

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF APPROVING THE)	RESOLUTION NO. 87-754
FY 1988 UNIFIED WORK PROGRAM)	
(UWP))	Introduced by the 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 1988; and

WHEREAS, The FY 1988 Unified Work Program indicates federal funding sources for transportation planning activities carried out by the Metropolitan Service District (Metro), Intergovernmental Resource Center of Clark County (IRC), the Oregon Department of Transportation (ODOT), Tri-Met and the local jurisdictions; and

WHEREAS, Approval of the FY 1988 Unified Work Program is required to receive federal transportation planning funds; and

WHEREAS, The FY 1988 Unified Work Program is consistent with the proposed Metropolitan Service District budget submitted to the Tax Supervisory and Conservation Commission; now, therefore,

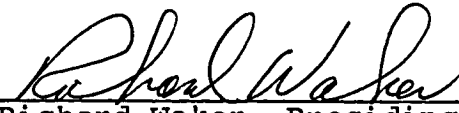
BE IT RESOLVED,

That the Council of the Metropolitan Service District hereby declares:

1. That the FY 1988 Unified Work Program is approved.
2. That the FY 1988 Unified Work Program is consistent with the continuing, cooperative and comprehensive planning process and is given positive Intergovernmental Project Review action.

3. That the Metropolitan Service District Executive 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 23rd day of April, 1987.


Richard Waker, Presiding Officer

KT/gl
5348C/453-8
04/10/87

STAFF REPORT

Agenda Item No. 10.2

Meeting Date April 23, 1987

CONSIDERATION OF RESOLUTION NO. 87-754 FOR THE
PURPOSE OF APPROVING THE FY 1988 UNIFIED WORK
PROGRAM (UWP)

Date: March 30, 1987

Presented by: Andy Cotugno

PROPOSED ACTION

This resolution would: 1) approve the UWP containing the transportation planning work program for FY 1988, and 2) authorize the submittal of grant applications to the appropriate funding agencies.

TPAC and JPACT have reviewed the FY 88 Unified Work Program and recommend approval of the Resolution.

FACTUAL BACKGROUND AND ANALYSIS

The FY 1988 UWP describes the transportation planning activities to be carried out in the Portland/Vancouver metropolitan region during the fiscal year beginning July 1, 1987.* 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 second year of the overall direction and funding established in the five-year Prospectus, adopted in May 1986, and the specific work program for FY 88. This work program is for the second of the four-year commitment of funding from ODOT, Section 9 and the Interstate Transfer Regional Reserve. 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, 1987, in accordance with established Metro priorities.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends adoption of Resolution No. 87-754.

KT/gl
5348C/453-9
04/10/87

* Due to the length of the Unified Work Program (UWP) Document, it was not included in this packet. Call the Metro Transportation office (221-1646, ext. 201) to arrange for a copy of the UWP.

Agenda Item No. 10.2

Meeting Date April 23, 1987



FY '88 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 1987

METRO

REGIONAL TRANSPORTATION PLANNING
IN THE PORTLAND-VANCOUVER METROPOLITAN AREA

FISCAL YEAR 1988 UNIFIED WORK PROGRAM

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

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FY 1988 Unified Work Program Funding Summary

WASHINGTON SECTION

INTERGOVERNMENTAL RESOURCE CENTER

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OREGON PORTION

I. A. REGIONAL TRANSPORTATION PLAN: UPDATE AND REFINEMENT

The adopted RTP provides the region with a comprehensive policy and investment blueprint for an effective long-range transportation system. As a result of demographic and economic events since the original adoption of the RTP, the basic assumptions of the Plan are being re-evaluated to ensure the most cost-effective mix of transit, highway and rideshare programs are included.

Program Objectives:

1. Prepare and adopt the RTP Update to reflect the following:
 - a. A reassessment of highway and transit service policies. Determine if transit objectives are realistic and should continue to be maintained in the plan.
 - b. Revised highway and transit improvement programs, as needed; evaluation of park-and-ride and park-and-pool lots.
 - c. Evaluation of alternative highway improvement requirements assuming limited growth in transit service. Service would grow only to the point where it can be afforded with existing revenue sources.
 - d. An update to the transportation system requirements in East Multnomah County.
 - e. Definition of a staging plan to meet mid-term priorities (10-15 years) within the overall long-term plan.
 - f. Update of financial aspects of the RTP consistent with the programs enacted as a result of the Oregon Roads and Transit Finance Studies.
 - g. Presentation of highway and transit improvements considering extension of the forecasts from 2005 to 2010 and reflecting updated models.
2. Maintain and refine the RTP as needed to include:
 - a. Process requests for amendments to the RTP as needed based upon results of local comprehensive plan updates and other transportation studies underway.
 - b. Review local comprehensive plans for consistency with the RTP with a particular emphasis during

periodic plan review and update; review significant transportation issues with TPAC and JPACT; implement a program to obtain consistency during the local jurisdiction's or RTP's next review or update process.

- c. Adopt a Regional Minor Arterial system consistent with local comprehensive plans. Identify inconsistencies, perform technical analysis (as required), and coordinate resolution of interjurisdictional disagreements; amend the FAU system as needed for this and other purposes.
- d. Provide review and technical analysis as required to evaluate the Tri-Met Five-Year Transportation Development Plan (TDP) for consistency with the adopted RTP.
- e. Assist Tri-Met as needed in elderly and handicapped service planning; adopt appropriate amendments to the RTP.

PRODUCTS:

- 1. FY 87 RTP update to include publication of updated document to reflect 2005 travel forecasts and improvement requirements and updated financial forecasts including proposed legislation.
- 2. FY 88 RTP update to include minor extension of travel forecasts and needs to 2009 and to reflect actual adopted legislation affecting new revenues.
- 3. FY 89 RTP update to include the major update of travel forecasts to 2010.

Expenses:

Metro: Personnel	\$133,927
M & S	3,500
TOTAL	<u>\$137,427</u>

Revenues:

88 PL/ODOT	\$ 43,678
88 Sec. 8	50,999
ODOT	30,000
Metro Match	<u>12,750</u>
TOTAL	<u>\$137,427</u>

4. Metro policy for considering the adequacy of private sector involvement in the development of transit projects included in the TIP.
5. The final packaging reports will determine the optimum footprint for private development at transit stations for incidental surface and air rights to be developed consistent with local plans and UMTA policies. The products will be reports and memoranda consisting of:
 - Land utilization analysis
 - Alternative schematic site plans of sufficient detail to make offering to developers
 - Transit modal split analysis of various alternatives configurations
 - Cost analysis of public improvements and cost penalty, if any, of proposed development
 - Pro forma
 - Lease revenue stream/transit modal split scenarios
 - Prepared offering document
 - Prepared implementation plan
6. The value capture study, which will be underway during the coming year, will demonstrate value capture techniques in relationship to the Banfield LRT.

Expenses:

Revenues

Metro: Personnel	\$ 30,000	FY 88 Sec. 8	\$ 14,000
		FY 87 Sec. 8	10,000
Tri-Met: Personnel	85,050	Metro Match	6,000
TOTAL	<u>\$115,050</u>	FY 87 Sec. 9 - 2017	8,800
		FY 86 Sec. 9 - 90-2007	16,480
		FY 88 Sec. 9	42,760
		Tri-Met Match	<u>17,010</u>
		TOTAL	<u>\$115,050</u>

I. B. REGIONAL TRANSPORTATION PLAN: PRIVATIZATION

Program Objectives:

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

Proposed Program

1. As part of TDP process, 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. (Tri-Met/Metro)
3. Form privatization Task Force to address private enterprise transit issues as indicated by the TDP process. (Metro/Tri-Met)
4. Adopt a long-range private enterprise transit policy to be incorporated into the RTP and a process to resolve disputes. Ensure policy addresses January 24, 1986, Federal Register guidance on private enterprise participation in Urban Mass Transportation programs. (Metro/Tri-Met)
5. Continue to seek opportunities to implement private sector transit service where possible. (e.g., Macadam corridor, PTC corridor, owl service, etc.) (Tri-Met/Metro)
6. Ensure that the private sector has been adequately involved in the development of transit projects included in the TIP. (Metro/Tri-Met)
7. Encourage public/private partnerships consistent with local plans and UMTA policies with the private sector at major transit stations by utilizing incidental surface and air rights and to increase revenue with value capture techniques with the private sector.

PRODUCTS:

1. Regional long-range private enterprise transit policy.
2. Report documenting results of analysis of appropriate markets for private sector transit service.
3. Transit Development Plan with a privatization element.

County will be principally responsible for providing bridge project design and cost information).

4. Refine the transit service design, particularly as it relates to relief of traffic problems in the McLoughlin/224/212 corridor, along Johnson Creek Boulevard and across the Sellwood and Ross Island Bridges. Provide support to the Phase I Alternatives Analysis as it relates to transit investments between Milwaukie, Oregon City and Clackamas Town Center.
5. Complete and distribute reports documenting the analyses, evaluations, conclusions and recommendations of the Technical Advisory Committees on the preferred investment strategies and policies.
6. Staff Policy Committee public hearings and deliberations on recommended strategies and policies.
7. Develop final reports and transmit recommendations of the Policy Committees to affected state and local jurisdictions for inclusion in their plans.
8. Amend adopted RTP to include final recommendations of the study.

Products:

1. Preliminary staff reports and Final Reports documenting analysis, evaluation of alternatives and project recommendations.
2. Recommendation for inclusion in RTP and other pertinent state and local plans.

Expenses:

Personnel	\$148,176
M & S	5,250
TOTAL	<u>\$153,426</u>

Revenues:

FY 88 PL	\$ 26,432
FY 88 (e) (4)	38,525
FY 87 (e) (4)	\$43,000
ODOT	31,082
Metro Match	10,469
ODOT Match	3,918
TOTAL	<u>\$153,426</u>

I. C. SOUTHEAST CORRIDOR STUDY

The adopted RTP recognized several outstanding transportation issues in the Southeast Corridor extending from the I-5/I-405 loop to U.S. 26 east of Boring. Begun in 1987, this study will identify, evaluate and define the effects of different transportation investments and policies in the Corridor to address specific issues, and, upon adoption by the Policy Committees after public hearings, recommend improvement strategies for inclusion in affected state, regional (RTP) and local plans.

Program Objectives:

1. Define a transportation program to minimize excessive traffic impacts on Johnson Creek Boulevard between S.E. McLoughlin Boulevard and S.E. 45th in accordance with the following principles:
 - To identify methods to address the transportation needs of the area, particularly the east-west traffic pattern between I-205 and McLoughlin Boulevard;
 - To meet the needs of both existing and planned land use patterns;
 - To protect existing residential and environmentally sensitive areas;
 - To ensure problems existing in parts of the area are not simply transferred to other areas; and
 - To identify an acceptable truck routing pattern.
- The study will address at a minimum the area bounded by Holgate, I-205, Highway 224 and the Willamette River.
2. Provide input to and coordinate development of an improvement strategy for the McLoughlin/224/212 Corridor from downtown Portland to U.S. 26. Ensure consistency between proposed improvements to serve regional traffic and plans for serving subregional traffic problems in the Johnson Creek Corridor (ODOT will be principally responsible for providing project design and cost information).
 3. Evaluate the adequacy of Willamette River crossings, in particular, the Sellwood and Ross Island bridges, and define the approach for providing needed capacity consistent with the capacity of the surrounding highway system and taking into consideration recommendations for serving Highway 224/212 and Johnson Creek Corridor traffic. Consider the adequacy of existing bridges, options for upgrading or replacing existing bridges and new bridge location alternatives (ODOT and Multnomah

6. Complete evaluation of the RTP "all-bus" system and the "committed" all-bus system, as compared to the "Priority LRT System." In particular, analyze operation problems resulting from an all-bus system in downtown Portland and capital improvements required in the trunk route corridors to support such a system.

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 and I-205 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 most promising.

Work on various Westside branches and extensions will build upon the results of the Westside Corridor Project Draft Environmental Impact Statement (DEIS) (March 1982) and Preferred Alternative Report (January 1983).

Work on Eastside corridors will build upon the results of the Milwaukie and Bi-State corridor studies conducted as Part One of the Regional LRT System Plan.

Products:

1. Phase I Alternatives Analysis and "Sketch" LRT assessment recommendations and resulting amendments to the RTP.
2. A "Priority LRT System Plan" and financing alternatives for those corridors proven to be most cost-effective.
3. Alignment descriptions for those corridors not part of the priority system, but still considered feasible.

Responsibilities:

Metro is responsible for the overall conduct of the study, coordination of the Oregon decisions, Oregon public involvement, technical analysis associated with travel forecasts, impact analysis and cost-effectiveness evaluation.

Tri-Met is responsible for definition of alternatives including engineering analysis, capital costing and operations costing.

The Intergovernmental Resource Center of Clark County (IRC) is responsible for coordinating Washington decisions for the Bi-State Study and for Washington public involvement.

I. D. PHASE I ALTERNATIVES ANALYSIS

Program Objectives:

1. Complete the "sketch" assessment of the remaining transitway corridors identified in the RTP for which a Phase I analysis has not yet been completed. These include: a) I-5 South/Barbur Blvd.; b) Sunset LRT extensions; and c) Milwaukie LRT extension from Milwaukie to Lake Oswego. On the Eastside, the feasibility of the following LRT extensions may be evaluated: a) from Milwaukie to Oregon City via McLoughlin; b) Milwaukie to Clackamas Town Center; and c) I-205 from Clackamas Town Center to Oregon City.
2. Determine feasibility of LRT on Macadam Avenue to Lake Oswego with possible extension to Tualatin. Perform cost, ridership, and operations analyses. Analyze low-cost options such as single track with passing tracks. Also examine trolley and bus service expansion alternatives.
3. Complete prioritizing LRT corridors. Define each corridor as: a) part of the "Priority LRT Program" for which a Phase II Alternatives Analysis/DEIS should be considered; or b) a secondary corridor, which may have long-range potential for light rail, but for which no further alignment studies should be initiated at this time; or c) a corridor which should be dropped from further consideration for LRT.
4. Define the staging strategy for the "Priority LRT Program" to include in the RTP based upon, but not limited to, the following factors: timing of the need for expanded transit capacity, timing of growth, cost-effectiveness of the facility and degree to which transit-supportive land uses can be expected.
5. More detailed work will follow as required and defined by the "sketch" assessment, including:
 - a. Completion of full "Phase I" work program for corridors recommended to be included in "Priority LRT System" to provide data comparable to Milwaukie, Bi-State and I-205 corridors;
 - b. Identification of alignments to be protected for corridors not included in "Priority LRT System" but desired to be retained for further consideration; and
 - c. Completion of downtown alignment and operations plan.

II. A. DATA, GROWTH MONITORING AND FORECASTS

Regional Data Base Maintenance

Objectives:

1. Current and past data: to update housing, demographic and economic data on an annual basis.
2. Forecasts: Forecasts will be produced for both the long-range (2010) and short-range (five-year) futures. This will be a major effort this year as every fifth year a major long-range forecast update, involving representatives from both the public and private sector, is undertaken. In the years between the five-year updates, a minor extension of the long-range forecast to the next year is prepared. The forecasts will be to the geographic areas of region, county, and census tract, with estimates to traffic zone for transportation planning purposes. A 15-year future will be interpolated and a "buildout" analysis provided.
3. Provide socio-economic data and forecasts to local jurisdictions within the following budgets:

Portland	\$11,833
Washington County	7,301
Clackamas County	5,174
Multnomah County	4,859
Port of Portland	5,333
Tri-Met	2,500
ODOT	2,500
	<u>\$39,500</u>

Relation to Previous Work:

A continuation of the annual work required to maintain a satisfactorily updated data base for both transportation and general planning.

Products:

Computer files and hardcopy of the following sets of information:

1. 1987 Updates by Traffic Zones

Persons - by age and sex
Households - by size and income
Dwelling Units - by type
Employees - by place of work by SIC

Portland, Clackamas County, Washington County, Multnomah County, ODOT and the Port of Portland will participate in the Technical Advisory Committee(s) and assist with public involvement as appropriate.

Expenses:

Revenues:

Metro: Personnel	\$136,706	FY 88 (e) (4)	\$ 61,475
M & S	<u>31,500</u>	FY 86 (e) (4) - 9011	\$ 50,000
	168,206	FY 85 (e) (4) - 9010	31,500
Tri-Met: Personnel	5,000	FY 86 Sec. 9 - 2017	4,000
M & S	<u>5,000</u>	Tri-Met Match	1,000
TOT	\$173,206	Metro Match	<u>25,231</u>
		TOTAL	\$173,206

II. B. TRAVEL MODEL REFINEMENT

Objectives:

1. Maintain an up-to-date travel-forecasting model based on project changes, land use changes, and projected transit and highway investments.
2. Continue to improve and refine the travel-forecasting models, as appropriate, to enhance the decision-making process served by the model outputs.

Relation to Previous Work:

This is a continuing process to improve travel modeling and forecasting for this region. The major effort in FY 87 is to revise the mode split model and refine the level of detail for traffic forecasts.

Products:

1. Results of the 1985 and 1986 travel behavior surveys will be published in a report.
2. Particular effort will be placed on development of an integrated route patronage model for Tri-Met and on improved modeling of travel to and from the CBD for Portland.
3. A literature search and improved method of calculating "external" trips. (Coordinate with Clark County Intergovernmental Resource Center)
4. A literature search of modeling techniques and improved method of forecasting "commercial" traffic.
5. 1998 forecasts for staging analysis.

Expenses:

Personnel	\$123,272
M & S	<u>4,800</u>
TOTAL	\$128,072

Revenues:

FY 88 PL/ODOT	\$ 51,645
FY 88 Sec. 8	29,542
FY 88 Sec. 9	31,600
Metro Match	11,635
Tri-Met Match	<u>3,650</u>
TOTAL	\$128,072

2. 1992 and 2009 extension of Forecasts by Traffic Zones
 - Persons - by age and sex
 - Households - by size
 - Dwelling Units - by type
 - Employees - by place of work by retail/non-retail
3. A 15-year interpolation and a "buildout" estimate of the data in 2 (above) will be compiled for the staging analysis.
4. Initial progress will be made on the major 2010 update to be concluded in FY 89.

Expenses:

Personnel	\$237,697
M & S	4,000
TOTAL	<u>\$241,697</u>

Revenues:

FY 88 PL/ODOT	\$ 34,867
FY 88 Sec. 8	55,540
FY 87 Sec. 8	4,000
FY 88 Sec. 9	2,000
ODOT	2,500
Metro	142,290
Tri-Met Match	500
TOTAL	<u>\$241,697</u>

II. D. BANFIELD BEFORE-AND-AFTER ASSESSMENT

Program Objectives:

1. Determine and document the impacts of both the LRT and the Banfield Freeway improvements on existing highway and transit travel in the Banfield corridor.
2. Determine and document mode-specific changes in travel behavior that can be attributed to light rail.
3. Evaluate the incidence of both lot-specific and on-street (ubiquitous) park-and-ride behavior for LRT riders, and determine differences from bus-mode park-and-ride.
4. Update the travel models to reflect travel behavior evidenced in the travel behavior surveys carried out as a part of this project.

Relation to Previous Work:

This project will enable the region to obtain a fuller understanding of the impacts of LRT which is necessary before making any decision on a new light rail corridor.

- It is consistent with travel behavior analysis and models based on the 1977 travel behavior survey.
- It is consistent with the 1985 household travel behavior survey by Tri-Met in 1985 (before condition).
- It is consistent with traffic counts conducted in 1986 (before condition).
- It is consistent with transit ridership counts and censuses carried out in 1986 (before condition).
- It is consistent with mid-1986 aerial photos of the corridor from which parking counts can be taken.
- It is consistent with the 'before' household travel behavior analysis currently being carried out by Metro.
- It is consistent with the 'before' documentation of counts, travel patterns and travel behavior currently being completed at Metro.

Products:

1. A compilation of 'after' data for development of the before-and-after analysis; this includes:

II. C. TECHNICAL ASSISTANCE

Program Objective:

Provide travel analysis and forecasts as needed by local agencies and jurisdictions.

Relation to Previous Work:

This is an ongoing service which has been provided to member jurisdictions on a request basis.

Products:

1. Metro assistance for
 - Staff Assistance to obtain data and forecasts and/or evaluate a particular transportation problem
 - Computer Usage
 - Training
2. Technical Assistance to the jurisdictions will be based on a budget allocation as follows:

Portland	\$23,364
Multnomah County	32,928
Washington County	37,748
Clackamas County	33,549
Port of Portland	5,510
Tri-Met	10,000
ODOT	10,000
	<u>\$153,099</u>

Requests for services must be made by the appropriate TPAC members; suburban jurisdictions should channel their request through the TPAC representative in the cities of that county. Includes increased budget of \$23,333 for each of these counties through a special two year grant; remaining \$36,109 will carry over into FY 89 and is not reflected in funding table.

3. Complete an assessment of travel problems in the Cornell/Barnes/Burnside corridor and develop recommended improvements for inclusion in the Washington County and Portland comprehensive plans and, as needed, in the RTP. Proposed Budget: \$16,000.

Expenses:

Metro: Personnel	\$144,099
M & S	<u>25,000</u>
TOTAL	\$169,099

Revenues:

FY 88 PL/ODOT	\$ 73,590
FY 88 Sec. 9	8,000
ODOT TA Expansion	69,999
Tri-Met Match	2,000
Metro	5,510
ODOT	<u>10,000</u>
TOTAL	\$169,099

III. A. TRANSPORTATION IMPROVEMENT PROGRAM

The TIP is a federally required document setting forth funding for transportation improvements identified in the RTP, including project length, termini, estimated total costs, federal funds to be obligated by program year, identification of recipient and state and local agencies responsible for carrying out the project.

Program Objectives:

1. Allocate available federal funding for the program year by establishing project priorities and individual jurisdiction budgets. Included will be the incorporation of ODOT's Six-Year Highway Improvement Program and development of a firm FAU funding program.
2. Monitor funding status of applicable federal funds including project authorizations and obligations. Major emphasis will be placed on Interstate Transfer funds (highway and transit), Urban Mass Transportation Administration (UMTA) grants and Federal-Aid Urban funds. Maintain overall status of the above by clear distinction of: UMTA (e)(4) grants broken into Banfield and all other; highway and transit by jurisdiction; and UMTA grants set forth under the UMTA Act.
3. Adopt the FY 1988 TIP Annual Element update including the assessment of air quality conformity and compliance with UMTA requirements for involvement of the private sector (October 1985).
4. Publish monthly and quarterly TIP updates.
5. Provide generalized support to state and local jurisdictions on information on project funding and obligations.

Relation to Previous Work:

TIP updates and ongoing project priority setting.

Products:

1. FY 1988 TIP with "certification" that federal requirements are being met and UMTA privatization requirements are being met.
2. FY 1988 funding priorities.

- An on-board origin-destination passenger travel survey -- spring of 1988, to be conducted by Tri-Met (see Tri-Met section).
- A household travel behavior survey -- spring of 1988, Tri-Met (Banfield corridor only).
- Tri-Met ridership census/counts (see Tri-Met section).
- Corridor traffic counts, spring 1988 (ODOT).
- Corridor aerial photographs, 1988 (ODOT).

It is important that the details of both the content and the conduct of the above data-gathering activities be coordinated by Metro staff to ensure that there is a sufficiency for the analyses.

2. A Banfield corridor 'Before-and-After' report, documenting both travel conditions (highway and transit counts and travel patterns) and travel behaviors, (before, after and changes). This document will also contain an analysis and evaluation. It is also intended that this report should address economic development impacts of the LRT.
3. The addition of travel behavior changes attributable to LRT to the regional travel models.

Responsibilities:

Metro will provide overall project coordination, compile and produce a Banfield "Before-and-After" report and estimate/calibrate model changes to reflect LRT impacts (if any).

Expenses:

Metro: Personnel	\$ 80,600
M & S	4,900
	85,500
Tri-Met: Contractual	40,000
TOTAL	\$125,500

Revenues:

FY 87 Sec. 9	\$30,000
FY 88 Sec. 9	\$70,400
Metro Match	8,550
Tri-Met Match	16,550
TOTAL	\$125,500

III. B. COORDINATION AND MANAGEMENT

Program Objectives:

1. Internal management of the Transportation Department toward implementation of the Unified Work Program (UWP).
2. Provide support to various Metro committees; coordinate with ODOT, Tri-Met and local jurisdictions.
3. Provide documentation to Federal Highway Administration (FHWA) and UMTA of departmental activities, including Intergovernmental Project Review, monthly and quarterly progress reports.
4. Document and update FY 88 Title VI Report.
5. Provide for staff development through performance evaluations and training.

Relation to Previous Work:

This work element is ongoing and carries over each year.

Products:

1. FY 1988 Unified Work Program.
2. Execution and monitoring of various pass-through agreements.
3. Required documentation to FHWA and UMTA.
4. Monthly progress reports to the TPAC.
5. Quarterly progress and financial reports to UMTA and ODOT.
6. Minutes, agendas and documentation.
7. Management of department staff time, budget and products.
8. Interdepartmental coordination.
9. Periodic review with FHWA and UMTA on UWP progress.
10. Required Title VI documentation to UMTA.

Expenses:

Metro: Personnel	\$115,500
M & S	2,500
TOTAL	<u>\$118,000</u>

Revenues:

FY 88 PL/ODOT	\$ 22,000
FY 88 Sec. 8	25,741
FY 87 (e) (4)	33,000
FY 88 Sec. 9	20,000
Tri-Met Match	5,000
ODOT Match	5,000
Metro Match	7,259
TOTAL	<u>\$118,000</u>

IV. ODOT PLANNING ASSISTANCE

Program Objectives:

Major accomplishments for FY 1988 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 and Southeast Corridor Study. Work activities will include:

FY 1988 HPR PROGRAM

1. Continued support of the Southwest Subarea analysis.
2. Access Management Study support (Beaverton).
3. Westside and Eastside Plan Updates.
4. Traffic count updates as needed for model refinement, subarea studies and the Banfield Before-and-After study.
5. Local land use development and traffic impact reviews.
6. RTP update including other subarea analyses (Johnson Creek area, McLoughlin/224/212 Corridor, Beaverton subarea).
7. Transit station and park-and-ride developmental reviews.
8. Small city transportation analysis. City of Portland central city planning support (Macadam Corridor, South Waterfront).
9. Continue state/City of Portland highway jurisdictional study.
10. 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.
11. Participate in the Regional Banfield Assessment Program.

Expenses:

ODOT: Personnel	\$168,500
M & S	<u>11,000</u>
	\$179,500

Revenues:

HPR/ODOT	\$179,500
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Expenses:

Metro: Personnel	\$104,750
M & S	<u>8,250</u>
TOTAL	\$113,000

Revenues:

FY 88 PL/ODOT	\$42,000
FY 88 Sec. 8	47,800
FY 87 Sec. 8	5,000
ODOT	5,000
Metro Match	<u>13,200</u>
TOTAL	\$113,000

I. EFFICIENCY PLANNING

B. Transit Service Efficiency Program

Program Objectives:

1. Develop new Technical Methods to aid schedule writing process.
2. Apply TSEP standards to existing lines.

Relation to Previous Work:

This continues the work started previously. The ISM program has been delayed because of continued budget cuts and the time pressures of regular Schedule Department activities. It is anticipated that the ISM program will be completed by the end of this year. The review of lines applying TSEP standards is an ongoing activity.

Products:

1. Computerized Interactive Schedule Maker.
2. Package of service adjustments to improve the efficiency of the service.

Expenditures:

Tri-Met \$136,000

Revenues:

OR-90-0017	\$108,800
Tri-Met Match	<u>27,200</u>
	\$136,000

I. EFFICIENCY PLANNING

A. Transit Performance Analysis

Program Objectives:

1. Development of on-time performance indicators, bus and rail.
2. Continued analysis and development of indicators of agency productivity. Improved extraboard, garage, and light rail performance indicators.
3. Continued development and improvement of light rail ridership model.
4. Development of in-house performance database.
5. Continued development of Route Performance database.

Relation to Previous Work:

The Monthly Performance Report provides systemwide performance measures for both the bus and rail system. Next steps are: 1) To develop and add several indicators that illustrate extraboard performance; 2) Develop an on-line performance database; and 3) To develop on-time performance.

The light rail ridership estimation model has been developed, but needs to be updated through ridership surveys to maintain accuracy.

Products:

1. On-time, extraboard, light rail and garage performance analyses and reports in addition to current performance analysis.
2. SQL (real time) performance database.
3. Detailed route performance data accessible on micro-computers for use in service planning and analysis.
4. Accurate light rail ridership estimates.

Expenditures:

Tri-Met \$113,000

Revenues:

OR-90-2017	\$24,000
FY88 Sec. 9	66,400
Tri-Met Match	22,600
	<u>\$113,000</u>

4. A quality improvement program through greater utilization of Tri-Met employees, especially front line employees in achieving quality assurance and customer satisfaction.

Expenditures:

Tri-Met \$85,000

Revenues:

OR-90-2007	\$	8,000
FY88 Sec. 9		60,000
Tri-Met Match		<u>17,000</u>
	\$	85,000

I. EFFICIENCY PLANNING

C. Automated Customer Contact Report System

Program Objectives:

1. Plan a database operating file of Tri-Met service that can be correlated to customer contact reports and field observations of daily service.
2. Plan an administrative process for identifying service problems and needs by using the database, establishing priorities for addressing the problems, and a procedure for timely resolution of the issues and response to internal and external audiences including customers and the general public.
3. Plan an administrative process and communication program that involves consumers and employees directly in quality assurance endeavors and trouble-shooting.
4. Plan a quality improvement program focusing on customer relations by front line employees.

Relation to Previous Work:

Work is currently in progress on automating the Customer Contact Report System which is funded by a Section 9 grant. This process is being planned to increase transit service quality control and productivity by using the data collected from Customer Contact Reports once the system is complete by June 30, 1987.

This proposal will plan the means by which service-related data can be correlated with the customer reports to achieve a more comprehensive evaluation of service performance as well as a plan for communicating with an involving all employees in the program.

Products:

1. An administrative process which will result in improved quality of service to the user of the system as well as improved response time to customers and management staff seeking information from the system.
2. Database operating profile of Tri-Met service quality with information from Customer Contact Reports, employee field observations, and daily service reports.
3. A plan for increased productivity in transit service and personnel through automation of daily service reports and field observations.

Products:

1. Statistical database profile and diagnostic analyses of workers' compensation patterns and tendencies that can be used by the workers' comp administrators.
2. Assessment of employees' needs and opinions regarding family-oriented services, safety training, and incentive programs.
3. Peer group based analysis of safety and health/wellness incentive programs and family-oriented services.
4. Comprehensive report that includes cost/benefit analyses, recommended courses of action, specific areas targeted for improvement, and implementation strategies.

Expenditures:

Tri-Met \$ 84,700

Revenues:

FY88 Sec. 9	\$ 67,760
Tri-Met Share	<u>16,940</u>
	\$ 84,700

I. EFFICIENCY PLANNING

D. Labor Productivity Analyses

Program Objectives:

1. Analyze the impacts that incentive programs, family-oriented programs, and workers' compensation programs have on improving labor productivity.
2. Assess Tri-Met employees' needs regarding family-oriented services, health/wellness programs, and safety training.
3. Conduct peer group comparisons of absenteeism/attendance programs, incentive programs, workers' compensation programs, and safety programs.
4. Develop statistical cost/benefit studies that include recommended courses of action, specific areas targeted for improvement, and implementation strategies.

Relation to Previous Work:

An incentive program rewarding individual attendance was initiated in early FY87 with apparent positive results thus far. Given the success of this effort to date, it may be appropriate to augment the incentive approach to include safety and health wellness/fitness. It may also be appropriate to expand the scope of the initial effort from individual accomplishment to peer group accomplishments.

Workers' compensation analysis at Tri-Met has been handicapped due to difficulties in obtaining or interpreting meaningful historical comp data. With the recent implementation of Fred S. James & Company's JIMI System, Tri-Met has direct micro-computer access to its workers' compensation database stored on James' mainframe computer. Tri-Met is now positioned to undertake a rigorous statistical analysis of comp claim trends and tendencies, in order to identify specific areas of comp cost control and prevention.

Recognition of the impact that family issues can have upon worker productivity has been increasing in recent years. One result of this increased awareness has been the development of an agreement with a private day-care facility (located near Tri-Met headquarters) to provide day-care services to Tri-Met employees. Other family-related services may be pertinent to employees; many of these potential services may be issues addressed as part of contract negotiation efforts.

II. INFORMATION SYSTEMS PLANNING

B. Financial/Economic Forecasting and 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 Plan, additional revenue planning, labor cost projections, fare analysis and planning, long-range financial planning support for the Regional Transportation Plan, and information support for labor negotiations.
2. Continue refinement of financial and economic forecasting models. Build peak/off-peak differential costs into model. Build new labor rules into cost model.
3. Develop risk measurement techniques to assist in risk retention/insurance decision making process.

Relation to Previous Work:

1. A peak/off-peak labor cost model has been developed under the transit service efficiency program but has not been tested or computerized, or integrated into the financial forecasting system.
2. Existing financial and economic forecast models were developed with assistance from Grants OR-90-2003 and OR-90-2005. This work both continues model refinement and also serves policy planning in ongoing agency efforts to plan and implement cost containment measures, and to develop adequate local operating and capital funding.

Products:

1. Financial and economic forecasting analysis used in budget planning and analysis.
2. Five Year Financial Plan
3. Improvements to financial forecasting and fare revenue forecasting models.

Expenditures:

Tri-Met \$ 95,000

Revenues:

OR-90-2017	\$ 20,000
FY88 Sec. 9	56,000
Tri-Met Match	<u>19,000</u>
	\$ 95,000

II. INFORMATION SYSTEMS PLANNING

A. Management Information and Control Planning

Program Objectives:

1. Continue planning for a network of computer applications that capture information available to decision makers. This information is needed to support the strategic planning process, to analyze the performance of the agency, and to control operations.
2. Select computer applications for implementation that are cost effective and that give management the control necessary to adjust activities in specific areas to meet goals.
3. Develop an organization-wide records retention program, including records retention policies and procedures for paper, film, and computer tape records.
4. Make recommendations for improving present records retention program.

Relation to Previous Work:

This project addresses planning needs identified as a result of previous work in the area of management information systems. Because of staffing limitations, only a small number of computer applications can be designed and implemented each fiscal year. Therefore, careful planning is undertaken to select projects for implementation. This project continues this effort from the previous year.

Products:

Needs assessment, functional specifications, and programming specifications for selected applications within the applications development plan. Specific applications will be selected based upon identified needs.

Records retention policy and plan for present and future records. Inventory of stored paper, film and computer records.

Plan and specifications for improving present records retention program.

Expenditures:

Tri-Met \$166,000

Revenues:

OR-90-2017	\$ 65,000
FY88 Sec. 9	67,800
Tri-Met Match	33,200
	<u>\$166,000</u>

4. Begin the detailed design and program development of right-of-way and staff management sub-systems of the MMIS.

The right-of-way sub-system will eventually automate maintenance scheduling and analysis for traction power, rail signals, and trackage.

The staff management sub-system will provide information to do loss-time and labor distribution analysis.

Expenditures:

Tri-Met \$150,000

Revenues:

FY88 Sec. 9	\$120,000
Tri-Met Match	<u>30,000</u>
	\$150,000

II. INFORMATION SYSTEMS PLANNING

C. Maintenance Management Information System Planning

Program Objectives:

1. Design and development of two components of a comprehensive maintenance information system: Right-of-way and staff management.

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 design and development of the Right-of-Way and Staff Management is an extension of the project which seeks to integrate all of the many components of information inherent to a transit maintenance operation.

Although vehicle maintenance will be fully operational for bus and rail after March 1987, two to three months will be used to fine tune the system. Two enhancements to the vehicle sub-system will be addressed: The ability to track non-revenue vehicle repair and inventory, and major components of a bus.

Concurrently, an assessment of manpower and resource requirements for the development of both the right-of-way and staff management is underway. The actual course of design and development will be determined following this assessment.

Products:

1. Completion of manpower and resource requirements for right-of-way and staff management.
2. Non-Revenue Vehicle Tracking: Major activities include the development of repair codes; inventory of non-revenue vehicles; development of preventive maintenance program. The result will be the ability to track non-revenue vehicle history in order to make better informed decisions on vehicle life, and replacement.
3. Major Component Tracking: Major activities include the further development of repair codes for buses which includes the detail necessary for component rebuild; inventory of all major components; development of procedures to track the movement of major components throughout the shop. This is the most ambitious enhancement to the vehicle maintenance and history. The information provided should address areas such as component life and component failure.

4. Site and conceptual design work supporting documentation and local approvals for newly proposed projects.
5. Analysis of complementary facilities to be located at or near transit facilities.
6. Transit revisions to regional and local jurisdictional plan updates.

Expenditures:

Tri-Met \$176,000

Revenues:

OR-90-2007	\$ 11,200
OR-90-2017	60,000
FY88 Sec. 9	69,600
City of Portland	12,800
Tri-Met Match	<u>22,400</u>
	\$176,000

III. PROJECT PLANNING

A. Capital Program Planning

Program Objectives:

1. Coordinate the scheduling, funding, siting and conceptual design of Tri-Met's capital program with other jurisdictions and internally within the agency.
2. Prepare a short-term and long-term capital acquisition program for Tri-Met.
3. Prepare an analysis of transit facility developmental opportunities.
4. Prepare the capital components for the annual update of the TDP and the Strategic Plan.
5. Work with local jurisdictions on proposed transit centers, park-and-ride lots, transit priority measures, TSM measures, road improvements, and transportation plan revisions.

Relation to Previous Work:

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

As in previous years, staff will combine project development work on new and emerging capital project proposals, continue technical participation in ongoing local and regional transportation plan revisions, and maintain a transit presence in the road development/improvement review process.

Staff will also be analyzing the types of complementary facilities that may be accommodated at or near transit facilities.

Products:

1. Annual Tri-Met capital budget.
2. Input to State and Federal capital grant application.
3. Capital component of the TDP and the Strategic Plan.

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

1. The Banfield LRT Project (MAX) began revenue operations on schedule and has exceeded ridership expectations during its initial months of operation. It appears to have been widely accepted by the public.
2. A number of local jurisdiction decision making bodies have passed resolutions strongly recommending that Tri-Met proceed immediately with the Sunset LRT PE/FEIS process.
3. Tri-Met staff have reviewed and updated the work program and budget for the PE/FEIS process.
4. Preliminary discussions have been held with the jurisdictions and UMTA regarding needs and expectations of the PE/FEIS process.
5. Tri-Met has budgeted the PE/FEIS program to begin major work during FY 87-88.

PRODUCTS:

1. Analysis of Tri-Met's cash flow position over the next 15 years as it relates to the feasibility of constructing and operating the Westside Corridor Project.
2. Engineering drawings at 1" = 20' and 1" = 50' of the Sunset 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. Analysis of federal funding opportunities and prospects for Westside Corridor Project.
7. Analysis of state funding opportunities and prospects for Westside Corridor Project including state bonding.

PROJECT PLANNING

C. WESTSIDE CORRIDOR PROJECT

PROGRAM OBJECTIVE

1. Undertake Preliminary Engineering (P.E.) of a Sunset LRT line between Portland and Washington County; calculate construction costs.
2. Prepare an updated operating plan for the Sunset LRT line, indicating which headways, hours and miles, number of vehicles required and operating costs.
3. Prepare a Final Environmental Impact Statement (FEIS), according to current UMTA guidelines, detailing the reasons for choice of this alternative and answers to questions raised in the DEIS process.
4. Prepare Westside Corridor Project financing package for regional review.
5. Continue Westside Corridor Project consensus building process with key public interests.

RELATION TO PREVIOUS WORK:

By July 1, 1983, the Westside Corridor 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. The process over the next two to three years is intended to produce material for review by the participating agencies as adopted in August 1983 including:

1. The Final Environmental Impact Statement.
2. The Sunset LRT Preliminary Design which addresses the environmental concerns and design suboptions raised during local jurisdiction public hearings.
3. A detailed funding and phasing plan which includes commitments from appropriate federal and other agencies to provide new funds for the Sunset LRT.
4. Assessment of actual Banfield LRT operations.
5. A cost-effectiveness analysis based upon the newly prepared data.

IV. SERVICE PLANNING, ANALYSIS AND EVALUATION

A. Service Development Planning

Program Objectives:

1. Maintain ongoing planning activities
2. Improve effectiveness of service

Relation to Previous Work:

This project builds upon previous service planning efforts. It will begin to implement the new Transit Development Plan and will involve more mid-range planning efforts.

Products:

1. Annual Service Plan
2. Quarterly Service Reports

Expenditures:

Tri-Met \$184,000

Revenues:

FY88 Sec. 9	\$147,200
Tri-Met Match	<u>36,800</u>
	\$184,000

8. Analysis of tax benefit-leveraged lease back financing opportunities for Westside Corridor Project.
9. Analysis of vendor financing opportunities for Westside Corridor Project including export tax credits, turnkey operations, etc.
10. Analysis of land donation opportunities for Westside Corridor Project.
11. Analysis of special taxation district opportunities for Westside Corridor Project.
12. Analysis of LRT operating nonprofit (63-20) corporation opportunities for Westside Corridor Project.
13. Continued public involvement.

Expenditures

Tri-Met \$2,464,724

Revenues

OR-90-X011	\$ 917,020
OR-23-9002	365,704
FY'88 Section 9	710,591
Tri-Met	433,409
Other	<u>38,000</u>

\$2,464,724

3. Trip level information for analysis of our existing markets, and our effectiveness in serving those markets.

Expenditures:

Tri-Met \$130,000

Revenue:

OR-90-2017	\$ 64,000
FY88 Sec. 9	40,000
Tri-Met Match	<u>26,000</u>
	\$130,000

IV. SERVICE PLANNING, ANALYSIS, AND EVALUATION

B. Market Segmentation Analysis

Program Objectives:

1. To analyze the trip-making characteristics of existing riders.
2. Develop better patronage estimates for future light rail alignments, and route structures to feed those rail alignments, by analyzing transit trip movements before and after light rail.
3. To recommend to management future route structure alternatives that will improve the productivity of existing service, and provide for expansion into viable transit markets.

Relation to Previous Work:

1. Previous work has focused on collecting information about why people in the region use transit, and the demographics (including zone of residence) of riders and non-riders. Analysis has focused on what markets we are serving effectively, which markets are not fully tapped, and which are not viable transit markets.
2. Some data was collected on trips in the region, regardless of mode of travel. This provides very little transit specific data, since our regional mode split is only 4%. The last on-board origin-destination survey was conducted in 1983, shortly after the grid system was implemented. Since that time there have been substantial service cuts, and the light rail line has entered service. An on-board origin-destination survey is necessary to revise trip level information for transit.
3. Carry-over funds from this grant, FY86-87, will be used to supplement the funds budgeted below.

Products:

1. New origin-destination data for use by Tri-Met and Metro in analyzing the impacts of light rail and service cuts on trip-making behavior.
2. An analysis of when trips are made on Tri-Met, where they are coming from and going to, by whom, and for what purpose. This is critical information for continuing strategic planning efforts, and for future TDP analysis.

5. An automated Inter-agency MBE Directory.
6. An automated MBE contract monitoring system for submittal to UMTA.

Expenditures:

Tri-Met \$ 13,000

Revenues:

FY88 Sec. 9	\$ 10,400
Tri-Met Match	<u>2,600</u>
	\$ 13,000

V. SPECIAL AREA PLANNING

A. Civil Rights Planning

Program Objectives:

1. Complete a thorough analysis of MBE participation in Tri-Met contracts.
2. Identify areas of strength in the program which can be capitalized upon and areas of weakness which can be targeted for special efforts to resolve problems.
3. Develop a procedure to be used in establishing realistic project-specific MBE goals.
4. Revise and update, as necessary, Tri-Met's MBE policy statement.
5. Review and update submission of information relative to minorities in the urbanized area, as required by UMTA Title VI Circular 1160.1.
6. Develop and refine computerized system to maintain certification process.
7. Develop a MBE contract monitoring process.

Relationship to Previous Work:

The updated Title VI report is a required submission. Revising and updating Tri-Met's MBE policy is an ongoing process. The policy requires periodic updating to reflect current regulations and changing local conditions. An Inter-agency Directory of certified DBE/WBE firms has been developed and is currently in use. The computerized system needs to be further refined and maintained. Additionally, a process for monitoring contracts is now required by UMTA. This is a priority project which will require development of new procedures and methods to track MBE expenditures.

Products:

1. A program for improving Tri-Met's overall MBE level of participation in contracted services.
2. An individual project MBE goal-setting process.
3. A revised agency MBE policy statement.
4. An updated Title VI report for submittal to UMTA.

V. SPECIAL AREA PLANNING

D. Fare Policy Planning and Analysis

Program Objectives:

1. To analyze the existing fare structure in terms of our market segments and market potential.
2. To determine a fare structure that is consistent with the long-range strategic objectives of the agency, and that conforms to our target market goals.
3. To recommend to management a fare structure that meets both revenue goals and social benefit goals.
4. To ascertain public acceptance of alternative fare structures (peak/off-peak vs. distance based, etc.).

Relation to Previous Work:

1. Previous work has focused on the analytic tools of fare policy analysis. We now have the tools and ability to forecast revenue and ridership tradeoffs for fare structure alternatives.
2. Some work has occurred that analyzes the policy implications of maintaining Fareless Square and other specifics of the fare structure. The grant would extend that work to include the policy implications of zones fare, peak fares, and other larger fare policy issues, as they relate to Tri-Met.

Products:

1. A document that analyzes the current fare structure and how it came into being.
2. An analysis of the outstanding fare policy issues as they relate to Tri-Met (such as Fareless Square, off-peak discounts, and "round-tripping").
3. A recommended fare structure that is consistent with the strategic plan and five-year Transit Development Plan.
4. An analysis of the community support for alternative fare structures and trade-offs, such as retaining youth discounts or instituting a peak surcharge fare.

Expenditures:

Tri-Met \$ 40,000

Revenues:

FY88 Sec. 9	\$ 32,000
Tri-Met Match	8,000
	<u>\$ 40,000</u>

V. SPECIAL AREA PLANNING

C. Special Needs Transportation Planning

Program Objectives:

1. To plan for improved fixed-route and paratransit services for elderly and disabled persons in the Tri-County area.
2. To coordinate elderly and disabled citizen involvement in planning and managing special transportation services.
3. To review and analyze options for special transportation reporting methods and scheduling systems.
4. To develop plans and timeline for new methods and systems.

Relation to Previous Work:

This is ongoing SNT planning and citizen involvement work which builds upon OR-90-2017.

Products:

1. One citizens Committee on Accessible Transportation (CAT) meeting per month.
2. One yearly CAT report to the Tri-Met Board.
3. Monthly minutes and agendas for the CAT meetings distributed to over 200 interested citizens and groups.
4. Staff review and followup on citizen recommendations for changes in the policies or programs serving the elderly and disabled.
5. Planning for modifications or improvements to existing programs.
6. Plan and timeline for new ride reporting system and scheduling program.

Expenditures:

Tri-Met \$ 72,000

Revenues:

OR-90-2007	\$ 12,000
OR-90-2017	4,000
FY88 Sec. 9	41,600
Tri-Met Match	14,400
	<u>\$ 72,000</u>

VI. LONG-RANGE PLANNING

A. Strategic Planning

Program Objective:

Strategic Planning was initiated by Tri-Met in 1985 to improve executive decision making. For the 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.

Relation to Previous Work:

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 two 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.

Products:

The strategic planning process is designed to produce a series of products including:

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).

V. SPECIAL AREA PLANNING

E. Physical Abilities/Medical Standards Project

Program Objectives:

1. Document the short and long-term physical requirements of the bus operator job.
2. Research tests which effectively simulate major or critical demands and/or link medical examination results to specific job requirements.
3. Develop an efficient framework for the administration of the pre-employment screening program.
4. Recommend physical and/or medical standards which would be indicative of the ability to perform the work with low risk of injury.
5. Validate the developed standards.

Relationship to Previous Work:

Presently, the District utilizes physical qualification requirements, as promulgated by the Department of Transportation, in the medical screening of applicants for the position of bus operator. These standards are minimum standards and do not consider all of the physical demands placed upon an operator in the performance of his/her duties. Due to the high incidence of loss time injuries experienced by the bus operator population, it appears that individuals with inappropriate physical capacity are being hired for this position. However, no guidelines exist to measure the applicant's physical capabilities. It is proposed that a pre-employment screening program be developed for the position of bus operator.

Products:

1. Reduction of costs due to injury, occupational illness, and excessive absences.
2. A mechanism to effectively screen workers which is legally defensible.
3. Compliance with federal and state laws/guidelines pertaining to handicapped discrimination.

Expenditures:

Tri-Met \$ 50,000

Revenues:

FY88 Sec. 9	\$ 40,000
Tri-Met Match	10,000
	<u>\$ 50,000</u>

VI. LONG RANGE PLANNING

B. TDP Annual Update

Program Objectives:

1. To annually revise the TDP and update all technical information and five year plans in light of Tri-Met's strategic planning process.
2. To review the TDP draft document with local jurisdictions prior to the Board's approval.

Relation to Previous Work:

The annual update of Tri-Met's five year plan will rely on the previous year's Board approved document. This annual revision and update process will be a key component of the agency's annual planning cycle.

Products:

1. Five-year operations and capital development plan based upon an analysis of strategic alternatives and financing constraints.
2. A five-year financing plan to accommodate regional transit service and capital needs.

Expenditures:

Tri-Met \$ 33,000

Revenues:

OR-90-2017	\$ 16,000
FY88 Sec. 9	10,400
Tri-Met Match	<u>6,600</u>
	\$ 33,000

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

Expenditures:

Tri-Met \$112,000

Revenues:

FY88 Sec. 9 \$ 89,600
Tri-Met Match 22,400
\$112,000

Program Administration

Program Objectives:

1. Monitor and ensure that Planning's program 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 to UMTA and Metro
4. Initiate requests for any required budget revisions, grant amendments, and UWP amendments.

Relation to Previous Work:

Grants administration is an ongoing process.

Products:

1. Quarterly financial and progress reports.
2. Budget revisions, grant amendments, UWP amendments.

Expenditures:

Tri-Met \$ 6,000

Revenues:

OR-90-2017	\$	2,400
FY88 Sec. 9		2,400
Tri-Met Match		<u>1,200</u>
	\$	6,000

rm/weston/eff.pla

ump83
3/19/87

FY 88 UNIFIED WORK PROGRAM FUNDING SUMMARY

-----federal funding-----

-----CARRYOVER-----

	88 PL/ODOT	88 SEC B	88 E(4)	88 ODOT	88 SEC 9	29-9012 87 E(4)	29-9011 86 E(4)	29-9010 85 E(4)	88-0045 87 SEC 8	90-2017 87 SEC 9	T A EXPAN	90-2007 86 SEC 9	90-X011	23-9002	88 HPR	LOCAL MATCH	TOTAL	
<u>RETRO</u>																		
RTP UPDATE/REFINEMENT	43678	50999		30000													12750	137427
RTP PRIVITIZATION/RETRO		14000							10000								6000	30000
TRI NET					42760					8800		16480					17010	85050
SOUTHEAST CORRIDOR	26432		38525	35000		43000											10469	153426
PHS I ALT ANALYSIS/RETRO			61475				50000	31500									25251	168206
TRI NET										4000							1000	5000
DATA, GROWTH MONITORING	34867	55540		2500	2000				4000								142790	241697
TRAVEL MODEL REFINEMENT	51645	29542			31600												15285	128072
TECHNICAL ASSISTANCE	73590			10000	8000						69999						7510	169099
BANFIELD AFTER/RETRO					38400					30000							17100	85500
TRI NET					32000												8000	40000
TRANS IMPROVE PROGRAM	22000	25741		5000	20000	33000											12259	118000
COORDINATION/MANAGE	42000	47800		5000					5000								13200	113000
																	0	0
																	0	0
<u>RETRO SUBTOTAL</u>	294212	223622	100000	87500	174760	76000	50000	31500	19000	42800	69999	0	0	0	0	0	288604	1474477
ODOT PLANNING ASSIST	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	179500	0	179500
<u>TRI NET</u>																		
EFFICIENCY PLANNING					194160					132800		8000					83740	418700
INFORMATION SYSTEMS PLAN					243800					85000							82200	411000
PROJECT PLANNING					760191					60000		11200	917020	365704			586609	2640724
SERVICE PLAN ANALY/EVAL					211200					40000							62800	314000
SPECIAL AREA PLANNING					124000					4000		12000					35000	175000
LONG RANGE PLANNING					100000					15000							29000	145000
PROGRAM ADMINISTRATION					7400					2400		0					1200	6000
<u>Tri-Net SUBTOTAL</u>	0	0	0	0	1655751	0	0	0	0	340200	0	31200	917020	365704	0	800549	4110424	
<u>GRAND TOTAL</u>	294212	223622	100000	87500	1830511	76000	50000	31500	19000	383000	69999	31200	917020	365704	179500	1089153	5744461	

Note: PL/ODOT is \$249,856 comprised
of \$222,522 (89.06%) federal share
and \$27,334 (10.94%) ODOT match
and \$44,356 FY86 carryover

WASHINGTON PORTION

The coordination of planning includes local and state officials in both Oregon and Washington. Informal coordination occurs at the staff level through involvement on advisory committees (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 through the following:

1. The organizational and procedural arrangement for coordinating activities such as procedures for joint reviews of projected activities and policies, information exchange, etc.
2. Cooperative arrangements for sharing planning resources (funds, personnel, facilities, and services).
3. Agreed upon base data, statistics, and projections (social, economic, demographic) on the basis of which planning in the area will proceed.

Consolidated Transportation Advisory Committee Members

Keith Ahola	WSDOT
Ron Anderson	City of Camas Public Works
Andy Cotugno	METRO
Dick Gorini	Port of Vancouver
Murl Jones	Clark County Public Works
Fred Lehman	Citizen
Don MacFadden	City of Washougal Public Works
Gil Mallery	Intergovernmental Resource Center
Frank DeShirlia	City of Battle Ground
George Montoya	C-TRAN
Thayer Rorabaugh	City of Vancouver Public Works
Linda Hassa	C-VAN
Kathleen Howell	ODOT
Sheldon Tyler	Port of Camas-Washougal

INTRODUCTION: FISCAL YEAR 1987 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 all transportation-related planning activities anticipated within the next year. The planning activities described are related to several modes of transportation, including activities which are considered significant 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 and for reducing duplication of planning efforts.

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 (WSDOT), Dial-a-Ride, Port of Vancouver, Port of Camas-Washougal and the Public Works Departments of Clark County, Cities of Vancouver, Camas, Washougal, 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 will serve as the planning document that provides the guidelines for improving transit service over the next five years. C-TRAN also develops a listing of projects to be included in the TIP.

WSDOT and the Public Works Departments of Clark County and the City of Vancouver perform project planning for the highway and street systems related to their respective jurisdictions. This project planning is included in the TIP. WSDOT is also responsible for preparing a State Transportation Plan.

II. ONGOING PLAN REFINEMENT AND DATA MANAGEMENT

A. Regional Transportation Model Calibration Maintenance and Refinement

The micro-computer based regional transportation model requires both maintenance and modification to facilitate its most effective use. The model is used as a travel forecasting tool to estimate and analyze future transportation needs required to serve population and employment growth.

Work Element Objectives

1. Maintain and update the regional model to include: network changes, land use changes, and a refinement of model inputs/outputs.
2. Modify the regional model structure to incorporate the interurban macro-sketch model relationships and the improved external trip data.

Relationship to Other Work Elements

This element advances work toward the refinement of a regional transportation model which is the underlying tool for long-range transportation planning.

Products

1. Up-to-date travel forecasting model.
2. Refined inventory of existing transportation facilities.
3. Interurban macro-sketch model relationships and improved external trips.
4. Report documenting travel forecasting assumptions.

Expenses

IRC	<u>\$14,000</u>
Total	\$14,000

Revenues

FY88 PL	\$ 6,000
Local	<u>8,000</u>
Total	\$14,000

I. REGIONAL TRANSPORTATION PLAN

A. RTP Update

The Regional Transportation Plan is the principal transportation planning document. Its goals, objectives, and policies help to guide the work of agencies throughout Clark County that are involved in transportation planning and programming of projects. Federal transportation funding for individual projects is dependent upon their consistency with the RTP.

The FY87 UWP included a work element that completed a Draft RTP Update. The FY88 UWP provides the resources necessary to guide the draft document through a comprehensive review and adoption process.

Work Element Objectives

1. Review the draft RTP with jurisdictions, agencies, and interested individuals through a series of public meetings.
2. Adopt a process for reviewing local comprehensive plans for consistency with the RTP.
3. Adopt a process for amending the RTP as may be required by comprehensive plan updates.
4. Adopt the RTP Update.
5. Review the State Transportation Plan for consistency with the RTP and provide WSDOT with a RTP summary that can be incorporated into the next State Transportation Plan.

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 the corner stone of the UPWP and 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

IRC	\$31,000
Total	\$31,000

Revenues

FY88 PL	\$ 8,000
FY88 Sec. 8	6,000
Local	<u>17,000</u>
Total	\$31,000

II. ONGOING PLAN REFINEMENT AND DATA MANAGEMENT

C. Traffic Count Program

The traffic count program will be continued in FY88. The program will refine the count locations and data input process. The program will also include the development of a traffic count factoring method for standardizing raw counts.

Work Element Objectives

1. Maintain a comprehensive, continuing, and coordinated traffic count program.
2. Develop a raw count factoring methodology.
3. Develop an improved traffic count mapping system.

Relationship to Other Work Elements

The traffic count program is an ongoing data activity and critical to understanding current travel patterns. The program also provides important information for checking future year travel patterns. Information from this element will also be used to compute vehicle miles traveled (VMT) for state or federal HPMS studies.

Products

1. Standardized and factored traffic count data for the county-wide network of arterials, highways, and freeways.
2. Traffic Count Program report and map.

Expenses

IRC	<u>\$19,000</u>
Total	\$19,000

Revenues

FY88 PL	\$10,000
Local	<u>9,000</u>
Total	\$19,000

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

IRC	\$12,840
Professional Services	<u>\$10,000</u>
Total	\$22,840

Revenues

FY88 Sec. 8	\$ 8,280
Local	4,560
FY87 Sec. 9 (C-TRAN)	8,000
Local (C-TRAN)	<u>2,000</u>
Total	\$22,840

II. ONGOING PLAN REFINEMENT AND DATA MANAGEMENT

E. Computer Operations

Computer maintenance and application problems will 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, an analysis 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.

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

IRC	<u>\$12,400</u>
Total	\$12,400

Revenues

FY88 PL.	\$ 4,400
Local	<u>8,000</u>
Total	\$12,400

II. ONGOING PLAN REFINEMENT AND DATA MANAGEMENT

D. Data Management and Transportation Mapping

This element includes the development of an updated county-wide transportation fact book composed of travel data and of travel related demographic, employment, and land use information for 1986 and 2010 by TAZ. Continued analysis, monitoring, and reporting of transit ridership data. Digitization of travel network for model traffic assignments.

Work Element Objectives

1. Maintain an up-to-date transportation data base and map file for transportation planning and regional modeling.
2. Develop an updated Clark County Transportation Fact Book.
3. Develop transportation study maps utilizing a GIS mapping system.

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. Current and forecast year transportation data manual.
2. Monthly transit ridership data.
3. Digitized travel network for Travel Model traffic assignments.

Expenses

IRC	<u>\$18,000</u>
Total	\$18,000

Revenues

FY88 PL	\$ 6,000
FY88 Sec. 8	4,000
Local	<u>8,000</u>
Total	\$18,000

III. TRANSPORTATION PROGRAM MANAGEMENT

B. Privatization

UMTA has adopted a policy to promote the participation of private sector organizations in the provision of public transportation services. IRC has adopted a policy to promote the early involvement of private transit operators into the transportation planning process. IRC and C-TRAN will jointly continue to implement the competitive development process developed in FY87.

Work Element Objectives and Procedures

1. Provide an update on the private sector process to include description of private sector involvement in the development of specific projects.
2. Describe the private sector proposals that were received and how they were evaluated.
3. Describe current impediments to competition and what measures were taken to remove the impediments.
4. Describe and discuss the status of any private sector complaints.

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. A report that documents the private participatory process and that documents the application of the process to specific transit project proposals.

Expenses

IRC	\$ 7,000
Total	\$ 7,000

Revenues

FY88 Sec. 8	\$ 5,000
Local	<u>2,000</u>
Total	\$ 7,000

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 (CTAC and IRC), 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, and address DBE/WBE requirements.
4. Participate in key transportation seminars and training.

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.

Expenses

IRC	<u>\$36,000</u>
Total	\$36,000

Revenues

FY88 PL	\$12,000
FY88 Sec. 8	12,000
Local	<u>12,000</u>
Total	\$36,000

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

IRC	\$ 8,000
Total	\$ 8,000

Revenues

FY88 PL	\$ 3,000
FY88 Sec. 8	3,000
Local	<u>2,000</u>
Total	\$ 8,000

III. TRANSPORTATION PROGRAM MANAGEMENT

C. Transportation Forum, Seminar, and MPO Bulletin

Work Element Objectives and Procedures

1. 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, the selection of participants, and the local coordination.
2. 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.

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 on regional policy and technical issues.
2. Public information on issues and activities affecting Clark County and the Portland area.
3. Publication and distribution of three issues of the MPO Bulletin.

Expenses

IRC	<u>\$14,000</u>
Total	\$14,000

Revenues

FY88 PL	\$ 4,000
FY88 Sec. 8	4,000
Local	<u>6,000</u>
Total	\$14,000

IV. CONTRACT ACTIVITIES

B. SR-501 Corridor Planning Study

Currently the SR-501 facility ends on the west side of Vancouver Lake; however, for years there has been a proposed alignment that would extend the facility to the North. The purpose of this study is to analyze a wide range of options for connecting SR-501 to I-5 and to recommend the preferred option.

Work Element Objectives

1. Identify current problems in relation to SR-501 and its connection to I-5.
2. Explain the history and intent associated with the currently proposed alignment to Ridgefield.
3. Develop travel demand estimates for the proposed SR-501 alignments that result from future year land use plans.
4. Review proposed solutions with local jurisdictions and make SR-501 corridor recommendations to WSDOT.

Relationship to Other Work Elements

This work element is a contract with WSDOT. The study will interrelate the transportation improvements identified to the regional transportation system recommended in the RTP. The final report is scheduled to be completed in November of 1987.

Products

1. A technical planning document for WSDOT that analyzes current and future transportation problems and identifies needed improvements in regard to the SR-501 corridor and its connection to I-5.
2. A public review process that incorporates the input of all affected jurisdictions and explains study findings.

Expenses

IRC	<u>\$30,000</u>
Total	\$30,000

Revenue

WSDOT	<u>\$30,000</u>
Total	\$30,000

IV. CONTRACT ACTIVITIES

A. I-5 North Study

The increasing safety and capacity problems at I-5 and 179th Street are creating undesirable conditions for the auto driver and for the surrounding economic development. This interchange has problems (accidents, capacity, geometry), and is carrying increasing traffic volumes which are overburdening the interchange during peak periods. The interchange provides access to the south for the rapidly growing area of Battle Ground and it may not be capable of handling future year traffic levels.

The study will examine potential solutions to mitigate future traffic problems in this area. These solutions will be responsive to environmental, social and fiscal concerns.

Work Element Objectives

1. Identify, quantify and analyze reasons for current safety and capacity problems on I-5 in the vicinity of 179th Street and on adjacent arterials including 10th Avenue, 29th Avenue, 219th Street, etc.
2. Estimate future traffic volumes that result from Year 2010 development of the comprehensive land use plans.
3. Identify capacity deficiencies on study area freeway and arterial street systems.
4. Identify alternative solution strategies to mitigate future circulation problems.

Relationship to Other Work Elements

This work element is a contract activity with WSDOT. The study will interrelate the transportation improvements identified for the I-5 North Corridor to the regional transportation system recommended in the RTP. The final report is scheduled to be completed in October of 1987.

Products

1. A technical planning document for WSDOT that analyzes current and future transportation problems and identifies needed improvements in the I-5 North Corridor.
2. A public review process that incorporates the input of all affected jurisdictions and explains study findings.

Expenses

IRC	<u>\$19,000</u>
Total	\$19,000

Revenues

WSDOT	<u>\$19,000</u>
Total	\$19,000

IV. CONTRACT ACTIVITIES

C. Metropolitan Area Macro-Model Development, Calibration and Forecast

During FY86 IRC developed and calibrated a micro-computer model capable of forecasting trips produced in Clark County and attracted to Clark County and/or Oregon. The Oregon produced travel that was attracted to Clark County was to be inserted into the Clark County model from Metro's region-wide travel forecasting model. However, during the process of developing the Clark County model, it was realized that the accuracy and flexibility of the Clark County model could be greatly improved by developing a macro-model that would input the Oregon produced travel directly into the Clark County model.

Work Element Objectives

1. Develop and calibrate a metropolitan area sketch macro-model that will provide input (primarily the Oregon to Washington travel) to the more detailed Clark County model.

Relationship to Other Work Elements

This element improves the reliability, compatability, flexibility and consistency of the Clark County travel forecasting model.

Products

A sketch-level macro-travel forecasting model that would provide direct input into the Clark County Model on the Oregon to Washington travel.

Expenses

IRC	\$ <u>3,000</u>
Total	\$ 3,000

Revenue

Other	\$ <u>3,000</u>
Total	\$ 3,000

IV. CONTRACT ACTIVITIES

E. Regional Cordon Origin/Destination Survey

A key component in forecasting future travel in Clark County is quantifying the number of trips which originate and/or are destined to points outside of Clark County. An extensive roadside survey was last conducted in 1960 by the Portland-Vancouver Metropolitan Transportation Study Commission. This element would update this information by surveying the travel characteristics of a sample of vehicles entering and exiting Clark County.

Work Element Objectives

1. Collect vehicle data on all major highways entering Clark County. This data would include gathering license plate numbers of a statistically reliable sample of vehicles to reflect a typical weekday's travel pattern. Observed data would include: a) total number of passing vehicles, b) number of commercial trucks, c) state of registration, and d) license number.
2. Obtain names and addresses for those registered vehicles from the respective State Departments of Motor Vehicles.
3. Mail out questionnaire querying the driver about the following data for his trip that day: a) origin, b) destination, c) trip purpose, and d) vehicle occupancy.
4. Analyze survey results for major travel movements in the metropolitan area.

Relationship to Other Work Elements

This element will provide valuable information primarily for the calibration of the regional forecasting model. In addition, the data would supplement the traffic count program

Products

1. Report summarizing the cordon survey results, detailing a profile of travelers entering and exiting Clark County.
2. Observed trip tables to represent external trips into/out of Clark County to be used as inputs to the regional forecasting model.

Expenses

IRC	\$28,500
Total	\$28,500

Revenue

HPR	\$25,000
Local	<u>3,500</u>
Total	\$28,500

V. SUMMARY OF EXPENDITURES AND REVENUES

FY88 UNIFIED WORK PROGRAM

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

	<u>Base MPO Activities</u>				<u>Special MPO Contracts</u>		<u>TOTAL</u>
	<u>FY88 PL</u>	<u>FY88 UMTA</u>	<u>FY87 SECTION 9</u>	<u>IRC LOCAL</u>	<u>WSDOT</u>	<u>OTHER</u>	<u>(\$000's)</u>
I. REGIONAL TRANSPORTATION PLAN							
A. RTP Update	8.0	6.0		17.0			31.0
II. ONGOING PLAN REFINEMENT AND DATA MANAGEMENT							
A. Regional Transportation and Model Maintenance and Refinement	6.0			8.0			14.0
B. Transit Survey		8.28	10.0 ¹	4.56			22.84
C. Traffic County Program	10.0			9.0			19.0
D. Data Management and Transportation Mapping	6.0	4.0		8.0			18.0
E. Computer Operations	4.4			8.0			12.4
III. TRANSPORTATION PROGRAM MANAGEMENT							
A. Coordination and Management	12.0	12.0		12.0			36.0
B. Private Enterprise Participation in the Transportation Planning Process		5.0		2.0			7.0
C. Transportation Forum, Seminar, and MPO Bulletin	4.0	4.0		6.0			14.0
D. Unified Work Program (UWP) and Transportation Improvement Program (TIP)	3.0	3.0		2.0			8.0
SUBTOTAL	53.4	42.28	10.0¹	76.56			182.24
VI. CONTRACT ACTIVITIES							
A. I-5 North Study					19.0		19.0
B. SR-501 Study					30.0		30.0
C. Macro Model Development					3.0		3.0
D. SR-500*						25.0	25.0
E. Cordon Survey*						25.0	25.0
F. Transit Technical Assistance*						5.0	5.0
G. Clark County Public Works Technical Assistance*						20.0	20.0
GRAND TOTAL	53.4	42.28	10.0¹	76.56	32.0	95.0	309.24

*Potential contracts, the amount to be determined.

NOTE: ¹Includes C-TRAN's local match.

V-SUMMARY

Metro Council
April 23, 1987
Page 11

Presiding Officer Waker commended members of the Budget Advisory Committee for their work and noted Committee member Ron Hohnstein was in attendance. Councilor Kirkpatrick, Committee Chair, said Mr. Hohnstein had served the Committee well because of his careful preparation.

The Council discussed the nature of the April 30 work session. It was determined the Council would be taking action at the meeting to amend the budget. Their final action to approve the entire budget would be taken at the May 7 meeting.

Executive Officer Cusma noted that she had provided the Council with a written response to Councilor Administrator Don Carlson's budget questions related to the Executive Management Department.

Presiding Officer Waker opened the public hearing.

Estle Harlan, 2202 S.E. Lake Road, Milwaukie, representing the Tri-County Council, distributed written testimony to the Council which she read. She was concerned that \$20,000 of the Solid Waste budget had been allocated for an "economic analysis of waste collection" (Management & Administration Program, Contract Services line item). Ms. Harlan questioned the need for the expenditure when Metro had no responsibility for collection of solid waste.

There being no further testimony, the hearing was closed.

The Presiding Officer reported that Resolution No. 87-745 would be considered for adoption at the May 7 Council meeting.

10.2 Consideration of Resolution No. 87-754, for the Purpose of Approving the FY 1988 Unified Work Program (UWP); and Consideration of Resolution No. 87-755, for the Purpose of Certifying that the Portland Metropolitan Area is in Compliance with Federal Transportation Planning Requirement

Andy Cotugno, Transportation Director, explained Resolution No. 87-754 would approve the UWP which contained the transportation planning work program for FY 1988 and would authorize the submittal of grant applications to the appropriate funding agencies. The Transportation Policy Alternative Committee (TPAC) and the Joint Policy Advisory Committee on Transportation (JPACT) had reviewed the UWP and recommended adoption of Resolution No. 87-754. Both committees had recommended adoption of Resolution No. 87-755 as well. Mr. Cotugno explained that grants identified in the proposed FY 1988 budget were also identified in the FY 1988 UWP.

Councilor Ragsdale asked about the status of air quality in the region. Mr. Cotugno responded the region was now in compliance with

federal standards although some concern had been expressed about whether the region could remain in compliance with those standards. He explained problems would result when most cars on the road were of the low ommission type. After that point, any increase in vehicle volume could diminish air quality.

Motion: Councilor Van Bergen moved Resolution No. 87-754 be adopted and Councilor DeJardin seconded the motion.

Vote: A vote on the motion resulted in all ten Councilors present voting aye. Councilors Collier and Hansen were absent.

The motion carried and Resolution No. 87-754 was adopted.

Motion: Councilor Van Bergen moved Resolution No. 87-755 be adopted and Councilor Ragsdale seconded the motion.

Vote: A vote on the motion resulted in all ten Councilors present voting aye. Councilors Collier and Hansen were absent.

The motion carried and Resolution No. 87-755 was adopted.

10.3 Consideration of Resolution No. 87-757, for the Purpose of Adding a New Analyst 3 Position to the Solid Waste Department

Jennifer Sims, Management Services Director, reviewed staff's written report. She reported the position would be needed to implement Metro's recently adopted Solid Waste Functional Plan.

Councilor Van Bergen asked if the Resolution had been reviewed by the Council's Solid Waste Committee. Councilor Gardner, Committee Chair, explained the Committee had not reviewed the Resolution but he supported staff's recommendation.

Motion: Councilor Ragsdale moved to adopt Resolution No. 87-757 and Councilor Kelley seconded the motion.

Vote: A vote on the motion resulted in all ten Councilors present voting aye. Councilor Collier and Hansen were absent.

The motion carried and Resolution No. 87-757 was adopted.

11. COMMITTEE REPORTS

Councilor Ragsdale reported the Convention Center Project architects would brief the Council on the project design process at the May 14 Council meeting.