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

FOR THE PURPOSE OF CERTIFYING THAT THE PORTLAND METROPOLITAN AREA IS IN COMPLIANCE WITH FEDERAL TRANSPORTATION PLANNING REQUIREMENTS	RESOLUTION NO. 91-1408 Introduced by David Knowles, Chair, Joint Policy Advisory Committee on Transportation

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

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

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

BE IT RESOLVED,

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

ADOPTED by the Council of the Metropolitan Service District this 28th day of March, 1991.

Tanya Collier, Presiding Officer

APPROVED by the Oregon Department of Transportation State Highway Engineer this 25th day of April, 1991.

for State Highway Engineer

91-1408.RES

EXHIBIT A

Metropolitan Service District
Self-Certification

1. Metropolitan Planning Organization Designation

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

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

2. Agreements

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

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

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

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

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

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

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

3. Geographic Scope

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

4. Transportation Plan

The Regional Transportation Plan (RTP) was adopted on July 1, 1982. The document had one housekeeping update in 1984 and a major update in 1989. A second major update is scheduled for 1991-92 and is included in the FY 92 work program. A rigorous review process was followed which allowed for extensive citizen and technical comment. The short-range Transit Development Plan (TDP), the detailed transit operations plan for the region, was completely revised and adopted by the Tri-Met board in January 1988.

5. Transportation Improvement Program

The FY 1991 Transportation Improvement Program (TIP), adopted in September 1990, is amended continuously throughout the year. Future amendments will include authorization of FY 1991 Interstate Transfer funds and Federal-Aid Urban funds; updates of the Section 3 Letter-of-Intent Program, the Section 9 Capital Program and incorporation of the state Six-Year Highway Improvement program.

6. Issues of Interstate Significance

Considerable interest was generated in the bi-state study proposed by the Washington State Legislature. The adopted JPACT position paper established the terms of those issues. A comprehensive study is underway as reflected in this work program. This study should be completed by late summer, 1991.

7. Public Involvement

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

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

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

The Southeast Corridor Study involved not only its own citizens committee but neighborhood associations, business groups and community groups. Final recommendations were approved by the concerned interest groups as well as the involved jurisdictions. Second phase of this study will begin in the fall of 1991 and include a similar public involvement program.

The Northwest Subarea Transportation Study includes a Citizen Advisory Committee comprised of neighborhoods, community, and business groups. Additional public comment is and will be provided through general public meetings and through the approval process of study recommendations, (Metro Council and local jurisdictions).

8. Air Quality

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

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New federal clean air regulations will require major efforts from all metropolitan area jurisdictions. A Unified Work Program amendment will be required when the full scope of work is defined.

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

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ACC:mk
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TRANSPORTATION AND PLANNING COMMITTEE REPORT

RESOLUTION NO. 91-1408, CERTIFYING THAT THE PORTLAND METROPOLITAN AREA IS IN COMPLIANCE WITH FEDERAL TRANSPORTATION PLANNING REQUIREMENTS

Date: March 13, 1991 Presented by: Councilor McClain

COMMITTEE RECOMMENDATION: At the March 12, 1991 Transportation and Planning Committee meeting, members present -- Councilors Devlin, Gardner, Van Bergen and myself -- voted unanimously to recommend the Council adopt Resolution No. 91-1408. Councilor Bauer was excused.

COMMITTEE DISCUSSION/ISSUES: Transportation Planning Supervisor Mike Hoglund presented the resolution concurrently with Resolution No. 91-1407, approving the Unified Work Program for 1992. Resolution No. 91-1408 certifies Metro's transportation planning process complies with all federal requirements. This self-certification process occurs each year when the Unified Work Program is also presented for approval.

The Committee did not have any questions or comments on this item.

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STAFF REPORT

CONSIDERATION OF RESOLUTION NO. 91-1407 FOR THE PURPOSE OF APPROVING THE FY 1992 UNIFIED WORK PROGRAM (UWP) AND RESOLUTION NO. 91-1408 CERTIFYING THAT THE PORTLAND METROPOLITAN AREA IS IN COMPLIANCE WITH FEDERAL TRANSPORTATION PLANNING REQUIREMENTS

Date: March 14, 1991 Presented by: Andrew Cotugno

PROPOSED ACTION

This resolution would: 1) approve the Unified Work Program (UWP) containing the transportation planning work program for FY 1992; 2) authorize the submittal of grant applications to the appropriate funding agencies; and 3) certify that the Portland metropolitan area is in compliance with federal transportation planning requirements.

TPAC has reviewed the Unified Work Program and certification requirements and recommends approval of Resolutions 91-1407 and 91-1408. JPACT modified the resolution and authorized an additional $30,000 of FAU funds to support the work program activities, with a stipulation that these incremental FAU funds be the last funds spent.

FACTUAL BACKGROUND AND ANALYSIS

The FY 1992 UWP describes the transportation planning activities to be carried out in the Portland-Vancouver metropolitan region during the fiscal year beginning July 1, 1991. Included in the document are federally-funded studies to be conducted by Metro, Intergovernmental Resource Center of Clark County (IRC), Tri-Met, the Oregon Department of Transportation (ODOT), the City of Portland, and local jurisdictions. This UWP represents the start of several new program priorities as well as maintaining the level of effort for programs currently underway. New projects will include heavy emphasis on the Clean Air Act, Demand Management and Urban Growth Management. Major commitments continue to the Westside Corridor project and Hillsboro DEIS, and the I-205/Milwaukie Alternatives Analysis and High Capacity Transit studies. Also of major priority is the Regional Transportation Plan major update and the Southeast Corridor Study.

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

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

Approval will mean that grants can be submitted and contracts executed so work can commence on July 1, 1991 in accordance with established Metro priorities.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends approval of Resolutions No. 91-1407 and 91-1408.

FY' 92 Unified Work Program

Transportation Planning in the
Portland-Vancouver Metropolitan area

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

March 1991

METRO

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OREGON PORTION

RTP UPDATE/MAINTENANCE

PROGRAM DESCRIPTION

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

RELATION TO PREVIOUS WORK

This program is an ongoing activity consistent with past budget levels. Similar maintenance and update tasks will also be required in future budget years. The RTP satisfies Metro's federal and state planning obligations and is a required task in both cases. Therefore, this is a high priority project.

OBJECTIVES

This program involves the following major elements:

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

   1. The recommendations of the Oregon Roads Finance Study for the distribution of revenues;

   2. ODOT's Oregon Transportation Plan, especially related to transit needs and financing;

   3. Tri-Met's Five-Year Transit Development Plan, especially related to changes in RTP transit service standards, needs and financing recommendations;

   4. ODOT's plan for arterial corridor studies intended to identify improvements on key urban arterials;

   5. Congestion and Demand Management Plans as proposed or required by the new Surface Transportation Act;

   6. Changes to local jurisdictional and agency transportation plans, programs, and policies; and

7. Compliance with LCDC Goal 12 requirements.

This RTP Update will be carried out consistent with adopted local comprehensive plans and Metro's Regional Urban Growth Goals and Objectives. A future update will be required to incorporate conclusions from the evaluation of alternative land use and transportation scenarios as part of Metro's urban growth management program.

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

C. Assist Multnomah County, Clackamas County and Washington County in evaluating consistency of the I-84/U.S. 26 Connector (Mt. Hood Parkway), Sunrise Corridor and Western Bypass with land use goals.

D. Assist ODOT and LCDC in defining state administrative rules for transportation planning and decision-making consistent with state land use law and assist in the implementation of adopted rules as necessary.

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

F. Assist Tri-Met in establishing program and policies to ensure private enterprise participation in planning and provision of mass transit service.

G. Continuation of Suburban Transit Study which calls for contracted service to serve developing areas, continue to identify transit markets and types of service areas appropriate for implementation by private sector.

The aspect of this program dealing with ODOT and LCDC to define and implement transportation planning administrative rules is important to clarify the state legal requirements affecting transportation projects. This has become a critical issue in light of a number of LUBA challenges on projects due to the existing lack of clarity. DLCD is the lead agency and will be responsible for adopting any administrative rules. ODOT is playing a strong support role. Metro will be responsible for implementing rule requirements as they pertain to the RTP and for assisting with implementation of the rule by local jurisdictions and transportation agencies.

EXPENSES		REVENUES	
Personal Services:	$ 82,656	FY 92 PL/ODOT:	$ 37,668
Materials and Services:	2,500	FY 92 Section 8:	38,066
Computer (M&S)	14,390	ODOT Supplemental:	52,000
Capital Outlay:	0	FY 91 Section 8:	15,000
Transfers:	51,480	Metro Dues:	6,633
Contingency:	4,974	Metro Excise Tax:	6,633
	$156,000		$156,000

RTP PRIVATIZATION

PROGRAM DESCRIPTION

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

OBJECTIVES

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

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

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

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

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

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

EXPENSES		REVENUES	
Personal Services:	$30,000	FY 89 Sec. 9	$15,000
Materials and Services:	0	FY 88 Sec. 8	9,000
	$30,000	Metro Match	6,000
			$30,000

BI-STATE STUDY

PROGRAM DESCRIPTION

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

RELATION TO PREVIOUS WORK

This joint Metro/IRC work program was adopted in FY 89-90 and the work initiated. The work will be completed by early FY 91-92. The overall conclusion will result in refinements to the Metro and/or IRC Regional Transportation Plan and assist in the determination of whether or not and when to proceed to Alternatives Analysis/Draft EIS studies for LRT in the I-5 or I-205 corridors into Clark County and which alternatives should be considered further.

OBJECTIVES

The objectives and products listed below are those that were jointly agreed upon by Metro's JPACT Committee and IRC's Transportation Policy Committee. Both committees have adopted a formal amendment to each agency's (IRC and Metro) Transportation Unified Work Program that incorporated these objectives and products.

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

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

3. Update and refine the travel forecasting models.

4. Develop a methodology for assessing the impacts of bi-state accessibility on economic development to the region as a whole, to the Clark County region, and to the Portland region. This methodology will be provided to the land use planning jurisdictions for consideration.

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

6. Incorporate LRT ridership data and cost data as available.

7. Work with local jurisdictions to examine alternative LRT options including a King Boulevard alternative and LRT extensions in Clark County -- funded by City of Portland.

PRODUCTS/MILESTONES

Develop a report in the Fall 1992 documenting the analysis and findings of the Bi-State Transportation Study to include the following:

1. Existing bi-state travel and capacity needs.

2. Identification of TSM strategies for immediate implementation.

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

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

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

6. Development of a regional economic relationship model.

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

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

B. If bi-state travel needs are not fully met, delineation of the magnitude and character of unmet needs to enable determination of whether to proceed with additional studies of new transportation improvements (such as a third bridge).

C. Assist in the determination of whether LRT is sufficiently promising to initiate an Alternatives Analysis/DEIS under the federal funding process.

D. Whether transportation improvements have a significant effect on the locational decisions for housing and jobs; and whether changes in current locational factors (property taxes; land supply, accessibility, etc.) will alter location decisions and, alternately, regional travel patterns.

This is a high priority program consistent with a joint Metro/Clark County Agreement on how to address bi-state transportation issues. The overall program budget is estimated to be $611,000 comprised of Metro, Clark County IRC, Portland and consultant tasks. The portion that is Metro's responsibility is reflected in the Metro budget. Funding for Metro's tasks is through a combination of ongoing transportation grants plus contractual services to Clark County to assist in evaluating LRT extensions in Clark County. The majority of work was completed in FY 90-91. Work completed in FY 91-92 will include

completion, review, and adoption, as necessary, of a final recommendations report.

EXPENSES		REVENUES	
Personal Services:	$ 5,042	FY 92 Section 8:	$ 4,234
Materials and Services:	0	ODOT Supplemental:	4,708
Computer (M&S)	1,308	Metro Dues:	529
Capital Outlay:	0	Metro Excise Tax:	529
Transfers:	2,418		$10,000
Contingency:	1,231		
	$10,000		

NORTHWEST SUBAREA STUDY (CORNELL/BARNES-BURNSIDE)

PROGRAM DESCRIPTION

The Northwest Subarea (formerly Cornell/Barnes-Burnside) Study will address problems related to existing (1988) and forecast (2010) traffic movements between Washington County and the City of Portland. The study will focus on east-west traffic in the Cornell/Barnes-Burnside corridor, but will also examine north-south travel patterns and the relationship of study area traffic to the Sunset Highway. The study will measure through traffic impacts in the study area and identify an acceptable threshold level for through traffic.

The study will examine alternatives for transportation system improvements within the study area to facilitate travel. The study will focus on arterial/collector and transit-related options. Study results will be used to amend, if necessary, local transportation plans, the Regional Transportation Plan, and the State Six-Year Transportation Improvement Program to provide for a program of improvements designed to address identified study issues. The study was initiated in FY 1990-91. The majority of FY 1991-92 work activities will involve the development of final recommendations for review and adoption.

RELATION TO PREVIOUS WORK

The study was started in FY 90-91. As a result, it is a high priority for continuing and completing in FY 91-92. The recommendation report should be complete by the first or second quarter of the fiscal year. Future budget impacts will be limited to possible RTP amendments and assistance to implementing agencies.

OBJECTIVES

This study will evaluate the adequacy of the regional highway system (Sunset), the arterial/collector network, and available and planned public transportation to meet the travel needs within a study area located generally north of the Sunset Highway between northwest Portland and Saltzman Road. Evaluation of adequacy will include both the carrying capacity of various facilities and their functional classification based on regional/local policy. The study will also determine the feasibility and effectiveness of new or expanded transportation facilities and services in and adjacent to the study area with the objective of reducing through traffic.

Tasks include:

- Formulate technical and citizen advisory committees.
- Prepare a background report containing information regarding study issues; historical traffic counts and accidents; existing land use and transportation policy within the study area; an

overview of existing transportation facilities; and a summary of programmed (RTP, Six-Year Program, and local plan) improvements.

- Define a subarea study model and update 1988 and 2010 travel forecasts accordingly.

- Evaluate and define existing travel needs within the study area and determine transportation system deficiencies based on travel forecasts; define "through traffic" and measure within study area; identify a threshold level of through traffic (policy decision with TPAC review).

- Prepare technical memorandum detailing results of travel forecasting and through traffic analysis. If through traffic levels are insignificant, return study lead to local jurisdictions. If through traffic levels are determined regionally significant, finish work program with Metro continuing as lead agency.

- Develop and analyze alternatives which address study issues and system deficiencies. The analysis should identify local and regional traffic and circulation impacts, environmental and neighborhood concerns, and policy implications, and cost estimates. Alternatives should examine various levels or combinations of transit service, improvements to the north-south street system and access to the Sunset Highway, urban standard improvements to W. Burnside, and travel restrictions on N.W. Cornell.

- Work with the technical and citizen advisory committees to gain consensus on a preferred alternative.

PRODUCTS/MILESTONES

- A study status report containing relevant information, a policy overview, and a study scope of work; completed FY 90-91.

- A technical memorandum containing 1988 and 2010 travel forecasts and an assessment of through traffic; completed FY 90-91.

- A report describing and evaluating study alternatives; Summer 1991.

- A report documenting study recommendations; Fall 1991.

Major policy matters addressed by this study include the following:

a. The definition of "through traffic" as it relates to the arterial/collector system, including a definition of a threshold or acceptable level of through traffic on various classifications of facilities.

b. Whether travel in the study area will be met by improvements called for in the current RTP, including a Westside LRT, capacity

improvements to the Sunset Highway, and arterial/ collector improvements in Washington County.

c. The apparent policy conflict regarding differences in the functional classification of N.W. Cornell Road between Washington County (Minor Arterial) and the City of Portland (Neighborhood Collector).

EXPENSES		REVENUES	
Personal Services:	$19,932	FY 92 e(4) FHWA:	$23,390
Materials and Services:	0	Metro Dues:	1,805
Computer (M&S)	2,616	Metro Excise Tax:	1,805
Capital Outlay:	0		$33,000
Transfers:	9,120		
Contingency:	1,332		
	$33,000		

SOUTHEAST CORRIDOR STUDY (WILLAMETTE RIVER BRIDGE)

PROGRAM DESCRIPTION

The Sellwood Bridge has 15 to 20 years of useful life remaining. Previous consultant studies have found that construction of a new bridge may be more cost-effective than attempting major repairs at significant expense to this aging structure. This study will examine the need for additional river crossing capacity across the Willamette River and the most practical locations to construct a new bridge. In addition, connections for the Ross Island Bridge to I-5, I-405, Macadam Avenue and downtown Portland will be developed in conjunction with ODOT's I-405 Reconnaissance Study. Ultimately, after an extensive public involvement process, the study will result in the conclusion of whether a new bridge, a reconstructed Sellwood Bridge or adding capacity to the Ross Island Bridge should be added to the RTP together with needed modifications to I-405. This work program will be coordinated with the examination of LRT to Milwaukie.

RELATION TO PREVIOUS WORK

This study is a continuation of a study which began in FY 91. It is a multi-year study which will be completed in FY 92.

OBJECTIVES

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

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

Tasks include:

- Evaluate the role of transit and its ability to serve cross river transportation needs.
- Evaluate the adequacy of existing Willamette River bridge crossings, options for upgrading or replacing existing bridges, and feasible locations of new bridge alternatives.

- Measure the ability of the RTP highway system to handle projected (forecast) traffic demand.

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

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

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

- Determine the impacts of increased bridge capacity on:

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

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

  - The operation of the RTP arterial system.

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

- Coordinate with studies of transportation needs of new development in the South Waterfront area.

- Define system modifications required in the area connecting the Ross Island Bridge to I-5, I-405, Macadam Avenue, downtown Portland and Front Avenue.

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

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

PRODUCTS/MILESTONES

- A report describing the study's overview, scope of work, and assumptions for analysis; Summer 1991.

- A report documenting problems, needs, and possible alternatives; Fall 1991.

- A report evaluating possible alternatives under consideration; Spring 1992.

. A report documenting recommendation; Summer 1992.

This study will be undertaken as a joint project between Metro and ODOT's I-405 Reconnaissance Study.

EXPENSES		REVENUES	
Personal Services:	$132,720	FY 92 PL/ODOT:	$ 38,137
Materials and Services:	0	FY 92 Section 8:	19,990
Computer (M&S)	10,465	FY 92 e(4) FHWA:	26,136
Capital Outlay:	0	ODOT I-405 Recon.:	67,000
Transfers:	59,533	FY 91 HPR:	10,000
Contingency:	7,282	FY 90 HPR:	35,000
	$210,000	Metro Dues:	6,868
		Metro Excise Tax:	6,869
			$210,000

DEMAND MANAGEMENT

PROGRAM DESCRIPTION

In cooperation with Tri-Met, the Department of Environmental Quality, the Oregon Department of Transportation, and local jurisdictions, Metro will act as the lead agency in a comprehensive analysis of demand management techniques applicable in the Portland region. The objectives of demand management are to reduce vehicle miles traveled (VMT) in the region, thereby reducing the demand for transportation capital expenditures, improving air quality, improving neighborhood livability and reducing energy consumption. Appropriate evaluation methodologies will be identified or developed for an alternatives analysis of various demand management techniques. The analysis will lead to recommendations for a demand management implementation strategy for the region which may include amendments to the RTP and to local comprehensive plans and ordinances.

RELATION TO PREVIOUS WORK

The Demand Management Program represents follow up to and expansion of ODOT's demand management/rideshare program initiated in FY 90. The program will be comprehensive and focused on the Portland region. The program's planning, implementation, and monitoring phases will extend beyond FY 91-92.

OBJECTIVES

The Demand Management Program is intended to study the benefits and constraints of a comprehensive and region-wide strategy of demand management activities. The study element would have two major goals:

A. Identify and evaluate various demand management strategies from both a technical and policy level. Evaluation criteria would include reductions in VMT, improvements to air quality, and consistency with land use goals and policies; and

B. Develop a regional demand management program of strategies for the Portland region. The program would include adoption, implementation, enforcement, and evaluation procedures for selected alternative strategies. The program and analysis would supplement and be incorporated into Metro's Urban Growth Management and Regional Transportation Planning efforts.

Major tasks include:

- Identify regional demand management issues and objectives consistent with the study goals.

- Conduct a literature search to identify a comprehensive list of demand management alternatives, both "traditional" (existing) and innovative.

- Develop an evaluation methodology to analyze the list of demand management techniques. The methodology will evaluate the techniques for their ability to achieve study goals for VMT reduction, air quality improvements, etc., and will evaluate other technical, legal, policy, and locational implications. A Benefit/Cost analysis will be used to measure the effectiveness of demand management on capital expenditure requirements.

- Conduct an alternatives analysis of the various demand management techniques using the methodology developed above.

- Prepare a report describing the study alternatives, the results of analysis, and a recommended strategy for demand management in the Portland region.

- Work with local jurisdictions, transportation agencies, and major employers to implement and monitor the demand management strategy.

A technical advisory committee will be convened and include the local jurisdictions and transportation agencies, the DEQ, the EPA, and others. Citizen participation activities will include a steering committee and citizen advisory committees related to issue areas. The program will also be reviewed through TPAC and JPACT.

PRODUCTS/MILESTONES

- A report containing the results of the literature search with information detailing specific demand management practices and techniques.

- An alternatives analysis report.

- A report containing recommendations for implementation of demand management programs in the Portland region.

The project is likely to extend beyond FY 91-92. Funding for the project will come from a combination of federal, state, and local sources. Initiation of this project at this level is subject to receipt of new funding, currently proposed through DEQ and the Clean Air Act. The project is necessary to address the study issues and meet the study objectives, to assist in analysis of LRT in the region, as a prerequisite to the Urban Growth Management Program, and to future updates to the RTP. Federal demand management requirements are likely to be included in the new Surface Transportation Act, scheduled for adoption by September 1991.

This is a preliminary definition of this work element. Further definition to meet the requirements of the Clean Air Act will be submitted as a UWP amendment.

EXPENSES		REVENUES	
Personal Services:	$ 78,610	DEQ:	$ 97,200
Materials and Services:	0	ODOT Supplemental:	12,150
Computer (M&S)	6,541	Metro Excise Tax:	12,150
Capital Outlay:	0		$121,500
Transfers:	35,321		
Contingency:	1,028		
	$121,500		

URBAN GROWTH MANAGEMENT

PROGRAM DESCRIPTION

The Transportation Department will provide support and coordination to the Planning and Development Department on issues related to the Urban Growth Management Study. Coordination will be necessary particularly in the development and subsequent analysis of alternative long-range land use/transportation scenarios.

RELATION TO PREVIOUS WORK

Activities related to Urban Growth Management began in FY 89-90. Major work elements are scheduled beyond FY 91-92.

OBJECTIVES

Planning and Development will complete the Regional Urban Growth Goals and Objectives (RUGGO) phase of their Urban Growth Management program in FY 90-91. In a joint venture, the Land Use Division and the Transportation Department will commence a study of the long term urban form of the region by developing a set of alternative future growth scenarios. Each scenario will tightly link the land use concept with the transportation system required to support that concept to ensure that land use and transportation policies are fully coordinated at the regional level.

The next step involves the collection and analysis of data and the development of land use and transportation alternatives intended to evaluate and eventually implement RUGGO through a series of functional plans. Implementation and the development of the functional plans would occur in out years. FY 91-92 tasks would be related to developing concept level alternatives intended to describe the possible implications of RUGGO. Major tasks for FY 91-92 will include:

- Assist in the development of concept level land use scenarios intended to reflect RUGGO. Included would be economic and demographic analyses intended to identify growth and living trends over the life of RUGGO and an urban design element intended to provide examples of potential RUGGO landscapes.

- Develop criteria for measuring the transportation impacts of the various RUGGO scenarios through an evaluation methodology.

- Identify concept level alternative transportation strategies intended to implement the concept land use scenarios. Include both highway/arterial and transit intensive strategies. Identify potential pedestrian, bicycle, and demand management elements for inclusion in the concept level land use scenarios.

- Conduct sketch level transportation analysis of the concept land use scenarios. Identify system performance and cost; identify major policy issues.

The detailed analysis of proposed land use scenarios would be completed in later years and is dependent upon completion of a number of Transportation and Planning and Development activities. The major products for FY 91-92 would be the completion of a transportation evaluation methodology report to be used for detailed analysis of land use scenarios, and the identification of the scenarios to be reviewed. The program has significant impacts on future year budgets.

The Urban Growth Management program represents the region's periodic review of the urban growth boundary and is mandated by the state.

EXPENSES		REVENUES	
Personal Services:	$ 22,050	FY 92 e(4) FHWA:	$ 29,390
Materials and Services:	250,000	ODOT Supplemental:	62,500
Computer (M&S)	0	Tri-Met:	62,500
Capital Outlay:	0	Metro Dues:	62,500
Transfer:	9,592	Metro Excise Tax:	66,110
Contingency:	1,358		$283,000
	$283,000		

HIGH CAPACITY TRANSIT STUDY

PROGRAM DESCRIPTION

Perform an analysis of the primary high capacity transit corridors identified in the RTP using new 1988 travel forecasting models which take into account the results of the Banfield LRT study. The result of this project will be a reaffirmation or revision of the region's priorities for implementing high capacity transit improvements. Components of this program include developing an evaluation equation to compare corridors, analyzing a "best bus" option in each of the corridors, analyzing light rail operations in downtown Portland, and establishment of a staging plan for each corridor and the associated downtown Portland improvements.

RELATION TO PREVIOUS WORK

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

In the fall of 1987, JPACT evaluated the work which had been completed to that time and determined that the Westside, Milwaukie, and I-205 corridors have the highest priority and should be advanced within a 10-year time frame. Further discussions with UMTA have concluded that the Milwaukie corridor and the I-205 corridor should proceed into a preliminary Alternatives Analysis stage. As a result, there is a separate program for these studies. The Barbur and I-5 corridors were determined to be a lesser priority and recommended to be constructed in a 20-year time frame. The Macadam Corridor need was determined to be beyond the 20-year time frame. These previously identified corridor studies took place over a several year time frame using different horizon years and different travel forecasting models. The corridor analyses will, therefore, be reexamined and updated based on the new 1988 travel forecast model and the newly forecast 2010 land use data.

OBJECTIVES

1. Reassess the primary high capacity corridors identified in the RTP. This assessment will document the performance of the light rail lines as one system, compare them to the "best bus" option, and help determine long term needs in the downtown. All forecasts will be performed with a common model and horizon year, using the 1988 travel forecasting model and new 2010 land use data. The corridors to be considered include I-205, I-5 North, McLoughlin, Barbur and Westside.

2. Analyze the ridership impacts of adding light rail to the Portland transit mall or adjacent streets. Examine feasibility of a subway line in the downtown as an alternative to a surface alignment. Work with Tri-Met and local governments to determine

when such an improvement would be required, in relation to other corridors. Work with Portland to determine land use and development impacts.

3. Develop an overall system financing strategy and staging plan. Determine relative priorities of the corridors based upon their relative cost-effectiveness. This will also involve ensuring compatibility between corridors and their effect on other parts of the High Capacity Transit system. (This task will not commence until the completion of objectives 1 and 2 and may not be initiated in FY 92.)

PRODUCTS/MILESTONES

- Work program and intergovernmental agreements - September 1991.
- Travel demand forecasts - January 1992.
- Downtown summary report and recommendations - June 1992.
- System description and corridor priority ranking - July 1992.
- Financing Plan - December 1992.

EXPENSES		REVENUES	
Personal Services:	$137,526	FY 92 e(4) UMTA:	$ 98,000
Materials and Services:	0	FY 92 Section 9:	35,765
Computer (M&S)	13,082	FY 90 e(4) UMTA:	40,800
Capital Outlay:	0	FY 91 Section 9:	20,000
Transfers:	62,074	Tri-Met:	2,767
Contingency:	20,318	Metro Dues:	22,268
	$233,000	Metro Excise Tax:	13,400
			$233,000

WESTSIDE LRT STATION AREA PROJECT IMPLEMENTATION

PROGRAM DESCRIPTION

To develop appropriate land use plans and implementation strategies for areas around Westside LRT stations, in order to comply with State requirements, to maximize ridership and development potential in the LRT corridor and to ensure proper design integration of the LRT project with surrounding station area development.

RELATION TO PREVIOUS WORK

The Westside Project is currently preparing a Supplemental Draft Environmental Impact Statement that will lead to the selection of a locally preferred alternative. Preliminary Engineering and a Final Environmental Impact Statement will be prepared for the preferred alternative, leading to the signing of a Full-Funding Agreement with the Urban Mass Transportation Administration securing 75 percent of the Westside Project Cost. The Westside Project is seeking to secure one-half of the local share for the project from the Oregon State Legislature.

OBJECTIVES

A coordinated effort between Tri-Met, Metro and the Westside local governments will be organized in FY 91-92 to develop detailed station area development plans in order to maximize the benefits of the LRT investment and integrate the design with station area development. A detailed work program will be developed after execution of the Full-Funding Contract. The project will be initiated concurrent with final design for the Westside project and will be completed before construction is completed.

Objectives for the project include:

- To develop a work program and intergovernmental agreements.
- Develop regional/corridor objectives and standards to coordinate localized station area planning efforts.
- Technical analysis such as ridership forecasts, economic/market studies, and cost-effectiveness analysis.
- To develop and evaluate alternative local station area plans, development and design standards, and zoning ordinances.
- Adoption of station area plans and zoning ordinances.
- Input to final project design.
- To develop an implementation and monitoring program.

PRODUCTS/MILESTONES

- Work program and intergovernmental agreements - February 1992.
- Regional/Corridor objectives and standards - October 1992.
- Technical analysis and alternative plans, development and design standards and zoning developed and evaluated - March 1993.
- Local station area plans, development and design standards and zoning ordinances adopted - FY 93-94.

EXPENSES	REVENUES	
To be determined	Westside Project	$375,000
	Local Match	125,000
		$500,000

HILLSBORO ALTERNATIVES ANALYSIS

PROGRAM DESCRIPTION

Continue to perform an Alternatives Analysis/Draft Environmental Impact Analysis in the Hillsboro Corridor from S.W. 185th Avenue to the Hillsboro Transit Center. Determine what mode of transit would best service the Hillsboro transit market and connect to the Westside light rail. Alternatives being considered include expanded bus service or extending the light rail line.

RELATION TO PREVIOUS WORK

Because of strong regional interest in examining the potential for extending light rail past the Westside LRT terminus at S.W. 185th Avenue, the region requested and received federal approval to enter into the Alternatives Analysis process for the Hillsboro Corridor. Metro began work on the Hillsboro Corridor Alternatives Analysis process in FY 90-91. The process began with public scoping meetings to discuss and gather public comment on the purpose and need of the project, the project work program and the transit alternatives being considered. Work on the AA/DEIS process has progressed. Major milestones in FY 90-91 include the initiation of a public involvement process, conceptual engineering for the alternatives, detailed and final definitions of the alternatives, technical analysis of the alternatives and their various impacts, and travel demand forecasts for the alternatives. Much of this work is documented in technical memoranda that are submitted to UMTA for review and approval.

OBJECTIVES

Metro is lead agency for the Hillsboro AA/DEIS project, working in close coordination with Tri-Met, the City of Hillsboro and Washington County. Metro is responsible for the management of the production of the DEIS and the travel demand forecasts. Tri-Met has primary responsibility for conceptual engineering, operation planning, costing and financial analysis. All four agencies are closely involved in the citizen participation effort. The environmental analysis and DEIS document production is being performed by a consultant under Metro's supervision as part of a contract with Tri-Met (Shapiro and Associates) for the overall Westside project.

In FY 91-92 the project will complete the DEIS document, hold a public hearing on the project findings, select a locally preferred alternative and prepare to enter into Preliminary Engineering and the completion of a Final Environmental Impact Statement.

- Provide continued project management.
- Continue the public involvement process, including local neighborhood meetings, meetings with local businesses, larger public forums and project newsletters and news releases.

- Prepare further travel demand analysis as required.
- Refine the alternatives and the evaluation of the alternatives as required.
- Prepare and submit the Draft Environmental Impact Analysis to UMTA for review and approval.
- Print and distribute the DEIS for public and agency review.
- Hold a public hearing on the DEIS allowing public comment on the results of the DEIS process.
- Manage the process to select a locally preferred alternative, and prepare the Locally Preferred Alternative Report documenting the decision.
- Prepare the work program and inter-local agreements necessary for Preliminary Engineering and the preparation of the Final Environmental Impact Statement.
- Request authorization from UMTA to enter PE/FEIS.

PRODUCTS/MILESTONES

- Draft Environmental Impact Statement approved - January 1992.
- Locally Preferred Alternative Report completed - July 1992.
- Entry into PE/FEIS approved - August 1992.

The following is the full project budget, initiated in FY 90 and further expanded in FY 91.

EXPENSES		REVENUES	
Personal Services:	$ 331,484	FY 91 Sec. 9 (0035)	$ 547,104
Materials and Services:	856,200	FY 90 Sec. 9 (0031)	518,400
Capital Outlay:	0	Metro:	26,751
Transfers:	144,196	Tri-Met:	133,188
	$1,331,880	Washington Co.:	79,687
		Hillsboro:	26,751
			$1,331,880

I-205/MILWAUKIE PRELIMINARY ALTERNATIVES ANALYSIS

PROGRAM DESCRIPTION

To select and prepare a Southeast priority corridor that can advance into Alternatives Analysis. Comparative analysis of potential transit demand in the I-205 and Milwaukie corridors. Identification of the transportation problems within the corridors, and development of a handful of potentially cost effective alternatives that work to address those problems. Development of design and operations standards for TSM, busway and LRT Alternatives. Conceptual engineering analysis for significant elements within the corridors, such as river crossings, major interchanges and alignment designs within the Airport and Clackamas Town Center. Development of a work program for AA/DEIS and federally required documentation of threshold data for the recommended corridor.

RELATION TO PREVIOUS WORK

The I-205 and Milwaukie Corridors have been identified as the region's next priority for LRT development following the Westside and Hillsboro corridors. Past studies have indicated that the Milwaukie Corridor should proceed into AA, and that the I-205 corridor (originally slated for a busway in conjunction with the I-205) freeway should further study LRT development. Interest in LRT development has concentrated on serving the Airport, Milwaukie, Clackamas Town Center and Oregon City. Metro has submitted a draft conceptual work program to UMTA for review and comment. Based upon UMTA comments, a more detailed work program and grant application is being prepared.

OBJECTIVES

The I-205/Milwaukie Corridor Preliminary AA is intended to culminate by one of these two corridors proceeding into Alternatives Analysis. The work program for the study will be designed to provide the technical information needed by the region to make this decision. The study will also prepare the information required by UMTA to enter into Alternatives Analysis.

Following are the tasks that will be completed within the study:

- Overall project management responsibility, including the coordination of technical, citizen and policy advisory committees.
- Identification of the transportation problems and needs within the corridors.
- Development and refinement of TSM, Busway, Transitway, HOV lane and LRT design and operation guidelines.
- Developing a citizen involvement program and staffing a Citizen Advisory Committee.

- Initiation and maintenance of an expert peer group review for the study.
- Identification of the transportation problems and needs within the corridors.
- Documenting the background information on population, employment and travel trends within the corridors.
- Preparing ridership estimates for each corridor and all alignments under consideration.
- Assessing the land use impacts and development potential associated with the potential alignments in each corridor
- Identifying the impact of LRT, Busway, and TSM alternatives on highway demand and congestion, and costs of improvements associated with highway projects.
- Determining operating costs for each alignment and corridor.
- Determining the interrelation between the corridors.
- Managing the environmental impact and traffic analysis.
- Overseeing the conceptual engineering of potential alignments and significant facilities such as river crossings and alignments through major centers such as the Portland International Airport.
- Overseeing the financial costing evaluation.
- Determine the preliminary cost effectiveness of the alternatives and corridors.
- Select a corridor to enter into Alternatives Analysis.
- Refine and screen the mode and alignment alternatives within the priority corridor.
- Prepare a conceptual work program, cost estimates and schedule for Alternatives Analysis.
- Submit application to UMTA to enter into Alternatives Analysis in the priority corridor.

These tasks are a multi-year effort, to be completed in FY 92-93. Selection of a priority corridor and documentation of the potential cost effectiveness of the alternatives being considered is federally mandated in order to enter into Alternatives Analysis. The project has been previously approved by JPACT and the Council.

This work program is intended as a general overview. A full scope of work and budget will be prepared for approval prior to submittal to UMTA.

PRODUCTS/MILESTONES

- Submit detailed work program and e(4) grant application to UMTA for approval - March 1991.
- Work program and e(4) grant application approved - July 1991.
- Consultant contract approved - October 1991.
- Selection of a priority corridor - September 1992.
- Submit request to enter in to Alternatives Analysis on the priority corridor to UMTA for approval - December 1992.

EXPENSES		REVENUES	
Personal Services:	$232,160	UMTA e(4):	$813,450
Materials and Services:	572,500	Local Match:	129,050
Computer (M&S)	14,390	Metro Excise Tax:	14,500
Capital Outlay:	0		$957,000
Transfers:	103,464		
Contingency:	34,487		
	$957,000		

REGIONAL LAND INFORMATION SYSTEM (RLIS)

PROGRAM DESCRIPTION

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

RELATION TO PREVIOUS WORK

Products and services will be provided to Metro departments, member jurisdictions, and the public by RLIS staff and to business by licensed vendors of RLIS. Revenues from cost recovery pricing will help defray maintenance costs and support development of two final pieces which will make RLIS a full-featured GIS database. Following are the program areas:

A. RLIS Urban Database Completion - During the summer of 1991 the final layers of urban data, currently under development for RLIS, are scheduled for completion. The last base map is due from the contractor on June 30, 1991. It is expected that all layers will be in place and fully operational by October 1991.

B. RLIS Maintenance - Today's rapid pace of land development and the need to protect Metro's investment in RLIS requires an efficient and accurate system for updating. While our long term objective is to have the local governments maintain as much of this data as possible, their systems are not yet operational and some portions will always be our maintenance responsibility.

   The updating system would expand the services of the contractor Metro is currently using to collect building permit records to include the broader range of records needed for RLIS, i.e., new subdivision plats, land development proposals, zone/plan changes, sewer/water extensions, and road building. Ongoing maintenance and continued development will require the use of the three GIS technicians now involved in the building of RLIS.

   An additional feature, designed to increase the efficiency and accuracy of updating RLIS, is using digital rather than photographic aerial photographs. This will fully automate maintenance of the vacant land data layer.

C. Adapt TIGER for Regional Uses - In the current fiscal year, the Census Bureau's TIGER map is being used to reapportion the Metro Council districts and to locate employers (geocode). This product can be adapted to meet many additional GIS applications requiring a digital street address map. Considerable financial

support is therefore expected from the user community (such as police and schools) to assist in development of this product. The addition of highway attribute data from Metro's transportation model, such as number of lanes and capacity, will permit a range of vehicle routing functions. These include routing for emergency vehicles, school buses, and delivery trucks.

D. Urban Reserve Database - This fiscal year's budget contains a note that the cost of extending RLIS mapping to include the rural portions of the three-county region be determined. The data needs for urban reserve planning and the rural attributes of these study areas require a different database design than that being used for urban/suburban areas. Therefore, we are researching the form that a rural database should take to meet the needs of planning on the urban fringe. The concept which currently appears to have the most promise in extending the RLIS parcel mapping into the rural areas and using satellite imagery as the principal data source.

PRODUCTS/MILESTONES

A. The RLIS urban database is scheduled for completion in October 1991.

B. The improvement of TIGER to meet local government needs will be completed within the year.

C. The urban reserve database will be developed and completed within the year.

EXPENSES		REVENUES	
Urban Database			
Personal Services:	$ 39,237	FY 92 PL/ODOT:	$ 9,187
Transfers:	19,318	FY 92 Section 8:	7,350
Computer Direct:	12,770	Metro Dues:	18,375
Contingency:	2,175	Metro Excise Tax:	20,213
	$ 73,500	Solid Waste:	18,375
			$ 73,500
Urban Reserve Database			
Personal Services:	$ 17,415	Metro Dues:	$ 40,967
Materials and Services:	17,000		
Transfers:	6,008		$ 40,967
Contingency:	544		
	$ 40,967		
TIGER			
Personal Services:	$ 17,124	Metro Dues:	$ 23,416
Materials and Services:	115,000	Metro Excise Tax:	23,417
Transfers:	7,449	Solid Waste:	23,417
Contingency:	927	Misc. Income:	70,250
	$140,500		$140,500

Maintenance

Personal Services:	$ 81,697	FY 92 PL/ODOT:	$ 27,625
Materials and Services:	66,400	FY 92 Section 8:	25,000
Computer Direct:	38,310	Metro Dues:	47,875
Capital Outlay:	1,500	Metro Excise Tax:	65,125
Transfers:	42,288	Solid Waste:	58,875
Contingency:	5,305	Sales:	11,000
	$235,500		$235,500

DATA DEVELOPMENT AND MAINTENANCE

PROGRAM DESCRIPTION

The Data Resource Center is a cooperative data gathering and research program, supported by the dues of Metro's member jurisdictions, transfer from the solid waste fund, transportation grants, transfer from the general fund, and fees charged for products and services. The Center eliminates the need for costly duplication of its functions by individual governments and businesses. Data bases are maintained annually for small areas (e.g., census tracts) on population, households, construction, employment and earnings. Key census items are monitored and updated between decennial U.S. censuses. Long range forecasts of population, housing and employment are made on a four-year cycle. These data are being integrated into Metro's geographic information system, RLIS, as RLIS becomes operational.

A substantial portion of staff resources are devoted to providing data services to Metro departments, member jurisdictions and public customers.

RELATION TO PREVIOUS WORK

A. Population, Housing and Employment Programs

The DRC's updating programs remain substantially unchanged since they were originally designed during the early 1980s. Since then, demands on data quantity, quality, and detail have grown as a consequence of greater user sophistication and the proliferation of computing power. The completion of RLIS motivates an entirely new realm of spatial detail. To meet these data demands, two general program expansions are required for FY 91-92. These are: upgrading the employment data program from a biennial to an annual effort, and undertaking a pilot study to determine the feasibility of a household panel survey.

1. Demographic and Employment Updates

The DRC is the <u>only</u> local source of small area data on population, households, housing, and employment for this region. The DRC's primary users include the Transportation, Solid Waste, and Planning and Development departments, Metro's member jurisdictions, non-member local public agencies, and private businesses and individuals.

The DRC's principal sources for monitoring and updating data are administrative records of other public agencies. The primary value added by the DRC is geocoding these records to small areas, and organizing, managing and disseminating these data under consistent data base standards.

DRC uses two sources for employment and earnings: the State of Oregon Employment Division for detail on employee counts and payrolls, and Contacts Influential (CI) for site address quality and estimates of the self-employed. Metro receives the state data for a minimal service charge; the DRC has negotiated a preferential rate for the CI data base to which CI has again committed for FY 91-92. No budgetary impact above existing funding levels is requested for employment data acquisition. DRC will continue to require technical assistance from the RLIS staff on TIGER-related issues. A new one-half FTE position (intern level) is proposed to aid DRC staff with geocoding of employment data, which is a labor-intensive project.

Population and housing data are derived primarily from building permit information. Building permits will continue to be collected on a monthly basis, using the services of an independent contractor. Over the years this has proven to be the least costly and most efficient means of obtaining this information.

2. Population and Housing Detail

The procedures described above provide data only on the overall level of population, housing, and employment. In addition, Metro's transportation model requires information on detailed characteristics of these data as well, such as household income and age distributions, vehicle ownership, etc. In its current state of design, the Regional Waste Flow Model will require similar detail on data characteristics in the future. These data are also in high demand by public users, and their inclusion in the DRC's Market Profiles is a primary reason for the success of this program.

3. Random Sample Surveys

The DRC relies on primary research for data detail in intercensal years -- principally, sample surveys of population and households. During FY 89-90 the DRC began cooperating closely with the Transportation, Solid Waste, and Planning and Development departments in order to satisfy their needs for detailed demographic and household data. As a result of consolidated funding and research, the DRC was able to obtain a much larger and richer survey than would have been possible with individual efforts by each department. This interdepartmental approach to survey research is underway during the current fiscal year, and is proposed to continue in the future.

During FY 91-92 the Transportation Department proposes to fund its proportionate share of a random survey of house-

holds in the Portland metropolitan area. This funding continues at the level of previous years.

4. Panel Surveys

A separate type of research, requiring a distinct type of data and data collection, is becoming increasingly important to transportation modeling and, in particular, to Metro's ability to answer questions raised by federal funding sources. In general, these questions can be answered appropriately only by understanding causal relations between changes in the transportation system and individuals' behavior. The appropriate research vehicle for these issues is a panel survey -- a type of research which tracks the behavior of the same individuals (rather than a random sample of individuals) over time. Progressive public agencies are becoming increasingly cognizant that panel surveys are invaluable to model calibration and necessary for informed decision-making. This research vehicle has recently been launched in the Puget Sound and San Francisco Bay areas (for example) for these purposes.

The main budgetary impact of program expansion during FY 91-92 is the initiation of a pilot panel survey. This pilot would be used to evaluate the value and cost of administering a full panel in the future. With a decision to proceed, the pilot would constitute the first wave of an ongoing research effort which would allow Metro to estimate household responses to changes in behavioral variables which are central to both the transportation model and the Regional Waste Flow Model. The annual budgetary impact of a full panel would be determined from the pilot study.

The transportation research issues above have analogues in the Solid Waste field as they relate to the efficacy of policies toward waste management and recycling programs. Thus, as with the random surveys, the pilot panel survey is proposed as an interdepartmentally funded research effort.

B. Forecasts

Periodically updated forecasts are required of Metropolitan Planning Organizations (MPOs) by the federal government prior to allocation of transportation funds. Metro's long-range Regional Forecast provides this foundation for the Regional Transportation Plan on a four-year cycle. After the next forecasting round, the Regional Forecast will play a central role in urban growth management as proposed in the revision of Metro Code Chapter 3.00. The forecast is also used by local governments and businesses for medium and long term planning. It is the only local source of small area forecast data for this region. The four-

year forecasting cycle falls in FY 91-92. The program is expected to carry over into FY 92-93.

The final product of previous forecast rounds has been a projection of small-area data for the region, published in an attractive book format. The forecasts to be initiated during FY 91-92 will involve orders of sophistication and complexity which were neither needed nor possible in previous forecast rounds. The formal integration of Metro's UGB-related planning with long range transportation planning will require consideration of normative effects. Different scenarios will be evaluated. The completion of RLIS will provide more detail and precision on land supply and constraints.

At the start of FY 91-92 DRC staff will begin preparation for the long-range forecasting effort itself, to begin during spring 1992. These preparations include data base development and calibration of econometric tools for forecasting and allocation of population, housing, and employment. The immediate uses for these tools is to provide contextual information and quantitative tools for the participants in the long-run forecasting program. But if maintained, these efforts will have significant spinoff effects, including the ability to provide better data for the current ridership elements of the transportation model, detailed data for the Regional Waste Flow Model, the ability to make short-run forecasts outside (but consistent with) the long-run forecast program, and will allow the DRC to satisfy the numerous requests it receives from member jurisdictions and the public regarding short run trends. There is a small budgetary impact for data acquisition for this work element. A related budgetary impact involves upgrading the map center attendant position. This is discussed under (C) Public Data Services, below.

The forecasting effort requires significant support from Graphics, both for the production of working materials, and preparation of the finished product for publication.

C. Public Data Services

Historically, public data sales have been designed to capitalize on byproducts of the DRC's normal data and estimating activities while providing maximum public access to the data base on a cost-recovery-plus basis. This policy will continue. The development of enhanced and expanded data programs is anticipated to increase public demand for data products and services. The success of the public data services has been realized partially on the basis of high-quality publications which will require continued Graphics support.

The current intern staffing the map center is proposed to be converted to a full-time position (technician level) to provide support for current staff in public contact, generation of public

data products, data support for member jurisdictions, data entry, and routine data base support. This is intended to free up the staff economist and his assistant to concentrate their efforts on the more complex tasks required from the DRC in FY 91-92 and beyond.

D. Census 1990

Beginning April 1991, and continuing through at least calendar year 1993, the DRC will receive products from the 1990 Census of Population and Households. At Metro, these products will be used mainly for benchmarking the DRC's data base. Historically, the DRC has also been a principal center for distribution of census products and information on their uses. These programs will continue during the 1990s. The number of products available to Metro from this census will be greater than for any previous census, and the completion of RLIS will significantly enrich the quality of census data for the Portland region. Both of these factors combine to increase the quantity of census materials which will be processed through the DRC during FY 91-92. Preparation of census products will require Graphics support.

PRODUCTS/MILESTONES

A. Demographic and Employment Updates

1. Published population, housing and employment updates by midyear.

2. Household survey results as inputs to transportation and solid waste flow model.

3. Publish results of panel survey pilot study.

B. Forecasts

1. Develop socioeconomic database for Regional Growth Forum to be conducted in third quarter.

2. Publish regional population, housing and employment forecast, documenting findings of the Regional Growth Forum in the fourth quarter.

C. Census 1990

1. Publish 1990 census products as they arrive in digital form from the Census Bureau.

EXPENSES		REVENUES	
Personal Services:	$130,036	FY 92 PL/ODOT:	$ 36,000
Materials and Services:	68,850	FY 92 Section 8:	28,800
Computer (M&S)	19,155	Metro Dues:	72,000
Capital Outlay:	2,500	Metro Excise Tax:	79,200
Transfers:	59,941	Solid Waste:	72,000
Contingency:	7,518		$288,000
	$288,000		

INFORMATION SERVICES

PROGRAM DESCRIPTION

The Data Resource Center provides information services and products to Metro staff and Metro's member governments. The Center's socioeconomic database provides the principal information source for staff providing research services tailored to specific end users' needs. Requests range from preprinted reports to study area demographic profiles to economic research and analysis.

RELATION TO PREVIOUS WORK

A substantial portion of staff resources are devoted to providing information services to Metro departments, member jurisdictions and public customers. Each year a technical assistance budget allocates a level of support available to each user group as a specific dollar amount. During the year, costs are assigned to each user's account as services are provided. These accounts are typically exhausted by year's end. Following is a listing of the FY 91-92 technical assistance budget for each of the user groups.

User Group	Budget	Source
ODOT	17,000	ODOT
Tri-Met	17,000	Tri-Met
Port of Portland	5,833	Dues
Portland	19,071	Dues
Multnomah	6,113	Dues
Clackamas	9,054	Dues
Washington	12,429	Dues

User Support Services - The demand for products and services is expected to be heavy as RLIS becomes fully operational. A multiple strategy is planned to prevent a logjam of requests:

1. Contract out the profit-making possibilities of RLIS to private vendors, following the recommendations of the market study when available. This will substantially reduce the number of private requests while still generating revenues for system development and maintenance.

2. Promote the distribution of RLIS access to users in Metro departments and member governments as has started to occur in Planning and Development and Transportation. This includes acquisition by the interested party of needed equipment and training and development by DRC staff of menu systems and other "macro" tools enabling users to easily access the system. Expert support would be provided to RLIS users with the more complex products coming from the RLIS staff.

3. Add 2 FTEs dedicated to provide RLIS support to the user community. A possible allocation of this resource is as follows:

Solid Waste	.5 FTE
Planning and Development	.5
Transportation Planning	.5
Local Governments	.5
	2.0 FTE

The size of the RLIS database and the complexity of possible queries will necessitate additional computing power. More advanced training is also advisable to equip these people with the expertise required to offer qualified user support. These people will also be doing in-house training of RLIS end users at Metro and possibly for member jurisdictions.

EXPENSES		REVENUES	
Personal Services:	$139,467	FY 92 PL/ODOT:	$ 12,250
Materials and Services:	10,000	FY 92 Section 8:	9,800
Computer (M&S)	51,080	FY 92 Section 9:	13,600
Capital Outlay:	0	ODOT Supplemental:	17,000
Transfers:	69,666	Tri-Met:	3,400
Contingency:	7,234	Sales:	84,500
	$277,450	Metro Dues:	52,500
		Metro Excise Tax:	44,200
		Solid Waste:	40,200
			$277,450

TRANSPORTATION SYSTEM MONITORING

PROGRAM DESCRIPTION

The purpose of this program is to establish an inventory of transportation related data. This information is updated on a regular basis. The data is useful to Metro, the jurisdictions, developers, and consultants in monitoring travel trends and in project planning.

OBJECTIVES

The program has several areas of focus for FY 1991-92.

1. Monitor and summarize trends in transit fares, auto operating costs, and parking costs. These are important input data items to the travel demand model and are collected each year.

2. Assemble and tabulate transit patronage and traffic count data for selected cutline locations. These are important calibration data items needed in the travel forecasting process and important for monitoring trends in travel growth.

3. Determine peak and midday auto travel speeds for selected facilities. These are important calibration data items needed in the travel forecasting process.

PRODUCTS/MILESTONES

- Documentation of various cost elements - Spring 1992.
- Tabulation of transit patronage and traffic count data - Spring 1992.
- Peak and midday auto travel speeds - Spring 1992.

EXPENSES		REVENUES	
Personal Services:	$23,564	FY 92 PL/ODOT:	$20,950
Materials and Services:	0	FY 92 Section 8:	5,760
Computer (M&S)	3,924	ODOT Supplemental:	8,800
Capital Outlay:	0	Metro Dues:	1,995
Transfers:	10,925	Metro Excise Tax:	1,995
Contingency:	1,086		$39,500
	$39,500		

TRAVEL MODEL REFINEMENT

PROGRAM DESCRIPTION

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

RELATION TO PREVIOUS WORK

The Model Refinement Program has several areas of focus for FY 1991-92.

1. Re-estimate the mode split coefficients for the travel demand model. The coefficients developed during the 1985 model estimation were derived with the assumption that the initial wait and transfer wait time for transit receive equal weighting. This assumption was driven by software limitations. Improvements now allow the user to isolate the two wait times when dealing with disaggregate data. This distinction is important and could be a major explanatory variable for the observed park-and-ride increase on MAX.

   Logit estimation software is now available which allows the user to "nest" choice patterns. (In other words, the array of choices currently available are predicated by an earlier choice decision). Implementation of this feature should help improve the ability of the model to better replicate observed choice patterns.

2. Investigate travel characteristics at special trip generator locations. The current travel demand model identifies several land use types that receive special treatment. Shopping centers, Portland International Airport (PIA), hospitals, the Zoo, colleges, and universities are all given special trip attraction rates. In addition, special peak-hour factors are applied to the PIA and Swan Island areas.

   It is necessary to periodically review the trip rate and peak factor assumptions to ensure their accuracy in reflecting current trends. Transit usage at the special locations should also be analyzed. Particular emphasis is to be placed on the transit activity at Lloyd Center, Gateway, and the PIA.

3. Update the commercial vehicle model. The model currently in use is very old. It was developed in the 1960s. Consequently, the results from this model are certainly suspect. This program is directed toward producing a revised methodology for synthesizing this trip type based upon an inventory of truck counts.

4. Assess the ability of the delay functions used in the modeling process to replicate reasonable travel speeds. Speed data will be gathered on selected facilities and compared to synthesized results. Calibration of the delay functions will follow.

5. Develop ARC/INFO-EMME/2 interfaces. Many opportunities exist to share information between the two systems. In order to improve the technical and presentation quality for both, areas of information exchange will be investigated and implemented.

   This activity will be ongoing as needs arise. The priority is considered low but desirable to improve the presentation quality of other projects.

6. Update computer simulation networks to include a 1990 base, committed RTP, and full RTP. Update travel demand forecasts (i.e., trip matrices) to a 1990 base and long range forecast. In order to keep the simulation data current, this task is ongoing.

PRODUCTS/MILESTONES

- Re-estimate mode split coefficients - Fall 1991.
- Documentation of the update process - Fall 1991.
- Update of commercial vehicle model - Fall 1991.
- Assessment of ability of delay functions to replicate reasonable travel speeds - Winter 1991.
- Update travel demand forecasts - Winter 1991.

EXPENSES		REVENUES	
Personal Services:	$ 81,201	FY 92 PL/ODOT:	$ 50,000
Materials and Services:	0	FY 92 Section 8:	18,400
Computer (M&S)	20,929	FY 92 Section 9:	58,000
Capital Outlay:	0	Tri-Met:	4,833
Transfers:	38,922	Metro Dues:	6,133
Contingency:	4,445	Metro Excise Tax:	8,134
	$145,500		$145,500

TECHNICAL ASSISTANCE

PROGRAM DESCRIPTION

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

RELATION TO PREVIOUS WORK

Technical assistance is provided as an ongoing service to other agencies. Assistance is provided in terms of: 1) staff support to obtain data and/or evaluate a particular transportation problem; 2) computer usage; and 3) training to jurisdictional staff.

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

City of Portland	$ 25,126
Multnomah County	22,015
Washington County	28,816
Clackamas County	24,315
Port of Portland	7,500
Tri-Met	15,000
ODOT	15,000
	$137,772

OBJECTIVES

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

In addition to the processing of miscellaneous requests, a specific work element is identified. The current demand model requires a complex set of procedures to be followed for successful application. Due to the degree of difficulty, only Metro staff can perform the required steps. A simplified model (addressing only vehicle trip movements) will be developed to allow satellite users to easily test localized land use changes. The procedure will be straightforward -- one command does all.

PRODUCTS/MILESTONES

Delivered upon request of the jurisdiction.

EXPENSES		REVENUES	
Personal Services:	$ 52,591	FY 92 Section 8:	$ 7,500
Materials and Services:	0	FY 92 e(4) UMTA:	66,661
Computer (M&S)	18,312	FY 92 Section 9:	4,500
Capital Outlay:	0	ODOT Supplemental:	18,000
Transfers:	26,028	FY 92 TA-HPR/FHWA:	36,000
Contingency:	35,841	Tri-Met:	1,500
Unappropriated:	23,000	Metro Dues:	21,611
	$155,772		$155,772

WESTERN BYPASS

PROGRAM DESCRIPTION

Provide travel forecasts for transportation alternatives identified during the Western Bypass Study. Provide assistance to the Western Bypass Technical Advisory Committee (TAC) and Citizens Advisory Committee (CAC) in evaluating alternatives, particularly related to effect on the overall transportation system and land use impacts.

RELATION TO PREVIOUS WORK

The Oregon Department of Transportation is the lead agency for this project. Metro's role in the study is to provide the travel forecasting expertise under contract to ODOT. Metro's responsibilities for analysis or adoption of conclusions consistent with the RTP are reflected in the RTP task.

The Western Bypass Study began in FY 90. The modeling tool was developed, the base year calibration was completed, and several alternatives evaluated.

OBJECTIVES

In FY 1991-92, travel forecasts for other alternatives will be assessed. System performance measures will be prepared by Metro and analyzed by the ODOT consultant, TAC, and CAC.

PRODUCTS/MILESTONES

- Travel forecasts for several alternatives.

EXPENSES		REVENUES	
Personal Services:	$17,781	Bypass Contract:	$32,500
Materials and Services:	0		
Computer (M&S)	3,924		
Capital Outlay:	0		
Transfers:	8,410		
Contingency:	2,385		
	$32,500		

TRANSPORTATION IMPROVEMENT PROGRAM

PROGRAM DESCRIPTION

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

RELATION TO PREVIOUS WORK

The TIP is updated and adopted on an annual basis with periodic amendments during the course of the year relating to the following activities:

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

OBJECTIVES

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

In general, the TIP involves the following work activities:

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

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

3. Funding Priorities -- Establishment of regional priorities for funding categories that are the direct responsibility of ODOT or Tri-Met to implement approval of funding allocations established by those jurisdictions. Priorities will be established for the ODOT Six-Year Highway Program and new funding from the 1991 Surface Transportation Act will be adopted in FY 92.

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

Funding is provided for this program by ongoing transportation grants.

PRODUCTS/MILESTONES

- Periodic amendments to the TIP Federal-Aid Urbanized Boundary, Functional Classification and Federal-Aid Systems.
- Endorse annual Transit Development Plan.
- Adopt Special Needs Transportation allocations to recipient agencies - 6/92.
- Adopt the 1992 TIP and updates to the TDP, Six-Year Program, and jurisdictional projects - 8/91.
- If no previous action, adoption of the TIP would also include Tri-Met's compliance with private sector participation, Metro's certification of compliance with federal requirements, evaluation of the financial ability of Tri-Met to construct and operate projects proposed in the TIP, and conformance of the TIP with the Oregon State Implementation Plan (SIP) for Air Quality.
- Prepare annual report documenting all the above for distribution to city and county public works officials and other officials on the local, state and federal levels - 10/91.

EXPENSES		REVENUES	
Personal Services:	$ 58,078	FY 92 PL/ODOT:	$ 8,750
Materials and Services:	350	FY 92 e(4) UMTA:	25,500
Computer (M&S)	13,081	FY 92 Section 9:	30,000
Capital Outlay:	0	ODOT Supplemental:	30,000
Transfers:	27,514	FY 91 Section 8:	5,000
Contingency:	13,478	Metro Dues:	6,625
	$112,501	Metro Excise Tax:	6,625
			$112,501

MANAGEMENT AND COORDINATION

PROGRAM DESCRIPTION

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

OBJECTIVES

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

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

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

1. FY 92 Unified Work Program.

2. Management of department budget, staff time, and products.

3. Required documentation to FHWA and UMTA such as quarterly narrative and financial reports.

4. Monthly progress reports to the TPAC.

5. Minutes, agendas and documentation.

6. Execution and monitoring of various pass-through agreements.

7. Interdepartmental coordination.

8. Periodic review with FHWA and UMTA on UWP progress.

9. Tri-Annual Title VI Report.

PRODUCTS/MILESTONES

1. Budget adoption (June); UWP adoption (April).

2. Grant approvals (June and December).

3. Contract approvals (as needed).

4. Federal certification (annual).

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

EXPENSES		REVENUES	
Personal Services:	$113,483	FY 92 PL/ODOT:	$ 55,000
Materials and Services:	57,080	FY 92 Section 8:	44,000
Computer (M&S)	0	Metro Dues:	57,402
Capital Outlay:	10,500	Metro Excise Tax:	74,043
Transfers:	39,060		$238,580
Contingency:	18,457		
	$238,580		

Program Specific Requirements for MPOs

1. Assessment of Title VI Planning Efforts

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

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

2. Monitor Title VI Activities

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

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

The transit accessibility data and travel time data were used to provide information on minority and non-minority travel times to employment, shopping and major public facil-

ities. Using existing travel behavior data, Metro can provide Tri-Met with updates of this information as needed.

3. Information Dissemination

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

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

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

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

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

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

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

the entire process and play an important role in determining the recommended project.

5. In 1991, Metro has one non-elected committee that deals with transit issues:

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

   Other citizen committees will be formed in 1991 if the Environmental Impact Statements are performed in the Milwaukie/I-205 Corridors and when the Willamette River Crossing Study commences. All affected interest groups and populations will be recruited to sit on these committees.

   Currently, two citizen committees are active. The Hillsboro Alternatives Analysis Study CAC is being staffed by Tri-Met. The Northwest Subarea Transportation Study Citizen Advisory Committee was formed in January 1991. The committee has 15 members, four of whom are women. Members represent neighborhood associations, CPOs, hospital and industrial associations.

ODOT PLANNING ASSISTANCE

PROGRAM DESCRIPTION

Major accomplishments for FY 92 by the Metro region include supporting Metro and other agencies in the RTP Update. Major assistance will also be given to the local plan updates and completing corridor studies. Work activities will include:

FY 1992 HPR PROGRAM

1. Perform one Access Oregon Highway (AOH) corridor study (Milwaukie Expressway).
2. Perform Metropolitan Area Corridor (MAC) studies for T.V. Highway, Highway 43, McLoughlin Boulevard, and Highway 217.
3. Develop access management plans for select AOH and MAC study corridors.
4. Develop freeway management strategies.
5. Support RTP update including subarea analysis (Southeast Corridor, Northwest, Oregon City, and Bi-State Study).
6. Support development of regional demand management program.
7. Perform local land use development and traffic impact reviews.
8. Develop park-and-ride investment strategy.
9. Coordinate with Tri-Met identification of transit supportive capital improvements in AOH and MAC study corridors.
10. Continue jurisdictional highway rationalization.
11. Support City of Portland Arterial Street Classification Policy Study.
12. Support Metro transportation/land use integration efforts.
13. Support City of Portland's High Capacity Transit Program.
14. Support State Transportation Study.
15. Support I-205/Milwaukie High Capacity Transit study.
16. Refine regional traffic counting programs.
17. Undertake policy and technical coordination with Metro, TPAC, JPACT, Multnomah, Clackamas and Washington Counties, Intergovernmental Resource Center (Washington State) and city

governments in the development of land use and transportation plans and subarea studies.

EXPENSES		REVENUES	
ODOT:			
Personnel	$225,600	HPR/ODOT:	$265,600
Materials & Services	40,000		
	$265,600		

WESTSIDE CORRIDOR PROJECT

PROJECT OBJECTIVES

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

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

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

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

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

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

RELATION TO PREVIOUS WORK

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

Approval to continue into an expanded PE program was given by UMTA on January 31, 1988, and Tri-Met spent the first part of 1988 mobilizing resources, hiring staff and forming the necessary local committee structure. Activities from mid-1988 through the end of 1989 have involved an extensive re-evaluation of the previous DEIS, a decision to produce a Supplemental DEIS, analysis and selection of options to carry into the SDEIS, and the hiring of four major consultants to assist in developing the preliminary designs and in producing the environmental documents. In 1990, drafts of all supporting Technical Memoranda and of the SDEIS were prepared and submitted to UMTA for review and comment. These materials included results reports for

patronage forecasts, capital cost estimates, operating and maintenance cost estimates, and a financial plan.

The process over the next 12 months is intended to finalize material for review by the participating agencies, general public and decision-making bodies including:

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

2. The Final Environmental Impact Statement;

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

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

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

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

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

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

3. A ballot measure proposing a general obligation bond supported by property taxes to provide part of the local share was approved by voters;

4. Initial drafts of the SDEIS have been prepared and submitted to UMTA;

5. Cost estimates and environmental analyses have been completed for all SDEIS alignment options;

6. System concepts, preliminary designs, preliminary mitigation plans, and tunnel and geotechnical studies have been produced;

7. Financial planning activities for the Westside LRT have included investigations of various revenue sources, cash flow scenarios and financial capacity considerations. This work has progressed to the point that a financial planning results report has been submitted to UMTA.

8. Federal grants approved through January 1991 total $5,423,000.

PRODUCTS/MILESTONES

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

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

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

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

5. FEIS for the project.

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

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

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

EXPENSES	
Tri-Met	$6,212,550
Metro	275,450
City of Portland	60,000
City of Beaverton	118,000
Washington County	60,000
ODOT	60,000
	$6,786,000

REVENUES	
State of Oregon	$ 813,307
OR-90-X011	916,020
OR-23-9002	500,004
OR-90-X026	1,657,988
OR-90-X031	1,292,800
OR-90-X035	610,400
Tri-Met	931,846
Metro	4,035
City of Portland	12,000
City of Beaverton	23,600
Washington County	12,000
ODOT	12,000
	$6,786,000

PRIVATIZATION NON-FEDERAL FUNDED PROJECT

PROGRAM OBJECTIVES

1. Analyze existing and proposed transit service to determine what could be privately provided in preparation for contract negotiations.

2. Establish a brokerage system for coordinating privately provided transportation.

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

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

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

RELATION TO PREVIOUS WORK

Tri-Met will have completed by June 30, 1991 Request for Proposal process for approximately $4M of contracted transportation services. A fully allocated cost analysis was completed during FY 91. The Public/Private Task Force on Transit Finance has recommended a broad menu of financing methods to assist capital expansion of transit. Some of the methods include the creation of tax increments by local jurisdictions and transit center and high capacity transit station cost sharing by private developers. These proposals are in the planning stage, adoption and implementation will follow.

PRODUCTS/MILESTONES

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

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

3. Review of any private provider proposals and services available.

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

5. Continued discussions with ATU regarding contracted services using ATU members.

6. A plan for implementing recommendations of the Public/Private Task Force for Transit Finance regarding creation of special

assessment districts around light rail stations, sharing of high capacity transit station costs in conjunction with real estate development, tax increment financing where high capacity transit is an important element of an urban renewal plan, and joint development where publicly owned land is private development.

SPECIAL AREA PLANNING

PROGRAM OBJECTIVES

A. Study of Minority/Women Business Utilization in Public and Private Contracts

1. Factual findings to determine if discrimination exists in contracting and to what extent.

2. An economic and market analysis of M/WBE contractors.

3. Legal conclusions.

4. Recommendation for legislative/administrative actions resulting from such findings and conclusions.

RELATION TO PREVIOUS WORK

A. Study of Minority/Women Business Utilization in Public and Private Contracts

This is a carryover program.

B. This UMTA funded position is part of a larger multi-jurisdictional study involving Tri-Met, Metro, Multnomah County, Port of Portland, Portland Public Schools, Portland Housing Authority, State of Oregon, Minority and Women's Business Office, and ODOT.

PRODUCTS/MILESTONES

A. Study of Minority/Women Business Utilization in Public and Private Contracts

1. Summary of factual findings.

2. Economic/market analysis.

3. Legal analysis and conclusions.

4. Recommendations for legislative/administrative action and M/WBE program design.

EXPENSES		REVENUES	
Personnel	$ 0	FY 91 Sec. 8	
M&S	25,000	(08-0063)	$ 20,000
	$ 25,000	Tri-Met Match	5,000
			$ 25,000

FY 91 Unified Work Program
Funding Summary

92uwp
4-2-91

	92 PL\ODOT	92 ODOT	92 Sec 8	92 (e)(4)	92 HPR (e)(4)	91/92 Sec 9	DEQ	92HPR TA EXP	WSFFA	Hillsboro 90/91Sec 9 x035	I-205 /Mlw	CARRY OVER 88-006 91Sec8	89/90 Sec 9 x031	91/90 HPRe4 cyovr	29-901 90(e)(4)	88\89 Sec 9 x026	0051 88Sc8	0054 88Sc	85/8 Sec9 x011	84/8 Sec9 9002	92 HPR	Local Match	TOTAL
METRO																							
RTP Update/Refinement	40,262	52,000	38,066									15,000										13,266	158,594
RTP Privatization																15,000	9,000					6,000	30,000
Public/Private Task Force																		9,000				1,000	10,000
Southeast Corridor	38,137	67,000	*19,990		26,136									45,000								13,737	210,000
Bi-State Study	0	4,708	4,234																			1,058	10,000
Northwest Subarea					29,390																	3,610	33,000
High Capacity Transit				98,000		35,765				20,000					40,800							38,435	233,000
Hillsboro AA/DEIS										547,104			518,400									266,377	1,331,881
I-205/Mil Pre-AA Study											813,450											143,550	957,000
WSIside Station Area Plng									375,000													125,000	500,000
Urban Growth Mgmt		62,500			29,390																	191,110	283,000
Demand Management		12,150					97,200						0									12,150	121,500
Data, Growth Monitoring	85,062	17,000	70,950			13,600	0															869,305	1,055,917
Travel Model Refinement	70,950	8,800	24,160			58,000	0															23,090	185,000
Technical Assistance		18,000	7,500		66,661	4,500	0	36,000														23,109	155,770
Trans Improvement Program	6,750	30,000	0	25,500		30,000						5,000										13,250	112,500
Coord & Management	55,000		44,000			8,135																131,445	238,580
Metro Subtotal	298,161	272,158	208,900	123,500	151,577	150,000	97,200	36,000	375,000	567,104	813,450	20,000	518,400	45,000	40,800	15,000	9,000	9,000	0	0	0	1,875,49	5,625,742
ODOT PLANNING ASSISTANCE																					265,600		265,600
TRIMET																							
Special Area Planning												20,000										5000	25,000
Westside LRT										610,400			1,292,800			1,657,988			916,020	500,004		1,808,78	6,786,000
TriMet Subtotal	0	0	0	0	0	0	0	0		610,400	0	20,000	1,292,80	0	0	1,657,98	0	0	916,020	500,004	0	1,813,78	8,811,000
GRAND TOTAL	298,161	272,158	208,900	123,500	151,577	150,000	97,200	36,000	375,000	1,177,504	813,450	40,000	1,811,20	45,000	40,800	1,672,98	9,000	9,000	916,020	500,004	265,600	3,689,28	12,702,34

Note: PL/ODOT is $298,161.54
comprised of $263,813.33(88.48%)
fed share, $34,348.21(11.52%)
ODOT. Includes $27537.24 carryover.

92uwp.wq1
4/2/91

*Funded from ODOT I-405 Reconnaissance project.

WASHINGTON PORTION

INTRODUCTION: FISCAL YEAR 1992 UNIFIED PLANNING WORK PROGRAM

PURPOSE

The Unified Planning Work Program (UPWP) is prepared annually by the Intergovernmental Resource Center (IRC), as designated Metropolitan Planning Organization (MPO) for the Clark County urban area. In 1990, the state Growth Management Act authorized the creation of Regional Transportation Planning Organizations (RTPOs), and IRC was designated by local governments as the RTPO for the three-county area of Clark, Skamania, and Klickitat. All regional transportation planning work activities proposed by the MPO/RTPO are included in the UPWP. The UPWP details the technical activities to be completed as a part of the continuing transportation planning process and covers a state fiscal biennium (a two-year period beginning on July 1 and ending June 30).

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 local elected officials. The UPWP also provides a summary of local, state, and Federal funding sources to support these planning efforts.

OBJECTIVES

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

PARTICIPANTS, COORDINATION, AND FUNDING SOURCES

Consistent with the 1990 State Growth Management Act legislation, a three-county Regional Transportation Policy Board is being established for the RTPO. Regional Transportation Policy Subcommittees in Skamania and Klickitat Counties are in place and the existing IRC Transportation Policy Committee in Clark County will continue to serve as the MPO policy committee and will also serve as the Regional Transportation Policy Subcommittee in Clark County.

A. Clark County

The primary transportation planning participants in Clark County include the following: the Intergovernmental Resource Center, C-TRAN, Washington State Department of Transportation, Port of Vancouver, Port of Camas-Washougal, Port of Ridgefield, Clark County, Vancouver, Camas, Washougal, Ridgefield, and Battle Ground. Two federal agencies, UMTA and FHWA, are also key participants. As the designated MPO for the Clark County Urban Area, IRC annually develops the transportation planning work program and endorses the work program for the entire metropolitan area. IRC is also responsible for the development and endorsement of the Regional Transportation Plan, the Transportation Improvement Program, and other regional transportation studies.

The Clark County Public Transportation Benefit Area Corporation (C-TRAN) is responsible for operational and near-term transit planning. In June of 1986, the C-TRAN Board of Directors adopted the 1986-1990 Transit Development Plan. The TDP serves as the planning document that provides the guidelines for improving transit service over the next five years.

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

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

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

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

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

Issues of Interstate Significance

Both IRC and METRO have recognized that bi-state travel is an important part of the Portland-Vancouver regional transportation system and it is in the best interest of the region to keep this part of the system functioning properly. Currently, several locations on the I-5 and I-205 north corridors are at or near capacity with long traffic delays occurring frequently. The need to resolve increasing traffic congestion levels and to identify long term solutions continues to be a priority issue. JPACT and the IRC Transportation Policy Committee agreed on a workscope for the Bi-State Transportation Study which was incorporated into the FY90 UPWP. Throughout FY92 the study of High Capacity Transit in the I-5 and I-205 corridors continues to be the major issue of interstate significance.

Clark County Transportation Policy Committee

Commissioner Dave Sturdevant (Chairman)	Clark County
John Fischbach, City Manager	City of Vancouver
Mayor T. Mason Smith	City of Washougal
Commissioner Bob Moser	Port of Vancouver
Les White, Executive Director	C-TRAN
Gary Demich, District Administrator	WSDOT, District 4
Richard Devlin, JPACT	METRO
Don Adams, ODOT Portland Regional Engineer	ODOT

Consolidated Transportation Advisory Committee Members

Steve Jacobson	WSDOT
Doug Quinn	City of Camas
Andy Cotugno	METRO
Patricia Stryker	Port of Vancouver
Murl Jones	Clark County
Mike Conway	City of Washougal
Gil Mallery	Intergovernmental Resource Center
Mayor Frank DeShirlia	City of Battle Ground
Kim Chin	C-TRAN
Thayer Rorabaugh	City of Vancouver
Barry Cavanaugh	C-VAN
Dave Williams	ODOT
Sheldon Tyler	Port of Camas-Washougal
Judy Lorenzo	WSDOT (Olympia)
Pat Levine	UMTA
Vacant	Citizen

B. Skamania County

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

Skamania County Transportation Policy Committee

Councilman Pat Brown	City of Stevenson
Commissioner Ed Callahan	Skamania County
Gary Demich, District Administrator	WSDOT, District 4
Elmer Stacy, Manager	Port of Skamania

C. Klickitat County

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

Klickitat County Transportation Policy Committee

Commissioner Sverre Bakke	Klickitat County
Gary Demich, District Administrator	WSDOT, District 4
Councilman Roger Miller	City of White Salmon
Brian Short, Manager	Port of Klickitat

I. REGIONAL TRANSPORTATION PLANNING PROGRAM

Introduction

The 1990 Growth Management Act (HSB 2929) authorized the creation of Regional Transportation Planning Organizations (RTPOs) by local governments to coordinate transportation planning for regional transportation facilities among jurisdictions and to develop a Regional Transportation Plan (RTP). The Intergovernmental Resource Center was designated as the RTPO for Clark, Skamania, and Klickitat counties. The RTPO program augments the Metropolitan Planning Organization (MPO) program already required by the Federal Government in urbanized areas. IRC continues in its role as MPO/RTPO for Clark County.

All the RTPO planning activities will be incorporated into a Regional Transportation Plan to include Clark, Skamania, and Klickitat Counties. The decision-making process for each county's RTP will be by the respective county's transportation policy committee, while the three-county RTP will be adopted by the RTPO Policy Board. The RTP is the principal transportation planning document. Its goals, objectives, and policies help to guide the work of agencies throughout the RTPO region that are involved in transportation planning and programming of projects. Federal transportation funding for individual projects within the MPO is dependent upon their consistency with the RTP.

This region's FY92/93 regional transportation planning program focuses on adopting an RTP update for the Clark County portion of the RTPO and developing an RTP to include the three-county RTPO region. New emphasis will be given to the development of level of service standards, regional development strategies, and a performance monitoring program.

A. Clark County RTP Update

Work Element Objectives

1. Continue previously established regional transportation planning process for the MPO, supplemented by the regional transportation planning program guidelines formulated by WSDOT for RTPOs to meet requirements of the state's 1990 Growth Management Act.

2. Complete RTP update for Clark County MPO region. The adoption of the RTP update for Clark County is carried over from FY91 while work continues on RTP elements needed to meet state requirements.

   To comply with state guidelines the RTP will include the following components:

   a. Regional transportation goals and policies. Level of service standards will be established and used to identify deficient transportation facilities and services.

   b. Regional development strategy. Existing and proposed land uses defined on local comprehensive land use plans will be used to determine the regional development strategy and will serve as a basis for transportation planning.

c. Identification of regional transportation needs. An inventory of existing regional transportation facilities and services, identification of current deficiencies, and forecast of future travel demand will be carried out.

d. Development of financial plan for necessary transportation system improvements.

e. Regional transportation system improvement and strategy plan. Specific facility or service improvements, transportation system management and demand management strategies will be identified and priorities will be determined.

3. Establishment of a performance monitoring program. The performance of the transportation system will be monitored over time. The methodology and data collection and analysis techniques to be used will be determined.

4. Implementation of the RTP.

5. Certification that local governments' comprehensive land use plans' transportation elements conform with the requirements of Section 7 of the Growth Management Act and transportation plans meet state requirements and are consistent with the RTP.

Relationship to Other Work Elements

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

FY92 Products

1. Defined level of service standards.

2. Policies for performance monitoring program.

3. Adopted RTP for Clark County.

FY93 Products

1. Performance monitoring program in place.

2. Certification that local government comprehensive and transportation plans meet state requirements and are consistent with the RTP.

FY92 Expenses:		FY92 Revenues:	
IRC	$60,000	RTPO	$45,000
		Local	15,000
Total	$60,000	Total	$60,000

I. REGIONAL TRANSPORTATION PLANNING PROGRAM

B. Skamania County RTPO Work Program

Work Element Objectives

1. Develop regional transportation planning process.
2. Designate regional transportation system for Skamania County.
3. Develop Transportation Plan for Skamania County's regional transportation system using regional transportation planning program guidelines formulated by WSDOT for RTPOs. The transportation plan will include the following components:
    a. Regional transportation goals and policies.
    b. Regional transportation needs identified. Relevant traffic and demographic data will be collected and analyzed to determine needs.
    c. Identified revenue sources for necessary regional transportation system improvements.
4. Establish transportation system performance monitoring program.

Relationship to Other Work Elements

The RTPO work program activities for Skamania County will be tailored to their specific needs and issues, and where applicable, coordinated across the RTPO. The Skamania Transportation Plan will be integrated into an RTP for the RTPO region.

FY92 Products

1. Development of a coordinated, technically sound regional transportation planning process in Skamania County.
2. Development of a technical transportation planning assistance program.
3. Designated regional transportation system in Skamania County.
4. Transportation Plan for Skamania County.

FY93 Products

1. Continuation of a coordinated, technically sound regional transportation planning process in Skamania County.

2. Continuation of a technical transportation planning assistance program.

3. Monitoring of transportation system performance.

FY92 Expenses:		FY92 Revenues:	
IRC	$14,900	RTPO	$14,900
Total	$14,900	Total	$14,900

I. REGIONAL TRANSPORTATION PLANNING PROGRAM

C. Klickitat County RTPO Work Program

Work Element Objectives

1. Develop regional transportation planning process.
2. Designate regional transportation system for Klickitat County.
3. Develop Transportation Plan for Klickitat County's regional transportation system using regional transportation planning program guidelines formulated by WSDOT for RTPOs. The transportation plan will include the following components:
    a. Regional transportation goals and policies.
    b. Regional transportation needs identified. Relevant traffic and demographic data will be collected and analyzed to determine needs.
    c. Identified revenue sources for necessary regional transportation system improvements.
4. Establish transportation system performance monitoring program.

Relationship to Other Work Elements

The RTPO work program activities for Klickitat County will be tailored to their specific needs and issues and, where applicable, coordinated across the RTPO. The Klickitat Transportation Plan will be integrated into an RTP for the RTPO region.

FY92 Products

1. Development of a coordinated, technically sound regional transportation planning process in Klickitat County.
2. Development of a technical transportation planning assistance program.
3. Designated regional transportation system in Klickitat County.
4. Transportation Plan for Klickitat County.

FY93 Products

1. Continuation of a coordinated, technically sound regional transportation planning process in Klickitat County.
2. Continuation of a technical transportation planning assistance program.
3. Monitoring of transportation system performance.

FY92 Expenses:		FY92 Revenues:	
IRC	$16,900	RTPO	$16,900
Total	$16,900	Total	$16,900

I. REGIONAL TRANSPORTATION PLANNING PROGRAM

D. RTPO Plan

Work Element Objectives

1. Integrate regional transportation plans for Clark, Skamania, and Klickitat Counties to produce a RTP for the RTPO region.
2. Establish a RTPO Policy Board to provide policy advice to the RTPO.

Relationship to Other Work Elements

This RTPO activity will draw from the individual work elements for Clark, Skamania, and Klickitat Counties to develop the RTP for the RTPO.

FY92 Products

1. Draft RTP for RTPO region.

FY93 Products

1. Adopted RTP for RTPO region.
2. Certification that local government comprehensive and transportation plans meet state requirements and are consistent with the RTP.

FY92 Expenses:		FY92 Revenues:	
IRC	$8,000	RTPO	$6,000
		Local	$2,000
	$8,000		$8,000

II. REGIONAL TRANSPORTATION PLANNING STUDIES

A. Bi-State Transportation Study

In cooperation with jurisdictions in the Portland region, evaluate the adequacy of the currently adopted Regional Transportation Plan (RTP) to serve projected travel needs. The evaluation of the existing transportation system was completed in FY91.

This joint Metro/IRC work program was adopted in FY 89-90. The work was continued through FY 90-91 and will be completed in early FY 92. The overall conclusion will result in refinements to the Metro and Clark County Regional Transportation Plans and will be incorporated in a determination of whether or not to proceed to Alternatives Analysis/Draft EIS studies in the I-5 or I-205 corridors extending into Clark County.

Work Element Objectives

The objectives listed below have been jointly agreed upon by METRO's Joint Policy Advisory Committee on Transportation (JPACT) and IRC's Transportation Policy Committee. The objectives listed reflect only those elements of the Bi-State that will be carried over into FY92.

1. Evaluate the ability of the 2010 RTP transportation system to meet future year travel demands.

2. Develop a methodology for assessing the impacts of bi-state accessibility on economic development to the region as a whole, to the Clark County region, and to the Portland region.

Relationship To Other Work

The Bi-state study provides the underlying analysis for examining the feasibility of extending high capacity transit (HCT) alternatives across the Columbia River. The bi-state model developed in the study will be used by IRC to examine a full range of HCT alternatives extended into Clark County in the I-5 and I-205 corridors. The consideration of new highway bridges will not be undertaken until the HCT alternatives have been thoroughly considered and a long range urban growth policy for the region has been developed.

FY92 Products

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

1. Existing bi-state travel patterns (including autos, transit, trucks) and capacity deficiencies.

2. Identification of TSM strategies.

3. Evaluation of the adequacy of the recommended RTP system to meet 2010 travel demands.

4. Development of a methodology for assessing the economic impacts of bi-state accessibility.

FY92 Expenses:		FY92 Revenues:	
IRC	$4,000	FY92 PL	$1,000
		UMTA	$1,000
		Local	$2,000
Total	$4,000	Total	$4,000

III. ONGOING PLAN REFINEMENT AND DATA MANAGEMENT

A. Regional Travel Forecasting Model Maintenance and Refinement

The regional travel model serves as the forecasting tool to estimate and analyze future transportation needs. EMME/2 software is used to carry out travel demand and traffic assignment steps. In FY91, the forecasting models used by IRC and METRO were integrated. Further work will be necessary to refine, develop, and simplify the integrated model for use in Clark County.

Work Element Objectives

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

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

3. Identify procedures to carry out post-processing of results from travel assignments.

Relationship to Other Work Elements

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

FY92 Products

1. Refined travel forecasting methodology using EMME/2 program.

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

3. Report documenting travel forecasting methodology.

FY93 Products

1. Refined travel forecasting methodology using EMME/2 program.

2. Report of postprocessing techniques.

FY92 Expenses		FY92 Revenues	
IRC	$27,000	FY92 PL	$ 6,000
		UMTA	2,000
		RTPO	10,000
		Local	9,000
Total	$27,000	Total	$27,000

III. ONGOING PLAN REFINEMENT AND DATA MANAGEMENT

B. Data Development and Management

This element includes the development and management of the regional transportation database. The database includes travel data, travel related demographic, employment, land use information, and transit ridership data. Work will continue on developing a geographically-correct, complete highway network (to include interstate, state, arterial, and neighborhood roads) using GIS software. Certain 1990 Census results will be released in FY92, and the current 2010 forecast will be reviewed and compared with revealed growth trends. Also, preparation will be made for the Census Transportation Planning Package (CTPP) which will be available in FY93.

Work Element Objectives

1. Maintain an up-to-date transportation data base and map file for transportation planning and regional modeling.
2. Maintain and update the new ETAK/TIGER highway network.
3. Review the new 2010 population and employment estimates and compare them to growth trends.
4. Continue to incorporate the transportation planning data elements into the ARC/INFO GIS system.
5. Continue to collect and analyze transit ridership statistics.
6. Collect 1990 census data and pursue the development of the CTPP to be purchased for $2,500 through WSDOT.
7. Cooperate with and participate in METRO's update of the region's forecast population and employment data to the year 2015.

Relationship to Other Work Elements

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

FY92 Products

1. Regional transportation database.
2. Geographically correct highway network and local street system.
3. Monthly, weekly, and year-to-date transit ridership data (reports and graphs).

4. Monitoring of 2010 population and employment forecasts.
5. Transportation planning data and Arc/Info data integration.
6. 1990 census data.
7. Update geo-coding of places of employment, by TAZ, for use in CTPP.
8. Region-wide forecast of population and employment data to year 2015.

FY93 Products

1. Continuation of FY92.
2. Development of CTPP applications.
3. Updated population and employment forecast to year 2015.

FY92 Expenses:		FY92 Revenues:	
IRC	$33,000	FY92 PL	$ 7,000
		UMTA	4,000
		RTPO	7,000
		Local	15,000
Total	$33,000	Total	$33,000

III. ONGOING PLAN REFINEMENT AND DATA MANAGEMENT

C. Computer Operations

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

Work Element Objectives

1. Review hardware and software applications for transportation planning purposes.
2. Incorporate new transportation planning software tools into the program to include staff training, evaluation of software, and software adaptation.
3. Continue to integrate the transportation travel forecasting with the GIS data base and develop interfaces between ARC/INFO and EMME/2.
4. Develop application of the ETAK highway network and U.S. Census "Tiger" file to improve the transportation planning capabilities.

Relationship to Other Work Elements

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

FY92 Products

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

FY93 Products

1. Continuation of FY92 program.

FY92 Expenses:		FY92 Revenues:	
IRC	$15,000	FY92 PL	$ 3,000
		Local	12,000
Total	$15,000	Total	$15,000

III. ONGOING PLAN REFINEMENT AND DATA MANAGEMENT

D. Transit Survey and Transit Development Program Data

The annual transit survey varies in content and methodology from year to year, depending on C-TRAN's information needs. The range of survey data to be collected from year to year includes the following: 1) patron characteristics, 2) passenger boarding counts, 3) travel patterns, 4) rider attitudes, 5) transfer counts, 6) boarding/alighting counts, 7) ridership by fare categories, and 8) non-rider awareness/attitudes. In addition to the transit survey, IRC will be providing C-TRAN with a range of data to compliment the development of the Transit Development Program (TDP). This data will include the following categories: 1) transit statistics, 2) GIS data (rider O/D, park-and-ride O/D, and facilities inventory), 3) 1990 census data, 4) future demand data, and 5) transit system mapping.

Work Element Objectives

1. Identify transit ridership characteristics and monitor changes.
2. Provide transit related data for the development of the TDP.

FY92 Products

1. Transit ridership survey analysis and report.
2. TDP data.

FY93 Products

1. Transit ridership survey analysis and report.

FY92 Expenses:		FY92 Revenues:	
IRC	$16,000	UMTA Sec. 8	$13,000
		Local	3,000
Total	$16,000	Total	$16,000

III. ONGOING PLAN REFINEMENT AND DATA MANAGEMENT

E. Traffic Count Program

The traffic count program will continue to update and maintain the traffic count database. The program will also continue to incorporate permanent traffic recording data and intersection turning movement data. FY92 activities will concentrate on enhancing the traffic count software program which was redeveloped in FY91. The traffic count program is now housed in a customized program developed in-house, using Microsoft BASIC software. The program allows for enhanced graphic output. Inclusion of the UTM geocodes for each traffic count station provides for a wide range of future applications in linkages with GIS applications and for automating the EMME/2 calibration process.

Work Element Objectives

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

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

3. Develop the graphic display of count data by linking the traffic count program with the GIS system and EMME/2.

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

Relationship to Other Work Elements

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

FY92 Products

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

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

FY93 Products

1. Continue the traffic count program and make adaptions to incorporate it into the performance monitoring program.

FY92 Expenses:		FY92 Revenues:	
IRC	$17,000	FY92 PL	$ 6,000
		Local	11,000
Total	$17,000	Total	$17,000

IV. 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, agenda, minutes, and reports for Intergovernmental Resource Center committees (Transportation Policy Committee, RTPO Policy Board, CTAC, and IRC Board of Directors) and special purpose transportation committees (WSDOT Commission, TPAC, JPACT, and Bi-State Policy Committee).
2. Participate and coordinate with the Growth Management Act implementation process in regard to transportation planning requirements.
3. Monitor the growth management legislative activities as they relate to regional transportation planning and certification requirements.
4. Continue to involve private sector issues and the business community in the transportation planning process, including attendance and participation at various community meetings.
5. Continue to address DBE requirements and indirect cost plans.
6. Participate in key transportation seminars and training.
7. Certification of the transportation planning process.

Relationship to Other Work Elements

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

FY92/93 Products

1. Coordination and management of the regional transportation planning process and activities.
2. Coordination/monitoring of Growth Management Act implementation.
3. Required documentation to FHWA and UMTA and response to planning requirements.
4. Involvement of the business community in the transportation planning process.
5. MPO certification.

FY92 Expenses:		FY92 Revenues:	
IRC	$45,100	FY92 PL	$15,000
		UMTA Sec. 8	8,000
		RTPO	4,100
		Local	18,000
Total	$45,100		$45,100

IV. TRANSPORTATION PROGRAM MANAGEMENT

B. Clean Air Act

In an effort to improve and/or maintain air quality, the federal government updated the Clean Air Act in 1990. Vehicle emissions are a source of air pollution and any measures taken to reduce or prevent an increase in such emissions will contribute to an improvement in air quality. The MPO will monitor federal activity on the Clean Air Act and seek to implement any necessary transportation measures to maintain or reach attainment of national ambient air quality standards.

Work Element Objectives

1. Monitor federal activity on the Clean Air Act.
2. Review Transportation Improvement Program (TIP) to ascertain effect on Transportation Control Measures (TCMs) in the State Implementation Plan (SIP).
3. Cooperate and coordinate with State Department of Ecology in their research and work on air quality in Washington State.

Relationship to Other Work Elements

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

FY92 Products

Monitoring activities regarding the Clean Air Act in place.

FY92 Expenses:		FY92 Revenues:	
IRC	$ 6,000	FY92 PL	$ 2,000
		UMTA Sec. 8	2,000
		Local	2,000
Total	$ 6,000		$ 6,000

IV. TRANSPORTATION PROGRAM MANAGEMENT

C. Americans With Disabilities Act and Title VI Requirements

In 1990 the federal government enacted the Americans with Disabilities Act (ADA) to ensure that persons with disabilities enjoy access to the mainstream of American life. The ADA expands on the Section 504 program to comprehensively address mobility needs of persons with disabilities.

UMTA Circular 4702.1 outlines reporting requirements and procedures for transit agencies and MPOs to comply with Title VI of the Civil Rights Act of 1964. IRC and C-TRAN have worked cooperatively to provide UMTA with the necessary Title VI documentation and updates to the information. This documentation will need to be updated with the release of 1990 Census data.

Work Element Objectives

1. Assess the planning activities needed to support implementation of the ADA's provisions.
2. Assist C-TRAN in their implementation plans for a wheelchair-accessible fixed route transit service.
3. Participate as a staff member of C-TRAN's Special Services Advisory Committee (SSAC).
4. Prepare demographic and service profile maps, overlays, and charts required for public transit providers, based upon 1990 Census data consistent with the Title VI requirements outlined in UMTA Circular C4702.1, Section III-3 a(1).

Relationship to Other Work Elements

This element is related to the Data Development and Management element as well as the Transit Survey and TDP elements.

FY92 Products

1. A clear understanding of the Americans with Disabilities Act.
2. Assistance, particularly in production of maps and data analysis, to C-TRAN in their efforts to comply with the requirements of ADA and Title VI.
3. Submission of MPO Title VI documentation required by UMTA.

FY93 Products

1. Continuation of the FY92 program with necessary updates.

FY92 Expenses:		FY92 Revenues:	
IRC	$ 8,000	FY92 PL	$2,000
		UMTA Sec. 8	3,000
		Local	3,000
	$ 8,000		$ 8,000

IV. TRANSPORTATION PROGRAM MANAGEMENT

D. Competitive Services Planning

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

Work Element Objectives and Procedures

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

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

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

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

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

6. Continue the dispute resolution process.

Relationship to Other Work Elements

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

FY92 Products

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

2. TIP/AE competitive services documentation.

FY93 Products

1. Continuation of competitive services planning.

FY92 Expenses:		FY92 Revenues:	
IRC	$ 3,000	UMTA Sec. 8	$ 2,000
		Local	1,000
	$ 3,000		$ 3,000

IV. TRANSPORTATION PROGRAM MANAGEMENT

E. Public Participation and Transportation Forum

Work Element Objectives and Procedures

1. Publish newsletters and press releases to provide a communication link with residents and community leaders. Communications will be mailed to interested citizens, agencies, and businesses in the county.

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

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

Relationship to Other Work Elements

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

FY92/93 Products

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

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

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

FY92 Expenses:		FY92 Revenues:	
IRC	$ 9,300	FY92 PL	$ 4,000
		UMTA Sec. 8	2,300
		Local	3,000
	$ 9,300		$ 9,300

IV. TRANSPORTATION PROGRAM MANAGEMENT

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

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

Work Element Objectives and Procedures

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

Relationship to Other Work Elements

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

FY92/93 Products

1. Documentation and coordination of transportation planning activities and transportation improvement projects. Both reports are key elements in maintaining the area's eligibility for federal capital and operating transportation funds.
2. An adopted UPWP.
3. An adopted TIP.

FY92 Expenses:		FY92 Revenues:	
IRC	$11,900	FY92 PL	$ 4,900
		UMTA Sec. 8	3,000
		Local	4,000
	$11,900		$11,900

FY92 UNIFIED PLANNING WORK PROGRAM
SUMMARY OF EXPENDITURES BY FUNDING SOURCE ($000's)

WORK ELEMENT	FY92 PL	FY92 UMTA	FY92 RTPO	LOCAL	C-TRAN	WSDOT	OTHER	TOTAL
I. REGIONAL TRANSPORTATION PLANNING PROGRAM								
A. Clark County RTP Update			45.0	15.0				60.0
B. Skamania County RTPO Work Program			14.9					14.9
C. Klickitat County RTPO Work Program			16.9					16.9
D. RTPO Plan			6.0	2.0				8.0
II. REGIONAL TRANSPORTATION PLANNING STUDIES								
A. Bi-State Transportation Study	1.0	1.0		2.0				4.0
III. ONGOING PLAN REFINEMENT AND DATA MANAGEMENT								
A. Regional Travel Forecasting Model Maintenance and Refinement	6.0	2.0	10.0	9.0				27.0
B. Data Development and Management	7.0	4.0	7.0	15.0				33.0
C. Computer Operations	3.0			12.0				15.0
D. Transit Survey and Transit Development Program Data		13.0		3.0				16.0
E. Traffic Count Program	6.0			11.0				17.0
IV. TRANSPORTATION PROGRAM MANAGEMENT								
A. Coordination and Management	15.0	8.0	4.1	18.0				45.1
B. Clean Air Act	2.0	2.0		2.0				6.0
C. ADA and Title VI	2.0	3.0		3.0				8.0
D. Competitive Services Planning		2.0		1.0				3.0
E. Public Participation and Transp. Forum	4.0	2.3		3.0				9.3
F. UPWP and TIP	4.9	3.0		4.0				11.9
TOTAL	50.9	40.3	103.9	100.0				295.1