000	10000	73564	1870747	3561	11200	917020	500004	179100	1760767	9071106

Note: PL/ODOT is $316,521 comprised of $281,893.60 (89.06%) federal share and $34,627.40 (10.94%) ODOT match

fy90 $247,698
fy88 $ 67,690
fy86 $ 1,133

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 database, 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. A complete Title VI update will be done by both Metro and Tri-Met in August.

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 citizen 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 1989, Metro has two non-elected committees that deal with transit issues:

   TPAC, the Transportation Alternatives Committee on Transportation, deals with all transportation issues facing the region. TPAC has 20 members, five 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.

   The Southeast CAC is made up of interested citizens from within the boundaries of the Southeast study. Five of its 15 members are women.

mk
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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 programs 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.

Transportation Policy Committee

Paul Grattet (Chairman)	Vancouver City Manager
Commissioner John Magnano	Clark County
Mayor Les Sonneson	City of Washougal
Commissioner Jim Kosterman	Port of Vancouver
Les White, Executive Director	C-TRAN
Gary Demich, Administrator District Four	WSDOT

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
Mary Lou Moser	Citizen
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
Rob Hoffman	C-VAN
Kathleen Howell	ODOT
Sheldon Tyler	Port of Camas-Washougal

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.

Work Element Objectives

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

2. Adopt the RTP Udate.

3. Adopt an ongoing process to review local comprehensive plans for consistency with the RTP and to monitor the development of the regional transportation system.

4. Continue to review the State Transportation Plan for consistency with the RTP.

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.

Expenses		Revenues	
IRC	$30,000	FY90 PL	$ 9,000
		FY90 Sec. 8	6,000
		Local	15,000
Total	$30,000	Total	$30,000

I. REGIONAL TRANSPORTATION PLAN

B. High Capacity Transit Issues and Concepts

The need to examine the issue of high capacity transit in Clark County has resulted from a continued awareness of increasing traffic volumes across the Columbia River, the recommendations of the Washington State Rail Development Commission, and the discussions associated with the Columbia River Accessibility Study (Interim Report submitted to LTC in December, 1988).

This work element would focus resources toward identifying the transportation policies, land use policies and high capacity transit concepts that would best meet the region's transportation needs.

An Oregon/Washington bi-state transportation study scope is being negotiated with Metro. It is anticipated that this work element will be combined with the bi-state activity.

Work Element Objectives

1. Compare the various high capacity transit technologies (e.g., HOV lanes, bus ways, LRT and commuter rail) to Clark County travel needs.

2. Identify high capacity transit opportunities and overall feasibility in Clark County in relation to land use densities and corridor travel patterns.

3. Provide data to citizens and business in order to explain/define high capacity transit concepts and capabilities and to better identify public policy.

4. Research current/past projects and experiences with high capacity transit and related land development, private/public cooperation and financing.

Relationship to Other Work Elements

This element is directly related to the regional plan and focuses on the high-capacity transit element. This element is also related to maintaining mobility between the Vancouver and Portland, metropolitan areas.

Product

An overview report discussing high capacity transit opportunities in Clark County.

Expenses		Revenues	
IRC	$21,900	FY90 PL	$ 2,000
		FY90 Sec. 8	2,500
		Local	17,400
Total	$21,900	Total	$21,900

II. ONGOING PLAN REFINEMENT AND DATA MANAGEMENT

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

During Fiscal Year 1989 the previous travel forecasting software (MicroTRIPS) was converted to the EMME/2 program. The initial conversion was completed in FY89, however, continued development of the new travel forecasting tool will continue into FY90. 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. Modify the regional model in cooperation with METRO to include the external to internal and internal to external trip distribution relationships developed from the Cordon Survey.

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. Improved external and internal to external travel distribution model.

4. Report documenting travel forecasting methodology.

Expenses		Revenues	
IRC	$12,000	FY90 PL	$ 5,000
		Local	7,000
	$12,000	Total	$12,000

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	$15,500	FY90 Sec. 8	$ 9,500
Professional Services	12,000	Local	6,000
		C-TRAN	12,000
Total	$27,500	Total	$27,500

II. ONGOING PLAN REFINEMENT AND DATA MANAGEMENT

C. Traffic Count Program

The traffic count program will be continued in FY90. The program will continue the update and maintenance of the traffic count database. The program will also continue incorporating permanent traffic recording data for further development of raw count factorization. Turning movement data will continue to be added to the traffic count database and report in FY90.

Work Element Objectives

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

2. Continued implementation of seasonal and daily factorization on 1989 raw counts based on updated permanent traffic recording (PTR) information.

3. Develop turn movement volume database screens and reports for user output.

4. Re-evaluate and update annual and biennial jurisdiction count requests.

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.

Products

1. Addition of turn-movement volume reports on computer screen and in computer printout form.

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

3. Update seasonalized traffic count data.

Expenses		Revenues	
IRC	$15,000	FY90 PL	$ 6,000
		Local	9,000
Total	$15,000	Total	$15,000

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. During FY89 a new year 2010 forecast was developed and allocated to TAZ's. This forecast will be reviewed and compared to the most recent growth trends.

Work Element Objectives

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

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

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

4. Continue to work with the U.S. Census in developing the employment data for the "journey to work" information.

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

3. Monitoring of 2010 population and employment forecasts.

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

Expenses		Revenues	
IRC	$17,000	FY90 PL	$ 5,000
		FY90 Sec. 8	3,000
		Local	9,000
	$17,000	Total	$17,000

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 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	$12,500	FY90 PL	$ 3,000
		Local	9,500
Total	$12,500	Total	$12,500

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.

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	$33,250	FY90 PL	$12,000
		FY90 Sec. 8	7,750
		Local	13,500
	$33,250		$33,250

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	FY90 Sec. 8	$ 5,000
		Local	1,500
Total	$ 6,500	Total	$ 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	FY90 PL	$ 4,000
		FY90 Sec. 8	4,000
		Local	10,000
IRC	$18,000	Total	$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

1. 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	FY90 PL	$ 4,900
		FY90 Sec. 8	5,000
		Local	2,100
	$12,000		$12,000

IV. SUMMARY OF EXPENDITURES AND REVENUES

FY90 UNIFIED WORK PROGRAM

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

	Base MPO Activities				Special MPO Contracts		TOTAL
	FY90 PL	FY90 UMTA	IRC LOCAL	C-TRAN	WSDOT	OTHER	($000's)
I. REGIONAL TRANSPORTATION PLAN							
A. RTP Update	9.0	6.0	15.0				30.0
B. Light Rail Transit Issues	2.0	2.5	17.4				21.9
II. ONGOING PLAN REFINEMENT AND DATA MANAGEMENT							
A. EMME/2 Regional Travel Forecasting Model Development and Maintenance	5.0		7.0				12.0
B. Transit Survey		9.5	6.0	12.0			27.5
C. Traffic Count Program	6.0		9.0				15.0
D. Data Development and Management	5.0	3.0	9.0				17.0
E. Computer Operations	3.0		9.5				12.5
III. TRANSPORTATION PROGRAM MANAGEMENT							
A. Coordination and Management	12.0	7.75	13.5				32.250
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)	4.9	5.0	2.1				12.0
SUBTOTAL	50.9	42.75	100.0	12.0			205.65

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. 89-1072 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 _____, 1989.

_____
Mike Ragsdale, Presiding Officer

APPROVED by the Oregon Department of Transportation State Highway Engineer this ____ day of _____, 1989.

_____
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 (Clark County) jointly adopted a resolution establishing a Bi-State Policy Advisory Committee.

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 has had one approved housekeeping update. A major update to the document was adopted on March 9, 1989 by the Metro Council. 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 1989 Transportation Improvement Program (TIP), adopted in August 1988, is amended continuously throughout the year. Future amendments will include authorization of FY 1989 Interstate Transfer funds and federal and urban funds; updates of the Section 3 Letter-of-Intent Program, the Section 9 Capital Program and the state modernization program.

6. Issues of Interstate Significance

Considerable interest has been generated in the bi-state study proposed by the Washington State Legislature. The adopted JPACT position paper establishes the terms of those issues. Work on the various issues will be undertaken in this and subsequent Unified Work Programs.

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. Of particular emphasis during FY 1988 and FY 1989 has been involvement in the Southeast Corridor study. A special citizens committee commented and made recommendations on the study which was then further reviewed by various neighborhood associations, community groups and business associates.

The proposed bi-state study created an enormous interest from citizens concerned with the possibility of a third bridge. The issue was resolved at this time with the adoption of a position by JPACT. Those interested citizens

will be kept informed through the media and direct mail.

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 1989. In addition, 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 July 1988. 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 10 percent and WBEs is 2 percent. The DBE program is very specific about the request for proposals, bidding and contract process. In FY 1988, a major grant from UMTA provided several contracting opportunities. Of the $375,000 grant, $219,849 was contracted of which $43,775 (19.9 percent) was subcontracted to DBE/WBE contractors. A small portion of that grant in FY 90 remains of which approximately $20,000 will be contracted.

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.

On a test basis, private operators are providing regular service eliminated by Tri-Met. Evergreen Stage Lines is providing service on the Westover line. A private cab company (Broadway Cab) did provide the late night owl service, but terminated their service due to funding problems. Tri-Met is seeking demonstration funds from UMTA to allow for a one-year transition period (from public to private operations) to rebuild patronage to former levels. In addition, the Buck Medical Service provides service on the Milwaukie Transit Center to Clackamas Town Center line.

Tri-Met also contracts for elderly and handicapped service with private entities such as the Broadway Transportation, Buck Medical Services and Special Mobility Services, Inc. Tri-Met also coordinates those agencies using federal programs (UMTA's 16(b)(2)) to acquire vehicles. Service providers in this category include 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, Tri-Met and Metro are working with a private provider proposing to institute transit service in the I-205 corridor.

Tri-Met and Metro are also implementing a work program to ensure additional private sector participation in provision of transit service as soon as practicable. Tri-Met has conducted several studies outlining the potential savings of contracting for transit service. Contracting service is a major objective of forthcoming negotiations between Tri-Met and the local transit union. In addition, Metro has completed a major study examining suitable modes for delivering suburban transit service in the region. The study defined potential savings of contracting for service.

JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION

Metro Council	Councilor Mike Ragsdale
Metro Council	Councilor George Van Bergen
Metro Council	Councilor Jim Gardner Councilor Richard Devlin (alternate)
Multnomah County	Commissioner Pauline Anderson Commissioner Gretchen Kafoury (alternate)
Cities in Multnomah County	Councilor Marge Schmunk (Troutdale) Councilor Fred Carlson (Fairview) (alternate)
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 William Stark (Wilsonville) (alternate)
City of Vancouver	Councilman Scott Collier Councilman Dick Pokornowski (alternate)
Clark County	Commissioner John Magnano
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
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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4-3-89

SUBURBAN TRANSIT STUDY

Presentation to

JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION

April 13, 1989

TRI-MET
SERVICE PLANNING
PUBLIC SERVICES DIVISION

SUBURBAN TRANSIT STUDY

PURPOSE

- Respond to taxpayers' concern about return on their transit dollars
- Evaluate opportunities for cost-effective service in low-density suburban areas of the District
- Develop a conceptual service plan that can be implemented when revenue is available

STAKEHOLDERS

1. Tualatin Valley Economic Development Corporation
   - payroll taxes
   - service levels
   - cost-effectiveness of service
   - traffic congestion
   - economic development

2. Local and Regional Governments
   - highway and transit plans
   - capital and operating funds
   - land use plans

3. Tri-Met
   - community concerns
   - patronage
   - cost-effectiveness of service
   - labor issues

STUDY COMPONENTS

1. Demographic, attitudinal and travel characteristics
2. Peer review
3. Program effectiveness audit
4. Service methods evaluation
5. 1998 sketch plan
6. Service opportunities
7. Labor issues
8. Implementation

AVERAGE WEEKDAY HOME-BASED WORK TRIPS WITH AN END IN WASHINGTON CO.

	ALL MODES	TRANSIT	TRANSIT SHARE
Internal	112,734	1,030	.9%
Downtown	25,844	6,384	25%
City	64,608	3,198	5%
Other	36,569	717	2%
TOTAL	239,755	11,329	5 %

SERVICE METHODS EVALUATION

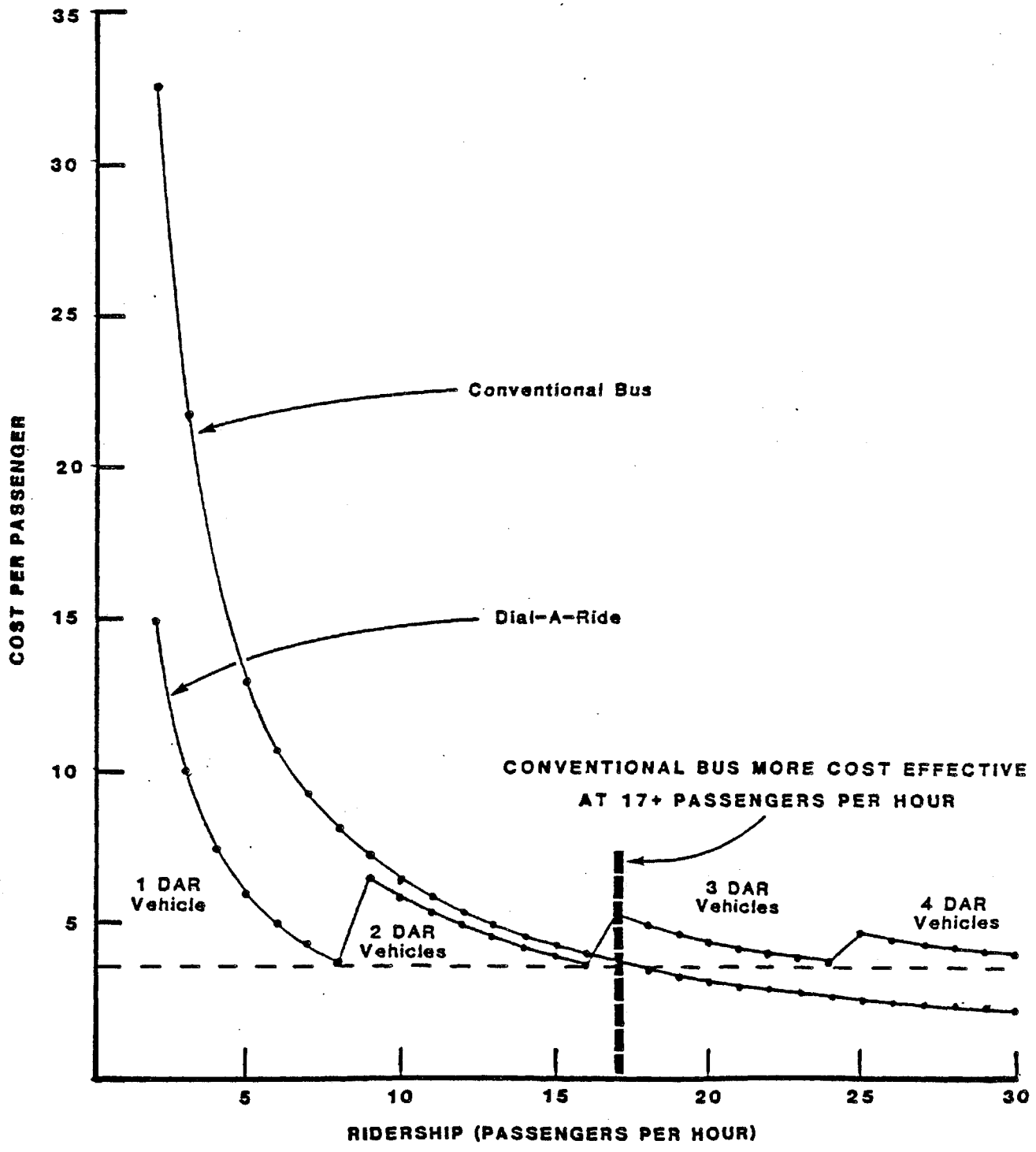
Not Promising:

- Subscription Service
- Vanpools, Carpools
- Jitneys
- Premium Express/Park and Ride
- Shuttles

Promising:

- Contracted Small Bus
- Contracted Dial-a-Ride
- Contracted Taxi Feeder Service
- Conventional Fixed-Route Service

COST PER PASSENGER OF CONVENTIONAL BUS AND DIAL-A-RIDE AT DIFFERENT RIDERSHIP LEVELS



SERVICE OPPORTUNITIES

Identify market segments

- **1985 Travel Survey data**
- **Transit potential = high trip volume, low transit share**

Identify areas where transit service is deficient

Identify potential links and prescribe service methods

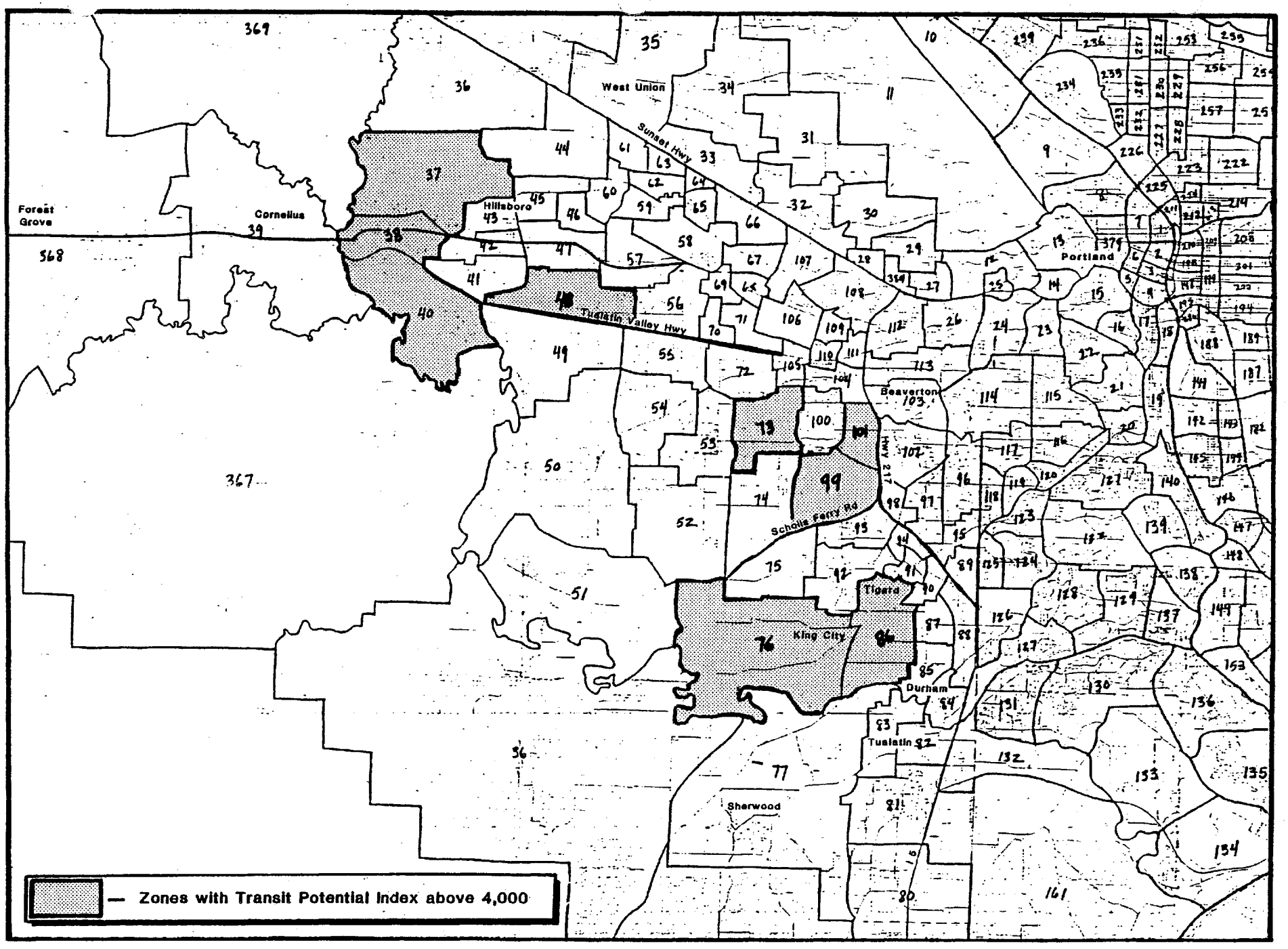


FIGURE 3-3

TRAFFIC ZONES

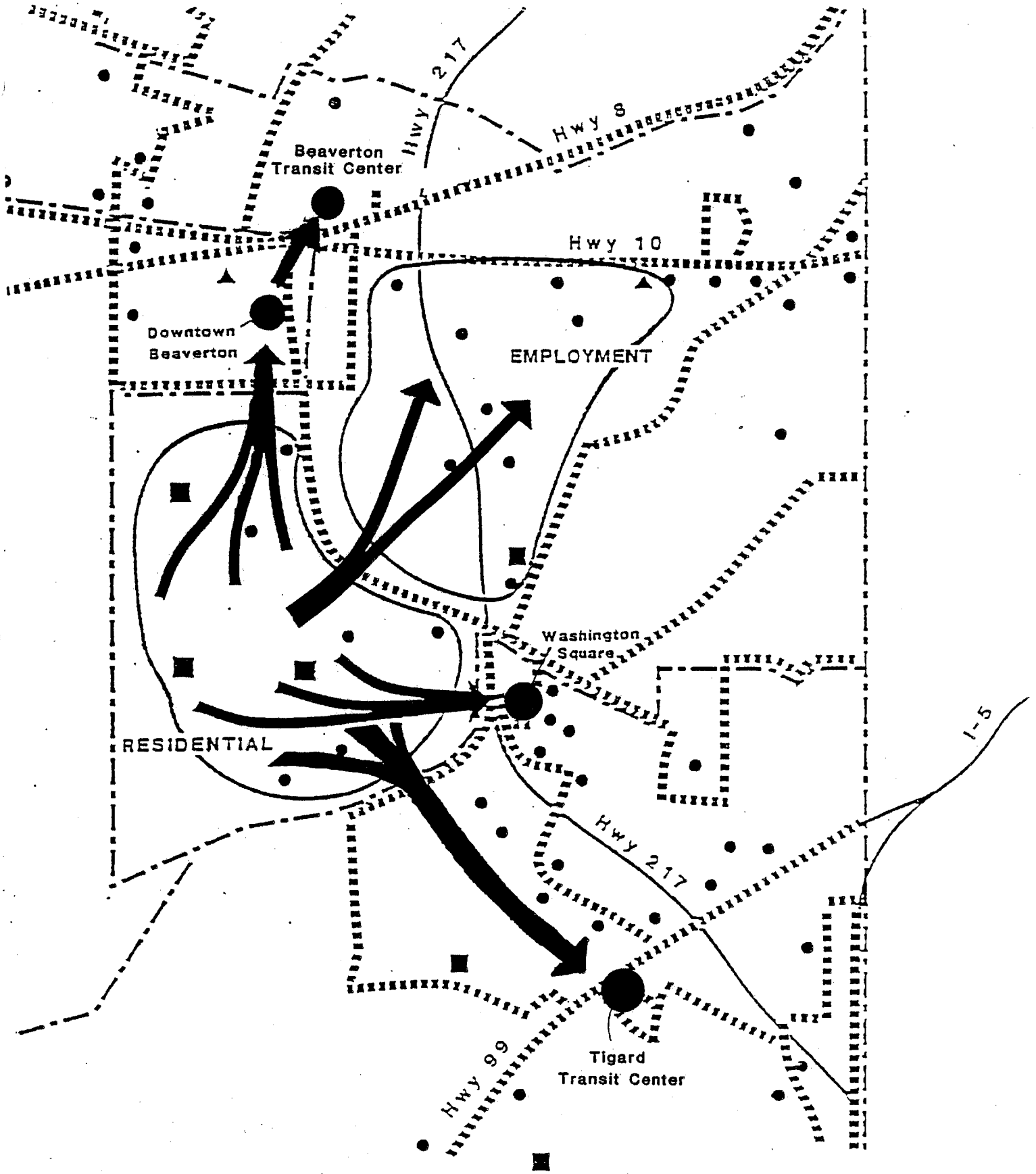


FIGURE 13-1

SOUTH BEAVERTON DIAL-A-RIDE DEMONSTRATION AREA

CONCLUSIONS

- Suburbs are well-served today
- Conventional fixed route service will continue to be dominant mode
- Contracted small-bus service is the most cost-effective method to serve certain low-demand areas
- Demand-responsive service is the least total cost alternative to extend service to low-demand areas
- Implementation of contracted small bus service and demand-responsive service would reduce total system-wide subsidy
- Subcontracting, particularly for demand-responsive transit, is permitted under present labor agreement to a certain extent
- Land use transit coordination should be improved to make developments more transit-supportive

COMMITTEE MEETING TITLE JPACT

DATE 4/13/89

	NAME	AFFILIATION
M-	Bob Bothman	ODOT
M-	Pauline Anderson	Mult. Co.
M-	Wade Byers	Cities of Clackamas Co
M-	Jim Gardner	Metro
M-	Scott Collier	City of Vancouver
M-	Clifford Clark	Cities of Washington Cty.
M-	Mike Ragsdale	METRO
S-	Andy Cotugno	metro
G-	Dick Feeney	Tri-Met
MA-	~~Bob Post~~	TRI-MET
M-	[illegible]	Clackamas Co.
MA-	Carter MacNichol	Port of Portland
M-	John C. Magnano	Clark County Commissioners
G(MA)	Richard Devlin	METRO
G-	Molly O'Reilly	Forest Park Neigh Assn
G-	Ted [illegible]	ODOT
G-	~~Ross Roberts~~	TRI-MET
G-	Peter F Fry	CEIC
G-	Rick Parker	CEIC
G-	Michael S. Jove	Central Eastside Industrial Council
G-	J. Mallery	IRC - Clark Co.
G-	[illegible] Moore	ODOT - Transit
G-	Lee Hames	TRI-MET

COMMITTEE MEETING TITLE _____

DATE 4/13/89

	NAME	AFFILIATION
S	Richard Brandman	Metro
G	Richard Ross	East Mult Co. Cities
G	Steve Dotterrer	Portland (staff)
G	Susie Lahsene	Mult Comm (C)
G(MA)	Don Adams	ODOT
G	Tom VanderZanden	Clackamas Co.
MA	Nick Nikkila	ODEQ
M	George Van Bergan	METRO