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METRO

METROPOLITAN SERVICE DISTRICT

527 S.W. HALL ST., PORTLAND OR. 97201, 503/221-1646

A G E N D A

JOINT POLICY ADVISORY
COMMITTEE ON TRANSPORTATION

Date: April 14, 1983

Day: Thursday

Time: 7:30 a.m.

Place: Metro, Conference Room A1/A2

- *1. AUTHORIZING THE "ROLLBACK" OF INTERSTATE TRANSFER FUNDS TO JUNE 1980 LEVELS AND ALLOCATING INITIAL FUNDING AUTHORIZATION FOR IMPLEMENTATION IN THE THIRD QUARTER OF FY 1983 - APPROVAL REQUESTED - Andy Cotugno.
- *2. AMENDING THE TRANSPORTATION IMPROVEMENT PROGRAM TO INCORPORATE A SERIES OF PROJECTS TO MITIGATE TRAFFIC IMPACTS OF THE BANFIELD CONSTRUCTION PROGRAM - APPROVAL REQUESTED - Andy Cotugno.
- *3. FY 84 UNIFIED WORK PROGRAM - REVIEW AND COMMENT - Andy Cotugno.

*Material Enclosed.

MEETING REPORT

DATE OF MEETING: March 10, 1983

GROUP/SUBJECT: Joint Policy Advisory Committee on Transportation (JPACT)

PERSONS ATTENDING: Members: Charlie Williamson, Wes Myllenbeck, Bruce Etlinger, Bill Young, Earl Blumenauer (alternate), Ed Hardt (alternate), Robin Lindquist, John Frewing, Vernon Veysey, Ed Ferguson, Larry Cole, Margaret Weil, and Richard Waker

Guests: Keith Ahola, WSDOT; Gilbert Mallery, RPC of Clark County; Greg Nelson, Office of Commissioner Gordon Shadburne; Sarah Salazar, Port of Portland; Larry Rice, Washington County; Elton Chang, FHWA - Salem; Jerry Markesino and Steve Dotterer, City of Portland; Paul Bay, Tri-Met; Ernie Bonner, Metro Councilor; Bebe Rucker, Multnomah County; Ray Polani, Citizens for Better Transit; Aloha Schade, Portland Chapter - Oregon Association of Railway Passengers; Winston Kurth, Clackamas County; Rick Walker, Cities of Multnomah County; and George Starr and Leanne MacColl, Citizens

Staff: Rick Gustafson, Andy Cotugno, Steve Siegel, Michael Ogan, Karen Thackston, Robert Hart, Keith Lawton, James Giesecking, Jr., and Lois Kaplan, Secretary

MEDIA: None

SUMMARY:

1. REVIEW OF OREGON LEGISLATURE INFRASTRUCTURE FUNDING

Steve Siegel described the various transportation and infrastructure financing bills pending at the State Legislature that affect the Portland metropolitan area. He stressed the importance of being aware of the criteria for allocation of funds, who allocates the funds, and whether it meets the needs of our region and state.

2. ALIGNING THE FEDERAL AID URBAN BOUNDARY WITH THE 1980 CENSUS BOUNDARY AND URBAN GROWTH BOUNDARY

Andy related that the purpose of the FAU boundary changes is to comply with an FHWA request to conform to the census urbanized boundary and the local desire to align more closely to the Urban Growth Boundary, ensuring that funding policies

are consistent with land use policies. He then reviewed the various changes and noted that action on the FAU funding allocation was postponed pending TPAC consideration of a suggested change in procedure for allocating such funds. A discussion ensued on the necessity of defining what the allocation procedure should be for distribution to Forest Grove.

It was noted during discussion that Hogan Road should be added to Attachment D under "D. Urban to Rural - Multnomah County". In addition, Commissioner Myllenbeck pointed out that the portion of Thompson Road noted on Attachment D under "Urban to Rural" was actually in Multnomah County rather than Washington County.

Action Taken: It was moved and seconded to recommend approval of the Resolution which would align the Federal Aid Urban Boundary with the 1980 Census Boundary and Urban Growth Boundary, with the street changes noted above. Motion CARRIED.

3. METRO FY 84 UNIFIED WORK PROGRAM OPTIONS

A list of FY 84 Unified Work Program options was presented with the request that Committee members contact Andy with their recommendations as to which tasks should be included in the UWP. There was general discussion of whether the "impact of high technology on the transportation system" should be an element of the work program. The draft UWP will be reviewed in April with adoption in May.

4. INFORMATIONAL PRESENTATION OF A COLISEUM TRANSIT STATION BY CITIZENS FOR BETTER TRANSIT

Councilor Etlinger stated that he felt the proposal of the Coliseum Transit Station to be of regional significance and that an opportunity should be given for proponents and opponents of the project to present their views to the affected jurisdictions. He indicated jurisdictional support for such a presentation. Councilor Williamson indicated that Portland had raised an objection to this presentation being made without first having notified the City.

A letter from Commissioner Mildred Schwab was reviewed, questioning JPACT's role in considering this proposal. In addition, a response drafted by Chairman Williamson was reviewed which indicated that it was placed on the Agenda as an informational item only and that the slide show would be presented only if interest prevailed.

~~Steve Dotterrer questioned whether it was appropriate for JPACT to review this proposal, citing the fact that it is JPACT's role to review federal transportation funding proposals and overall regional plans, and that the scope of this project did not fall into either category. He expressed concern over a possible trend -- of items appearing on the Agenda that affect a specific jurisdiction without prior notification and a regional body entering the decision process. He further noted that the proposed relocation of the Greyhound terminal adjacent to Union Station was accepted by Metro in approving its Downtown Plan, a segment of the City's Comprehensive Plan.~~

Interest was expressed in seeing the presentation, but the Committee agreed that no action should be taken by JPACT and that the City should have first been notified of the proposed presentation.

Action Taken: It was then moved and seconded to adjourn the meeting prior to presentation of the slide show by Citizens for Better Transit. Motion FAILED.

The Committee concurred that, in the future, any special Agenda items that affect a single jurisdiction should first be discussed with that jurisdiction.

Ray Polani (representing Citizens for Better Transit) and Aloha Schade (representing the Portland Chapter of the Oregon Association of Railway Passengers) gave a slide presentation on a proposal for a Transportation Center in the vicinity of the Coliseum. The center would consolidate Amtrak, Greyhound, Trailways, DART, and Tri-Met bus and LRT service in one locale. This proposal at this location would provide an opportunity for multiple use of the transportation facility with expanded convention facilities and private development.

In conjunction with plans for the proposed Transit Center, a discussion took place on the feasibility and availability of federal funds for such a project.

5. ADJOURNMENT

There being no further business, the meeting was adjourned.

REPORT WRITTEN BY: Lois Kaplan

COPIES TO: JPACT Members
Rick Gustafson
Don Carlson
Ray Barker

CONSIDERATION OF RESOLUTION NO. _____ FOR THE
PURPOSE OF AUTHORIZING THE "ROLLBACK" OF INTERSTATE
TRANSFER FUNDS TO JUNE 1980 LEVELS AND ALLOCATING
INITIAL FUNDING AUTHORIZATION FOR IMPLEMENTATION
IN THE THIRD QUARTER OF FY 1983.

Date: April 5, 1983

Presented by: Andy Cotugno

FACTUAL BACKGROUND AND ANALYSIS

The Resolution deals with two issues associated with the Interstate Transfer program:

1. The Surface Transportation Act of 1982 restored the overall Interstate Transfer program to the level it was at in June 1980, resulting in an increased entitlement from \$452 million to \$500 million. This resolution establishes where that "rollback" entitlement should be allocated.
2. Towards completion of the overall Interstate Transfer programs, \$56.7 million is available for expenditure in FY 83. This resolution begins the process of identifying which Interstate Transfer funded projects will be authorized to proceed using available FY 83 funding.

BACKGROUND

1. Interstate Transfer "Rollback" -- Prior to the Surface Transportation Act of 1982, the entitlement to the Portland metropolitan area was based upon the construction cost of the two freeways plus escalation equivalent to the National Construction Cost Index published quarterly. As a result of this escalation clause, the overall entitlement has dropped from a high of \$500 million in June 30, 1980, to \$452 million in June 30, 1982. In accordance with Metro's procedures, each individual project allocation has been escalated/deescalated quarterly, resulting in each project proportionately sharing in the loss. As a result of this deescalation over the past several years, the local jurisdictions have downscoped lower priority projects to allow higher priority projects to proceed to construction. Adoption of this resolution would serve to establish the amount of the "rollback" to be restored to each individual project. Attachment "A" to the resolution identifies the current authorization assigned to each project as well as the amount of the "rollback" assigned to that project.

Also shown on Attachment "A" are several adjustments to the "rollback" to deal with unique circumstances. Generally, two types of situations exist, the first dealing with funding transfers that have occurred over the past several years and the second dealing with the Banfield project.

- A. Transfers -- A number of transfers between jurisdictions have been approved over the past several years. With the availability of the "rollback," in some cases the transfer is no longer necessary; in other cases, the "rollback" on the transfer should be returned to the originating jurisdiction. The transfers are as follows:
- \$100,000 for a South McLoughlin transit analysis was partially funded from the McLoughlin Corridor Reserve; the "rollback" of \$3,003 should be returned to the McLoughlin Reserve.
 - The Tri-Met Rideshare funding (regional and I-5 North) was partially funded from the City of Portland Reserve; the "rollback" of \$92,902 and \$11,883 should be returned to Portland.
 - The Bi-State Transit Analysis was partially funded from the City of Portland Reserve; the "rollback" of \$1,786 should be returned to Portland.
 - Powell Blvd. was fully funded from the allocation to the City of Portland, the "rollback" plus the excess allocation of \$2,246,987 should be returned to Portland.
 - Clackamas County transferred \$2,539,051 to the Banfield project to cover a funding shortfall; with the availability of the "rollback," this amount can be returned to Clackamas County.
- B. Banfield Allocation -- Under the provisions of the federal FY 83 Appropriations Act, the federal funding program for the Banfield was intended to include locally allocated Interstate Transfer funding in the amount of \$173 million plus federally allocated Section 3 (transit capital) funding as needed to complete the project. Under this funding agreement between Tri-Met and UMTA, the Banfield should be completed with Section 3 funds--not a portion of the "rollback." As such, the Banfield authorization is retained at the previously committed \$173 million and the "rollback"

calculated based upon the escalation factors is retained in a Regional Reserve of \$17,367,134.

Another item associated with the Banfield was a transfer in 1982 of some \$55 million of Interstate Transfer funding previously locally allocated to other transit purposes (such as the Westside) to the Banfield in exchange for a like amount of Section 3 funding. Under that action, \$76.8 million of Section 3 funding was available, \$51.8 million was earmarked to "Traded" projects and \$25 million was retained in an Inflation Reserve to be used first on "Traded" projects and second on completion of the Banfield. In this manner, the "Traded" projects retained a funding commitment as if they had remained Interstate Transfer. Since, as Interstate Transfer funded projects, they would have realized a benefit from the "rollback," Attachment "B" allocates a portion of the Inflation Reserve to restore the benefit that would have been realized. With this action, the Section 3 "Trade" allocations become fixed allocations and the remainder of the Inflation Reserve is firmly committed to the Banfield.

2. Allocation of FY 83 Interstate Transfer Funding -- Toward completion of the overall Interstate Transfer program, \$56.7 million is estimated to be available in FY 83. This will allow certain projects that already have an Interstate Transfer funding commitment to proceed. Attachment "C" identifies some \$36.6 million of projects that ODOT, Tri-Met and the jurisdictions have requested be funded with FY 83 funding. This resolution does not recommend finalizing this allocation because of uncertainty of the flexibility of use of future allocations, particularly the ability to "carry over" FY 83 funding to FY 84 and FY 85. Delaying allocation would allow sufficient time to resolve this issue. This resolution does, however, authorize proceeding with any projects scheduled in April, May and June to avoid any delays. The full allocation is scheduled for June 1983.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends adoption.

COMMITTEE CONSIDERATION AND RECOMMENDATION

AC/gl
8197B/283
4/5/83

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF AUTHORIZING THE)	RESOLUTION NO.
ROLLBACK OF INTERSTATE TRANSFER)	
FUNDS TO JUNE 1980 LEVELS AND)	Introduced by the Joint
ALLOCATING INITIAL FUNDING)	Policy Advisory Committee
AUTHORIZATIONS FOR IMPLEMENTATION)	on Transportation
IN THE THIRD QUARTER OF FY 1983)	

WHEREAS, The Surface Transportation Assistance Act of 1982 has been enacted by Congress; and

WHEREAS, The Act provides for restoring the Interstate Transfer Program to the funding levels existing in June 1980; and

WHEREAS, The "rollback" of funds should be distributed back to those projects and/or jurisdictions in accordance with allocations existing in June 1980; and

WHEREAS, Federal allocations of Interstate Transfer funds to the Metro region for FY 1983 amount to some \$56.7 million; and

WHEREAS, Projects have been identified to utilize \$36.6 million during FY 1983; and

WHEREAS, The flexibility of using future year allocations must be determined before fully allocating available funds; and

WHEREAS, It is essential to proceed with a partial allocation for use in the next several months in order to avoid schedule delays; now, therefore,

BE IT RESOLVED,

1. That the Metro Council hereby adopts the Interstate Transfer authorizations set forth in Attachment 'A' including distribution of rollback funds as provided by the Surface Transportation Assistance Act of 1982.

2. That the Metro Council adopts Attachment 'B' which identifies allocation of the Section 3 'Letter of Intent' Inflationary Reserve.

3. That the Metro Council hereby recognizes the \$36.6 million of projects identified in Attachment 'C' as those projects under consideration for use of available FY 1983 funding and authorizes those scheduled in April, May and June to proceed with implementation.

4. That the Metro Council intends to allocate the remainder of the available FY 1983 Interstate Transfer funds by June 1983 after a full FY 1983 - FY 1987 program can be defined based upon the extent of flexibility provided in future Interstate Transfer allocations.

5. That the TIP and its Annual Element be amended to reflect these authorizations.

6. That the Metro Council finds the projects in accordance with the region's continuing cooperative, comprehensive planning process, and, thereby, gives Affirmative A-95 Review approval.

ADOPTED by the Council of the Metropolitan Service District
this _____ day of _____, 1983.

Presiding Officer

KT/srb
8197B/283
04/04/83

METROPOLITAN SERVICE DISTRICT
ROLLBACK OF INTERSTATE TRANSFER PROJECTS
TO JUNE 1980

RLBK11A
31-Mar-83

PAGE 1

-----IN JUNE 1982 DOLLARS-----			-----IN JUNE 1980 DOLLARS-----			
OBLIGATIONS	UNOBLIG BAL	TOTAL AUTH	:	ROLLBACK	ROLLBACK ADJUSTMENT	NEW TOTAL AUTH
CATEGORY I PROJECTS						
1 TRI-MET RIDESHARE PROGRAM			:			
219,645	0	219,645	:	0	0	219,645
2 BANFIELD TRANSITWAY-HIGHWAY FUNDS			:			
25,695,370	427,811	26,123,181	:	2,079,104	-2,079,104	26,123,181
3 BANFIELD TRANSITWAY-TRANSIT FUNDS			:			
71,534,087	75,477,608	147,031,695	:	17,827,081	-17,827,080	147,031,696
4 METRO SYSTEM PLANNING-W/S CORRIDOR-299001			:			
2,250,036	0	2,250,036	:	0	0	2,250,037
5 BANFIELD TRANSITWAY-METRO PLANNING			:			
300,000	0	300,000	:	0	0	300,000
6 TRI-MET TECHNICAL STUDY - 5 WORK ELEMENTS			:			
428,000	0	428,000	:	0	0	428,000
7 METRO SYSTEMS PLANNING			:			
527,756	899,994	1,427,750	:	0	0	1,427,750
8 M'CLOUGHLIN CORRIDOR-UNION/GRAND AVE VIADUCT TO SE RIVER ROAD			:			
437,425	21,835,284	22,272,709	:	2,934,325	3,003	25,210,037
9 TRI-MET RIDESHARE PROGRAM EXPANSION			:			
68,143	260,050	328,193	:	44,396	0	372,590
10 M'CLOUGHLIN BLVD INTERSECTION AND SIGNAL IMPROVEMENTS			:			
60,500	745,253	805,753	:	103,332	0	909,085
11 POWELL BLVD R/W & CONSTRUCTION-ROSS ISLAND BRIDGE TO 52ND-SECT I			:			
5,163,678	6,527	5,170,205	:	11,405	0	5,181,610
12 POWELL BLVD R/W & CONST-50TH AVE TO I205-SECTION II			:			
7,695,300	5,228,144	12,923,444	:	1,088,023	-2,246,987	11,764,480
13 SUNSET HIGHWAY OVERLAYS - CONSTRUCTION			:			
1,422,729	167,561	1,590,290	:	0	0	1,590,290
14 RECONSTRUCTION OF YEON/VAUGHN/NICOLAI/WARDWAY AND ST HELENS RD			:			
442,128	1,179,043	1,621,171	:	141,804	0	1,762,975
15 BANFIELD LRT STATION AREA PLANNING PROGRAM			:			
1,028,069	429,625	1,457,694	:	98,570	0	1,556,264
16 TRIMET RIDESHARE RESERVE			:			
201,857	975,015	1,176,872	:	79,630	-92,902	1,163,600

METROPOLITAN SERVICE DISTRICT
 ROLLBACK OF INTERSTATE TRANSFER PROJECTS
 TO JUNE 1980

RLBK11A
 31-Mar-83

PAGE 2

-----IN JUNE 1982 DOLLARS-----				-----IN JUNE 1980 DOLLARS-----		
OBLIGATIONS	UNOBLIG BAL	TOTAL AUTH	:	ROLLBACK	ROLLBACK ADJUSTMENT	NEW TOTAL AUTH
CATEGORY I PROJECTS-CONTINUED						
17 IS NORTH RIDESHARE PROGRAM 165,000	-2,558	162,442	:	9,440	-11,883	160,000
18 PORTLAND/VANCOUVER CORRIDOR ANALYSIS...BI-STATE TASK FORCE 72,311	-3,518	68,793	:	5,243	-1,786	72,250
19 WESTSIDE CORRIDOR RELATED HIGHWAY PROJECTS-FHWA FUNDED 59,500	4,909	64,409	:	-4,909	0	59,500
20 MCLOUGHLIN CORRIDOR TRANSIT ANALYSIS 100,000	-5,596	94,404	:	8,598	-3,003	100,000
21 REGIONAL RESERVE 0	161,800	161,800	:	230,989	0	392,789
22 WESTSIDE RESERVE 0	16,387,855	16,387,855	:	2,216,866	0	18,604,721
23 NW NICOLAI ST-NW 29TH TO NW 24TH 43,775	1,602,187	1,645,962	:	222,657	0	1,868,619
24 NW YEON AVE-NW ST HELENS RD TO NW NICOLAI 0	11,169,704	11,169,704	:	1,510,981	0	12,680,685
25 NW ST HELENS RD-NW KITTRIDGE ST TO NW 29TH AVE 0	3,105,967	3,105,967	:	420,160	0	3,526,127
26 VAUGHN ST/WARDWAY-NW 29TH AVE TO NW 24TH AVE 0	954,948	954,948	:	129,180	0	1,084,128
27 FRONT-YEON CONNECTION 0	4,615,580	4,615,580	:	624,372	0	5,239,952
28 REGIONAL RESERVE 0	0	0	:	0	17,367,134	17,367,134
TOTAL CATEGORY I PROJECTS 117,935,309	145,623,193	263,558,502	:	29,781,249	-4,892,608	288,447,143

METROPOLITAN SERVICE DISTRICT
 ROLLBACK OF INTERSTATE TRANSFER PROJECTS
 TO JUNE 1980

RLBK11A
 31-Mar-83

-----IN JUNE 1982 DOLLARS-----			-----IN JUNE 1980 DOLLARS-----		
OBLIGATIONS	UNOBLIG BAL	TOTAL AUTH	ROLLBACK	ROLLBACK ADJUSTMENT	NEW TOTAL AUTH
CITY OF PORTLAND PROJECTS					
29 N COLUMBIA BLVD-0.25 MI W OF TERMINAL RD TO W OSWEGO AVE 172,805	3,910,000	4,082,805	0	0	4,082,805
30 BASIN AVENUE/GOING STREET PROJECT 1,950,773	239,358	2,190,131	118,258	0	2,308,389
31 NEW TRAFFIC SIGNALS-CITY OF PORTLAND 0	24,140	24,140	0	0	24,140
32 TRAFFIC SIGNAL IMPROVEMENT-CITY OF PORTLAND 0	466,456	466,456	47,298	0	513,754
33 SIGNAL COMPUTER CONTROL EXPANSION 51,977	3,273	55,250	0	0	55,250
34 MACADAM AVE(OR43) PROJECT-ROSS ISL BRIDGE TO SELLWOOD BRIDGE 4,193,156	94,339	4,287,495	176,445	0	4,463,940
35 HOLLYWOOD DISTRICT IMPROVEMENTS-NE SANDY BLVD-37TH TO 47TH 362,089	2,374,544	2,736,633	355,118	0	3,091,751
36 FRONT AVE CONST (OFFSETS SYS PLNG \$-SEE PORTLAND)-#1 522,074	64	522,138	0	0	522,138
37 SE HOLGATE BLVD-SE 17TH AVE TO SE 28TH AVE-BRIDGE AND APPROACHES 4,450,600	6,757	4,457,357	191,625	0	4,648,982
38 ARTERIAL STREET 3R PROGRAM 2,863,540	2,844,881	5,708,421	0	0	5,708,421
39 M'CLOUGHLIN NEIGHBORHOOD TRAFFIC DIVERSION PROGRAM 19,000	364,107	383,107	50,045	0	433,152
40 M'CLOUGHLIN BLVD(OR99E) PED UNDERPASS - 100 FT SO OF HAIG 36,820	217	37,037	459	0	37,496
41 GRAND AVE(OR99E) AT MORRISON - 2 LEFT TURN LANES 164,111	2,210	166,321	299	0	166,619
42 33RD AT BROADWAY - SB/NB LEFT TURN REFUGES 202,098	81,991	284,089	14,534	0	298,622
43 39TH AVE - SE GLENWOOD TO CRYSTAL SPRINGS BLVD - WIDENING 594,175	-49,854	544,321	-6,744	0	537,577

METROPOLITAN SERVICE DISTRICT
 ROLLBACK OF INTERSTATE TRANSFER PROJECTS
 TO JUNE 1980

RLBK11A
 31-Mar-83

PAGE 4

-----IN JUNE 1982 DOLLARS-----				-----IN JUNE 1980 DOLLARS-----		
OBLIGATIONS	UNOBLIG BAL	TOTAL AUTH	:	ROLLBACK	ROLLBACK ADJUSTMENT	NEW TOTAL AUTH
CITY OF PORTLAND PROJECTS-CONTINUED						
44 39TH @ STARK -WIDENING/SB LEFT TURN MEDIAN/SIGNAL INTERTIE/STRIP						
177,093	-11,151	165,942	:	-1,089	0	164,853
45 CURB EXTENSION PROGRAM						
13,889	0	13,889	:	0	0	13,889
46 CURB CORNER MODIFICATION PROGRAM						
10,228	0	10,228	:	-308	0	9,920
47 ACTUATED SIGNALS-SE BYBEE @ 23RD/SE TOLMAN @ MILWAUKIE-@17TH						
42,305	587	42,892	:	42	0	42,934
48 SIGNAL MODIFICATION AND REPLACEMENT PROGRAM - 8 LOCATIONS						
15,004	78,013	93,017	:	0	0	93,017
49 M'CLOUGHLIN(OR99E)/MILWAUKIE CONNECTION						
2,742	0	2,742	:	0	0	2,742
50 SE DIVISION CORRIDOR-DIVISION/CLINTON/HARRISON						
51,550	8,736	60,286	:	1,182	0	61,468
51 39TH AVENUE CORRIDOR IMPROVEMENT-GLISAN TO HOLGATE						
1,660,660	56,338	1,716,998	:	197,103	0	1,914,101
52 RESERVE ACCOUNT - SE PORTLAND AND E MULTNOMAH CTY TSM PROJECTS						
0	263,029	263,029	:	35,581	0	298,610
53 CONTINGENCY-CATEGORY II-CITY OF PORTLAND						
0	10,260	10,260	:	1,388	0	11,647
54 UNION AVENUE(OR99E)-WEIDLER TO COLUMBIA BLVD-#6						
7,013,438	-90,836	6,922,602	:	-205,495	0	6,717,107
55 GOING STREET NOISE MITIGATION PROJECT						
1,038,273	-120,666	917,607	:	73,275	0	990,883
56 SW BROADWAY-SW 4TH TO SW 6TH						
0	453,646	453,646	:	61,367	0	515,013
57 CONTINGENCY-CITY OF PORTLAND-CATEGORY III						
0	29,064	29,064	:	3,932	0	32,995
58 NW 18TH/19TH AND NW 14TH/16TH COUPLETS						
442,270	286,613	728,883	:	46,275	0	775,158

METROPOLITAN SERVICE DISTRICT
 ROLLBACK OF INTERSTATE TRANSFER PROJECTS
 TO JUNE 1980

RLBK11A
 31-Mar-83

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OBLIGATIONS	UNOBLIG BAL	TOTAL AUTH	ROLLBACK	ROLLBACK ADJUSTMENT	NEW TOTAL AUTH
CITY OF PORTLAND PROJECTS-CONTINUED					
59 BEAVERTON HILLSDALE HWY(OR10)-CAPITOL HWY TO SCHOLLS FY RD 179,095	1,834,619	2,013,714	251,405	0	2,265,119
60 RESERVE RESIDUAL-1505-CITY OF PORTLAND 0	863,541	863,541	0	0	863,541
61 ST HELENS ROAD RECONSTRUCTION-WEST CITY LIMITS TO NW KITTRIDGE A 221,468	2,894,357	3,115,825	401,024	0	3,516,850
62 TRANSPORTATION IMPROVEMENTS IN NORTHWEST PORTLAND 0	204,094	204,094	27,609	0	231,703
63 W BURNSIDE ROAD/TICHER DRIVE INTERSECTION IMPROVEMENT 427,819	137,842	565,661	45,616	0	611,277
64 NORTHWEST PORTLAND TRANSPORTATION STUDY 25,500	6,630	32,130	1,990	0	34,119
65 NW FRONT AVENUE RECONSTRUCTION-NW GLISAN TO NW 26TH AVE 195,500	5,182,353	5,377,853	717,047	0	6,094,900
66 MARINE DRIVE WIDENING TO FOUR LANES-15 TO RIVERGATE 0	3,670,907	3,670,907	496,582	0	4,167,489
67 NE LOMBARD/COLUMBIA BLVD CONNECTION VIA NE 60TH AVE 0	0	0	0	0	0
68 NE PORTLAND HWY IMPROVEMENT TO FOUR LANES-NE 60TH AVE TO I205 0	1,763,750	1,763,750	238,592	0	2,002,342
69 COLUMBIA BLVD/COLUMBIA WAY/N PORTLAND RD INTERSECTION IMPRVMT 221,166	24,333	245,499	7,657	0	253,156
70 COMMERCIAL ARTERIAL STREET LIGHT CONVERSION-CITY WIDE 1,155,150	0	1,155,150	45,271	0	1,200,421
71 POWELL BUTTE/MT SCOTT STUDY AREA-PROJECT DEVELOPMENT 29,750	-1,665	28,085	-225	0	27,860
72 TERWILLIGER/BARBUR BLVD PE/RESERVE FOR R/W AND CONSTRUCTION 55,000	9,292,141	9,347,141	1,259,283	0	10,606,423
73 82ND AVE IMPROVMT PROG-RUSSELL TO CRYSTAL SPRINGS BLVD-UNIT 1 0	90,322	90,322	12,218	0	102,540

METROPOLITAN SERVICE DISTRICT
 ROLLBACK OF INTERSTATE TRANSFER PROJECTS
 TO JUNE 1980

RLBK11A
 31-Mar-83

-----IN JUNE 1982 DOLLARS-----			-----IN JUNE 1980 DOLLARS-----		
OBLIGATIONS	UNOBLIG BAL	TOTAL AUTH	ROLLBACK	ROLLBACK ADJUSTMENT	NEW TOTAL AUTH
CITY OF PORTLAND PROJECTS-CONTINUED					
74 SIGNAL MODIFICATION AT 10 LOCATIONS(LEFT TURN)-SE PORTLAND 51,042	2,040	53,082	:	0	53,082
75 WILLAMETTE GREENWAY TRAIL PROGRAM 0	0	0	:	79,777	79,777
76 EAST BURNSIDE-90TH TO 94TH 22,950	256,249	279,199	:	37,769	316,967
77 WEST BURNSIDE TSM 0	0	0	:	0	0
78 TERMINAL FOUR ROAD 0	161,999	161,999	:	0	161,999
79 NW 23RD AVE/BURNSIDE 0	985,462	985,462	:	133,308	1,118,771
80 NW 21ST/22ND-THURMAN TO NICOLAI 0	813,946	813,946	:	110,107	924,053
81 NW INTERSECTION IMPROVEMENTS 33,000	281,983	314,983	:	42,609	357,592
82 NW EVERETT/GLISAN DECOUPLE 0	69,836	69,836	:	9,447	79,283
83 WEST FREMONT TSM 0	69,354	69,354	:	9,382	78,736
84 NW 24TH-25TH DIVERTERS 0	24,081	24,081	:	3,258	27,339
85 THURMAN/VAUGHN CORRIDOR DIVERTERS 0	70,317	70,317	:	9,512	79,829
86 SIGNAL REPLACEMENT-34 LOCATIONS 0	1,377,400	1,377,400	:	0	1,377,400
87 SIGNAL REPLACEMENT-16 LOCATIONS 0	589,450	589,450	:	0	589,450
88 NEW SIGNALS-5 LOCATIONS-PORTLAND BLVD ET AL 191,250	0	191,250	:	0	191,250

METROPOLITAN SERVICE DISTRICT
 ROLLBACK OF INTERSTATE TRANSFER PROJECTS
 TO JUNE 1980

RLBK11A
 31-Mar-83

IN JUNE 1982 DOLLARS			IN JUNE 1980 DOLLARS		
OBLIGATIONS	UNOBLIG BAL	TOTAL AUTH	ROLLBACK	ROLLBACK ADJUSTMENT	NEW TOTAL AUTH
CITY OF PORTLAND PROJECTS-CONTINUED					
89 COLUMBIA BLVD (3) NEW TRAFFIC SIGNALS 239,837	0	239,837		0	239,837
90 NE SANDY BLVD AT 50TH AND 70TH-NEW SIGNALS 72,250	0	72,250		0	72,250
91 COLUMBIA BLVD AT 47TH-NEW TRAFFIC SIGNAL 59,550	0	59,550		0	59,550
92 SW CAPITOL AT HUBER-NEW TRAFFIC SIGNAL 60,810	1,301	62,111		0	62,111
93 COLISEUM AREA TRAFFIC SIGNALS-SIGNAL IMPROVEMENT 390,000	4,097	394,097		9,188	403,285
94 CITYWIDE SIGNAL SYSTEM ANALYSIS 0	2,317,017	2,317,017		153,315	2,470,332
95 CBD TRAFFIC SIGNAL REPLACEMENTS-21 LOCATIONS 771,500	0	771,500		0	771,500
96 INTERSTATE AT TILLAMOOK-SIGNAL REPLACEMENT 30,073	9,927	40,000		0	40,000
97 82ND AVE (6) SIGNAL REPLACEMENTS-SANDY TO WASHINGTON 220,590	41,110	261,700		0	261,700
98 COLUMBIA BLVD FRONTAGE ROAD 0	1,624,264	1,624,264		219,722	1,843,986
99 SE FOSTER RD IMPROVEMENTS-122ND TO JENNE RD 0	874,260	874,260		118,266	992,526
100 NORTHWEST RIDESHARE 0	79,579	79,579		10,765	90,344
101 BANFIELD FIRE LINE 0	468,112	468,112		63,324	531,435
102 SW VERMONT CORRIDOR 0	1,059,950	1,059,950		143,385	1,203,334
103 MARGUAM RAMP STREET IMPROVEMENTS 0	690,745	690,745		93,441	784,186

METROPOLITAN SERVICE DISTRICT
 ROLLBACK OF INTERSTATE TRANSFER PROJECTS
 TO JUNE 1980

RLBK11A
 31-Mar-83

-----IN JUNE 1982 DOLLARS-----				-----IN JUNE 1980 DOLLARS-----		
OBLIGATIONS	UNOBLIG BAL	TOTAL AUTH		ROLLBACK	ROLLBACK ADJUSTMENT	NEW TOTAL AUTH
CITY OF PORTLAND PROJECTS-CONTINUED						
104 82ND AVE IMPROVMT PROG-RUSSELL TO CRYSTAL SPRINGS-UNIT 2						
0	3,016,164	3,016,164		408,011	0	3,424,175
105 CITY RESERVE						
0	-992,649	-992,649		2,597,159	0	1,604,510
106 SW DOSCH RD-BEAVERTON HILLSDALE HIGHWAY TO PATTON RD						
0	0	0		0	0	0
107 NW FRONT AVE-GLISAN TO COUCH(EVERETT-FRONT CONNECTOR)						
0	1,262,250	1,262,250		170,751	0	1,433,001
108 CITY ROLLBACK RESERVE						
0	0	0		0	2,353,558	2,353,558
TOTAL CITY OF PORTLAND PROJECTS						
30,703,970	52,447,583	83,151,553		9,087,152	2,353,558	94,592,263

METROPOLITAN SERVICE DISTRICT
 ROLLBACK OF INTERSTATE TRANSFER PROJECTS
 TO JUNE 1980

RLBK11A
 31-Mar-83

-----IN JUNE 1982 DOLLARS-----				-----IN JUNE 1980 DOLLARS-----		
OBLIGATIONS	UNOBLIG BAL	TOTAL AUTH		ROLLBACK	ROLLBACK ADJUSTMENT	NEW TOTAL AUTH
MULTNOMAH COUNTY PROJECTS						
109 SELLWOOD BRIDGE WEST APPROACHES - CONSTRUCTION 899,538	-27,416	872,122		1,566	0	873,687
110 238TH AVE IMPROVEMENT-UP RRRNG TO HALSEY ST 363,315	97,895	461,210		16,540	0	477,750
111 EAST COUNTY SIGNAL PROJECTS-STARK/22ND/HALSEY/A02ND 263,925	238,444	502,369		67,466	0	569,835
112 242ND AVE TSM IMPROVEMENTS-DIVISION TO GLISAN 31,535	624,528	656,063		89,118	0	745,181
113 257TH AVE IMPROVEMENT & EXTENSION-COLUMBIA HWY TO STARK ST 74,000	2,387,456	2,461,456		332,974	0	2,794,430
114 SE 72ND RECONSTRUCTION-DUKE TO CLACKAMAS COUNTY LINE 599,246	13,357	612,603		4,924	0	617,527
115 BURNSIDE BRIDGE RESURFACING AND JOINTS 290,492	22,207	312,699		3,004	0	315,704
116 BROADWAY BRIDGE RESURFACING-#3 92,816	-3,915	88,901		-530	0	88,371
117 221ST/223RD-POWELL BLVD TO FARISS RD-UNITS 1 & 2 3,286,293	781,282	4,067,575		325,558	0	4,393,133
118 CONTINGENCY-MULTNOMAH COUNTY/CITIES-CATEGORY III 0	217,346	217,346		29,401	0	246,747
119 FAIRVIEW AVE SIGNALIZATION- AT HALSEY ST AND AT SANDY BLVD 43,618	2,732	46,350		0	0	46,350
120 182ND AVENUE WIDENING-DIVISION ST TO POWELL BLVD 178,650	1,062,339	1,240,989		151,180	0	1,392,169
121 221ST AVE EXTENSION/TOWLE RD IMPVMT-POWELL BLVD TO BUTLER RD 283,000	1,218,183	1,501,183		164,790	0	1,665,972
122 CHERRY PARK RD/257TH DRIVE-242ND AVE TO TROUTDALE RD 736,508	214,527	951,035		110,807	0	1,061,842
123 CONTINGENCY-CATEGORY IV 0	459,402	459,402		62,146	0	521,548

METROPOLITAN SERVICE DISTRICT
 ROLLBACK OF INTERSTATE TRANSFER PROJECTS
 TO JUNE 1980

RLBK11A
 31-Mar-83

-----IN JUNE 1982 DOLLARS-----			-----IN JUNE 1980 DOLLARS-----		
OBLIGATIONS	UNOBLIG BAL	TOTAL AUTH	ROLLBACK	ROLLBACK ADJUSTMENT	NEW TOTAL AUTH
MULTNOMAH COUNTY PROJECTS-CONTINUED					
124 SANDY BLVD CORRIDOR-99TH AVE TO 162ND AVE 71,570	474,885	546,455	65,557	0	612,012
125 E BURNSIDE-SE 223RD TO SE POWELL BLVD-CONSTRUCTION 1,634,200	-162,986	1,471,214	0	0	1,471,214
126 POWELL AND 190TH INTERSECTION IMPROVEMENT 153,340	2,035,307	2,188,647	275,326	0	2,463,973
127 BURNSIDE ST-STARK TO 223RD AVE 0	2,303,605	2,303,605	126,322	0	2,429,927
128 221ST AVENUE-POWELL THROUGH JOHNSON CREEK BRIDGE 0	1,321,647	1,321,647	178,786	0	1,500,433
TOTAL MULTNOMAH COUNTY PROJECTS 9,002,046	13,280,826	22,282,872	2,004,934	0	24,287,806

METROPOLITAN SERVICE DISTRICT
 ROLLBACK OF INTERSTATE TRANSFER PROJECTS
 TO JUNE 1980

RLBK11A
 31-Mar-83

PAGE 11

-----IN JUNE 1982 DOLLARS-----				-----IN JUNE 1980 DOLLARS-----		
OBLIGATIONS	UNOBLIG BAL	TOTAL AUTH		ROLLBACK	ROLLBACK ADJUSTMENT	NEW TOTAL AUTH
CLACKAMAS COUNTY PROJECTS						
129 LOWER BOONES FERRY RD-MADRONA TO SW JEAN 450,500	565,214	1,015,714		95,457	0	1,111,172
130 82ND DRIVE-HIGHWAY 212 TO I205- CONSTRUCTION 393,474	64,526	458,000		0	0	458,000
131 SUNNYSIDE ROAD-STEVEN'S ROAD TO 122ND UNIT I 170,595	683,283	853,878		0	0	853,878
132 SUNNYSIDE ROAD REALIGNMENT-0.25 MI WEST OF 142ND (S CURVE) 201,600	-11,566	190,034		0	0	190,034
133 OSWEGO CREEK BRIDGE(OR43)-BRIDGE REPLACEMENT AND NEW BIKEWAY 1,858,145	80,093	1,938,238		-37,057	0	1,901,180
134 OSWEGO HIGHWAY(OR43) AT CEDAR OAKS-LEFT TURN REFUGES 34,438	15,704	50,142		1,655	0	51,797
135 HIGHWAY 212 IMPROVEMENTS (I205 EAST TO HIGHWAY 224) 2,445,449	4,852,074	7,297,523		699,930	0	7,997,454
136 OREGON CITY BYPASS-PARK PLACE TO COMMUNITY COLLEGE 7,462,292	11,105,483	18,567,775		2,126,225	0	20,694,000
137 STATE STREET CORRIDOR(OR43)-B AVENUE TO NORTH SHORE 59,500	1,362,418	1,421,918		192,914	0	1,614,833
138 GLADSTONE/MILWAUKIE SUBAREA TSM 1,693,153	307,467	2,000,620		97,389	0	2,098,009
139 GLADSTONE BRIDGE RECONSTRUCTION 0	0	0		0	0	0
140 RAILROAD AVENUE/HARMONY ROAD-82ND TO MILWAUKIE CBD 124,992	2,653,651	2,778,643		375,881	0	3,154,524
141 CLACKAMAS TOWN CENTER SIGNALS 13,685	110,943	124,628		15,822	0	140,450
142 82ND DRIVE-HWY 212 TO GLADSTONE/I205 INTERCHANGE 170,000	2,009,343	2,179,343		296,802	0	2,476,145
143 THIESSEN/JENNINGS CORRIDOR-OATFIELD ROAD TO I205 0	848,873	848,873		114,831	0	963,705

METROPOLITAN SERVICE DISTRICT
 ROLLBACK OF INTERSTATE TRANSFER PROJECTS
 TO JUNE 1980

RLBK11A
 31-Mar-83

-----IN JUNE 1982 DOLLARS-----			-----IN JUNE 1980 DOLLARS-----			
OBLIGATIONS	UNOBLIG BAL	TOTAL AUTH		ROLLBACK	ROLLBACK ADJUSTMENT	NEW TOTAL AUTH
CLACKAMAS COUNTY PROJECTS-CONTINUED						
144 CLACKAMAS COUNTY ROLLBACK RESERVE						
0	0	0	:	0	2,539,051	2,539,051
TOTAL CLACKAMAS COUNTY PROJECTS						
15,077,823	24,647,507	39,725,330	:	3,979,850	2,539,051	46,244,231

METROPOLITAN SERVICE DISTRICT
 ROLLBACK OF INTERSTATE TRANSFER PROJECTS
 TO JUNE 1980

RLBK11A
 31-Mar-83

-----IN JUNE 1982 DOLLARS-----			-----IN JUNE 1980 DOLLARS-----		
OBLIGATIONS	UNOBLIG BAL	TOTAL AUTH	ROLLBACK	ROLLBACK ADJUSTMENT	NEW TOTAL AUTH
WASHINGTON COUNTY PROJECTS					
145 SW 65TH/NYBERG RD-15 TO SAGERT RD-UNIT #1-CONSTRUCTION					
422,206	0	422,206	0	0	422,206
146 SW NYBERG ROAD-SW 89TH AVE TO 15-UNIT #2					
1,856,509	131,822	1,988,331	-95,107	0	1,893,224
147 CORNELL RD @ MURRAY BLVD - IMPROVE/SIGNALIZE					
108,517	0	108,517	0	0	108,517
148 SW GREENBURG RD - HALL TO OAK					
859,350	-104,245	755,105	0	0	755,105
149 NW 185TH-WALKER ROAD TO SUNSET HIGHWAY-PHASE I					
1,218,091	383,867	1,601,958	108,723	0	1,710,682
150 ALLEN BLVD RECONSTRUCTION-MURRAY BLVD TO HWY217					
1,261,281	1,596,916	2,858,197	324,953	0	3,183,149
151 SW BARNES ROAD-HIGHWAY 217 TO SW 84TH-PHASE I					
317,186	1,425,703	1,742,889	171,459	0	1,914,348
152 SW JENKINS/158TH-MURRAY BLVD TO SUNSET HIGHWAY					
1,564,500	1,107,849	2,672,349	55,064	0	2,727,413
153 SCHOLLS HWY(OR210) @ ALLEN - SIGNALS/WIDENING					
114,538	40,863	155,401	790	0	156,192
154 PROGRESS INTCHG OFF-RAMP TO SCHOLLS FERRY RD(OR210)					
294,873	28,236	323,109	690	0	323,799
155 HALL BLVD(AT HWY217)-LEFT TURN REFUGE FOR SB ON RAMP					
103,883	5,965	109,848	3,315	0	113,163
156 HIGHWAY 217 AND SUNSET HIGHWAY INTERCHANGE					
250,000	12,782,012	13,032,012	1,729,086	0	14,761,098
157 CORNELL ROAD RECONSTRUCTION-E MAIN TO ELAM YOUNG PARKWAY					
153,000	1,796,764	1,949,764	249,423	0	2,199,187
158 BEAVERTON HILLSDALE HWY SIGNAL INTERTIE-LOMBARD TO SW 91ST AVE					
9,690	90,202	99,892	12,779	0	112,671
159 TUALATIN VALLEY HIGHWAY(OR8) @ 185TH STREET					
133,110	1,416,624	1,549,734	196,126	0	1,745,860

METROPOLITAN SERVICE DISTRICT
ROLLBACK OF INTERSTATE TRANSFER PROJECTS
TO JUNE 1980

RLBK11A
31-Mar-83

PAGE 14

-----IN JUNE 1982 DOLLARS-----			-----IN JUNE 1980 DOLLARS-----		
OBLIGATIONS	UNOBLIG BAL	TOTAL AUTH	ROLLBACK	ROLLBACK ADJUSTMENT	NEW TOTAL AUTH
WASHINGTON COUNTY PROJECTS-CONTINUED					
160 HWY 217/72ND AVE INTCHG-PE & CONSTRUCTION-#2 1,337,799	493,923	1,831,722	207,488	0	2,039,210
161 PACIFIC HWY W(OR99W)-BULL MTN RD TO N TIGARD INTCHG-TSM IMP #1 1,052,681	-45,230	1,007,451	-6,395	0	1,001,056
162 CANYON/TV HWY CORRIDOR(OR8) TSM-WALKER RD TO MURRAY BLVD 696,814	-21,446	675,368	25,825	0	701,193
163 FARMINGTON RD CORRIDOR(OR208) TSM-185TH AVE TO LOMBARD AVE 55,420	256,833	312,253	35,107	0	347,360
164 HALL BLVD CORRIDOR TSM-TV HWY TO SCHOLLS FERRY RD 229,953	101,475	331,430	16,583	0	348,012
165 CEDAR HILLS BLVD/WALKER RD INTERSECTION IMPROVEMENT 110,624	9,817	120,441	920	0	121,361
166 BEAVERTON TUALATIN HIGHWAY--FANNO CREEK BRIDGE WIDENING 248,113	-23,563	224,550	-3,726	0	220,824
167 ALLEN BLVD INTERCHANGE - CONSTRUCTION 6,005,028	-11,089	5,993,939	33,446	0	6,027,385
168 CORNELL ROAD PHASE II-ECL TO CORNELIUS PASS ROAD 0	1,134,116	1,134,116	153,418	0	1,287,534
169 MURRAY BLVD-JENKINS ROAD TO SUNSET HIGHWAY 150,000	1,938,794	2,088,794	282,562	0	2,371,356
170 NW 185TH-ROCK CREEK BLVD TO TV HIGHWAY 0	170,000	170,000	22,997	0	192,997
TOTAL WASHINGTON COUNTY PROJECTS 18,553,168	24,706,208	43,259,376	3,525,525	0	46,784,902

METROPOLITAN SERVICE DISTRICT
 ROLLBACK OF INTERSTATE TRANSFER PROJECTS
 TO JUNE 1980

RLBK11A
 31-Mar-83

-----IN JUNE 1982 DOLLARS-----			-----IN JUNE 1980 DOLLARS-----			
OBLIGATIONS	UNOBLIG BAL	TOTAL AUTH		ROLLBACK	ROLLBACK ADJUSTMENT	NEW TOTAL AUTH
REGIONAL RESERVE						
171 FUNDS TO BE REALLOCATED						
-16,721	278,208	261,487		35,373	0	296,860
TOTAL REGIONAL RESERVE						
-16,721	278,208	261,487		35,373	0	296,860

METROPOLITAN SERVICE DISTRICT
 ROLLBACK OF INTERSTATE TRANSFER PROJECTS
 TO JUNE 1980

RLBK11A
 31-Mar-83

-----IN JUNE 1982 DOLLARS-----			-----IN JUNE 1980 DOLLARS-----		
OBLIGATIONS	UNOBLIG BAL	TOTAL AUTH	ROLLBACK	ROLLBACK ADJUSTMENT	NEW TOTAL AUTH
GRAND TOTAL					
191,255,595	260,983,526	452,239,120	48,414,083	1	500,653,204

ATTACHMENT 'B'

Section 3 Letter of Intent
Inflation Reserve Allocation

McLoughlin Corridor	\$ 566,325
Westside Corridor	5,852,925
Portland	<u>330,750</u>
	\$6,750,000

ATTACHMENT 'C'

INTERSTATE TRANSFER PROGRAM
ALLOCATION FOR APRIL, MAY, JUNE 1983

<u>Project</u>	<u>PE</u>	<u>ROW</u>	<u>Const.</u>	<u>Total</u>
			(millions)	
CATEGORY I				
McLoughlin Boulevard			0.8	0.8
Front/Yeon		1.53		1.53
Rideshare (Operating)	0.27			0.27
Westside Reserve	0.5			0.5
St. Helens - Kittridge/29th			2.8	2.8
Banfield TSM	.25			.25
TOTAL	1.02	1.53	3.6	6.15
CITY OF PORTLAND				
Terwilliger	0.2			0.2
SE Division Corridor	0.05			0.05
Hollywood			2.55	2.55
E. Burnside	0.011		0.272	0.292
Beaverton-Hillsdale Highway			1.497	1.497
N. Vancouver	0.27			0.27
Marine Drive	0.2			0.2
Lombard/Killingsworth	0.076			0.076
Lombard/Columbia Connection	0.1			0.1
82nd Avenue Imp. - Unit 1	0.088			0.088
82nd Avenue Imp. - Unit 2	0.038			0.038
N. Columbia Frontage		0.25		0.25
Poster Road	0.15			0.15
Marquam Street Ramps	0.1			0.1
Arterial 3R	0.073		2.214	2.287
Citywide Signal System			0.295	0.295
Signal Replacement - 34 loc.			1.322	1.322
Traffic Signal Replacement	0.052			0.052
Burnside/Sandy	0.025			0.025
Discretionary (Reserve)	0.807			0.807
TOTAL	2.24	0.25	8.15	10.64
MULTNOMAH COUNTY				
Burnside			2.43	2.43
221st/223rd - Bridge to Heiney		0.1		0.1
221st/223rd - Powell Thru Bridge			1.5	1.5
Sandy TSM			0.54	0.54
190th/Powell		0.436		0.436
TOTAL		0.536	4.47	5.006
CLACKAMAS COUNTY				
Boones Ferry Road			0.59	0.59
State Street		0.204		0.204
Railroad/Harmony	0.105	0.740		0.845
Gladstone/Milwaukie TSM			0.469	0.469
Sunnyside - Sec. 11		0.86		0.86
Thiessen Road	0.085			0.085
Oregon City Bypass			0.487	0.487
Highway 212			3.23	3.23
TOTAL	0.190	1.804	4.776	6.77
WASHINGTON COUNTY				
Cornell I			2.125	2.125
Allen Boulevard			0.9	0.9
185th	0.2			0.2
TV/185th		0.605	0.620	1.225
Farmington Road			0.1	0.1
217/Sunset		3.485		3.485
TOTAL	0.2	4.090	3.745	8.035
GRAND TOTAL	3.65	8.21	24.741	36.601

ATTACHMENT 'C'

INTERSTATE TRANSFER PROGRAM
 ALLOCATION FOR APRIL, MAY, JUNE 1983

Project	PE	ROW	Const.	Total
		(millions)		
CATEGORY I				
McLoughlin Boulevard			0.8	0.8
Front/Yeon		1.53		1.53
Rideshare (Operating)	0.27			0.27
Westside Reserve	0.5			0.5
St. Helens - Kittridge/29th			2.8	2.8
Banfield TSM	.25			.25
TOTAL	1.02	1.53	3.6	6.15
CITY OF PORTLAND				
Terwilliger	0.2			0.2
SE Division Corridor	0.05			0.05
Hollywood			2.55	2.55
E. Burnside	0.011		0.272	0.292
Beaverton-Hillsdale Highway			1.497	1.497
N. Vancouver	0.27			0.27
Marine Drive	0.2			0.2
Lombard/Killingsworth	0.076			0.076
Lombard/Columbia Connection	0.1			0.1
82nd Avenue Imp. - Unit 1	0.088			0.088
82nd Avenue Imp. - Unit 2	0.038			0.038
N. Columbia Frontage		0.25		0.25
Foster Road	0.15			0.15
Marquam Street Ramps	0.1			0.1
Arterial 3R	0.073		2.214	2.287
Citywide Signal System			0.295	0.295
Signal Replacement - 34 loc.			1.322	1.322
Traffic Signal Replacement	0.052			0.052
Burnside/Sandy	0.025			0.025
Discretionary (Reserve)	0.807			0.807
TOTAL	2.24	0.25	8.15	10.64
MULTNOMAH COUNTY				
Burnside			2.43	2.43
221st/223rd - Bridge to Heiney		0.1		0.1
221st/223rd - Powell Thru Bridge			1.5	1.5
Sandy TSM			0.54	0.54
190th/Powell		0.436		0.436
TOTAL		0.536	4.47	5.006
CLACKAMAS COUNTY				
Boones Ferry Road			0.59	0.59
State Street		0.204		0.204
Railroad/Harmony	0.105	0.740		0.845
Gladstone/Milwaukie TSM			0.469	0.469
Sunnyside - Sec. II		0.86		0.86
Thiessen Road	0.085			0.085
Oregon City Bypass			0.487	0.487
Highway 212			3.23	3.23
TOTAL	0.190	1.804	4.776	6.77
WASHINGTON COUNTY				
Cornell I			2.125	2.125
Allen Boulevard			0.9	0.9
185th	0.2			0.2
TV/185th		0.605	0.620	1.225
Farmington Road			0.1	0.1
217/Sunset		3.485	3.7	7.185
TOTAL	0.2	4.090	7.445	11.735
GRAND TOTAL	3.65	8.21	28.441	40.301

STAFF REPORT

Agenda Item No. _____

Meeting Date _____

CONSIDERATION OF RESOLUTION NO. _____ FOR THE
PURPOSE OF AMENDING THE TRANSPORTATION IMPROVE-
MENT PROGRAM (TIP) TO INCORPORATE A SERIES OF
PROJECTS TO MITIGATE TRAFFIC IMPACTS OF THE BANFIELD
CONSTRUCTION PROGRAM

Date: April 2, 1983

Presented by: Andy Cotugno

FACTUAL BACKGROUND AND ANALYSIS

Due to the traffic impacts due to construction of the Banfield and several other Eastside highway projects, three projects are being proposed to reduce the negative impacts. These projects consist of:

1. Banfield Corridor Rideshare Marketing Program

To mitigate the impacts of the Banfield project, Tri-Met's marketing staff, in cooperation with ODOT and FHWA, has developed a rideshare program targeted to the East Multnomah County area. The program will include residential mailings, a Banfield Transit Hotline, employer contact activities, carpool parking program and promotion of park and ride activities. This project will use funding from the Interstate Transfer Regional Reserve with match by Tri-Met.

Marketing

\$53,380

2. Banfield Traffic Monitoring Program

This project is geared to reducing traffic disruption by coordinating and channeling traffic flow to alternative routes on the Federal Aid system. Data will be collected to determine suitable alternates; signal modification and timing, traffic diverters, signing, striping, etc. will be implemented as needed. The source of funding will be from the Interstate Transfer Regional Reserve and state match.

Data Collection, Preliminary
Engineering, Signalization
Construction
Total

\$ 23,290
170,000
\$193,290

3. Park and Ride Program

The objective of this project is to reduce traffic demands in the Banfield Corridor through construction of a park and ride

lot at Sandy Blvd. and I-205. This action will serve to accelerate the first phase of the project currently programmed in FY 87 in the ODOT Six-Year Program. The next phase (a larger, long-term park and ride facility) is to be constructed at a later date by Tri-Met. The park and ride will consist of 380 spaces located in the vicinity of the I-205/Sandy Boulevard interchange, providing a connection to bus service on Sandy Blvd. Federal Aid Interstate 4-R Funds will be used with the state providing the match. This federal funding is already included in the TIP and ODOT Six-Year Plan and is being accelerated from FY 86 to FY 83.

Preliminary Engineering	\$ 18,400
Acquisition & Construction	<u>243,800</u>
Total	<u>\$262,200</u>

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends adopting the attached Resolution.

COMMITTEE CONSIDERATION AND RECOMMENDATION

BP/srb
8114B/283
04/04/83

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF AMENDING THE)	RESOLUTION NO.
TRANSPORTATION IMPROVEMENT PROGRAM)	
(TIP) TO INCORPORATE A SERIES OF)	Introduced by the Joint
PROJECTS TO MITIGATE TRAFFIC)	Policy Advisory Committee on
IMPACTS OF THE BANFIELD CONSTRUC-)	Transportation
TION PROGRAM)	

WHEREAS, Through Resolution No. 82-353, the Metro Council adopted the TIP and its FY 1983 Annual Element; and

WHEREAS, From time to time changes in availability of federal funds and in project needs arise requiring amendments to the TIP; and

WHEREAS, To mitigate impacts of Banfield highway construction, a series of projects has been developed using Interstate Transfer and Interstate funds; and

WHEREAS, It is necessary that projects utilizing federal funds be included in the TIP in order to be federally obligated; now, therefore,

BE IT RESOLVED,

1. That the Metro Council endorses the following projects and their use of the noted federal funding sources:

a.	Banfield Corridor Rideshare Marketing Program-Interstate Transfer Reserve	\$ 53,380
b.	Banfield Traffic Monitoring Program- Interstate Transfer Reserve	193,290
c.	Banfield TSM Park and Ride (Interstate 4-R Funds)	<u>262,200</u>
	Total	<u>\$508,870</u>

2. In the event this Interstate Transfer source is not available an alternate Interstate Transfer source will be secured.

3. That the TIP and its Annual Element be amended to reflect these authorizations.

4. That the Metro Council finds the projects in accordance with the region's continuing cooperative, comprehensive planning process, and, thereby, gives Affirmative A-95 Review approval.

ADOPTED by the Council of the Metropolitan Service District
this _____ day of _____, 1983.

Presiding Officer

BP/srb
8114B/283
04/04/83

REGIONAL TRANSPORTATION PLANNING
IN THE PORTLAND-VANCOUVER METROPOLITAN AREA

PRELIMINARY

OVERALL REGIONAL PROCESS
AND
FISCAL YEAR 1984 WORK PROGRAM

Comments from TPAC are penciled in.

Metropolitan Service District
Regional Planning Council of Clark County

March 25, 1983

TABLE OF CONTENTS

PAGE

OREGON

1. Phase I Alternatives Analysis - Southern Corridor/Bi-State Corridor	1
2. Phase I Alternatives Analysis - Barbur/Westside Branches.	3
3. Westside Corridor.	4
4. Southwest Corridor	6
5. Regional Transportation Plan Refinement.	8
6. Elderly and Handicapped Planning	10
7. Technical Assistance	11
8. Coordination and Management.	12
9. Bike Safety and Encouragement.	13
10. Data and Monitoring.	14
11. Travel Forecasting Model Refinement.	15
12. Modeling Software/Hardware Evaluation and Subarea Windowing	17
13. Regional Air Quality Program	18
14. McLoughlin Rideshare	19
15. Transportation Improvement Program	20
16. Transportation Financing	21
17. Energy Contingency	22
18. Planning Assistance - ODOT	23
19. FY 84 Funding Summary.	24

WASHINGTON

Work Element Options	27
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OREGON

PRELIMINARY

PHASE I ALTERNATIVES ANALYSIS - SOUTHERN/BI-STATE CORRIDORS

Program Objectives:

1. Complete the technical analysis for the Phase I Alternatives Analysis in the Central Portland area, Southern Corridor and Bi-State Corridor.
2. Determine whether to proceed with a Phase II Alternatives Analysis; produce a report describing promising alternatives.
3. Amend the Regional Transportation Plan (RTP) to include any feasible transitway corridors and initiate a Phase II Alternatives Analysis/DEIS accordingly.
4. Adopt the McLoughlin Boulevard highway and transit improvement program, staging plan and financing strategy.
5. Allocate the McLoughlin Boulevard Interstate Transfer reserve.

Relation to Previous Work:

The Regional Light Rail Transit (LRT) System Plan Scope of Work (approved in FY 1983) serves as an overall guide for the Regional LRT System Plan project phases. This scope of work provides a context for following the federal process for a Phase I and Phase II Alternatives Analysis. The first geographic area of analysis which is comprised of the Southern Corridor, the Bi-State Corridor (I-5 North and I-205 North) and the Central Portland study area, was begun in FY 1983. Much of the technical work is scheduled for completion prior to FY 1984. A supportive consulting engineering effort was also begun in FY 1983, in accordance with the Regional LRT System Plan Scope of Work.

Products:

1. McLoughlin Corridor Highway/Transit Staging Plan.
2. Phase I Alternatives Analysis recommendations and resulting amendments to RTP.
3. Phase I Alternatives Analysis "Promising Alternatives" report, documenting analysis.

Include description of process for proceeding with Phase II Alternatives Analysis/Environmental Impact Statement work on selected Corridor.

Expenses:

Metro: Personnel	\$ 55,000
M & S	<u>15,000</u>
	70,000
Tri-Met: Personnel	38,500
M & S	<u>60,000</u>
	98,500
Portland: Personnel	<u>5,000</u>
TOTAL	\$173,550

Revenues:

FY 1984 Section 8	\$ 7,953
Metro Match	<u>994</u>
Tri-Met Match	<u>994</u>
FY 1984 (e) (4)	40,000
Metro Match	3,530
Tri-Met Match	3,529
Phase I Alt. Anal. (e) (4)	77,250
Tri-Met Match	12,882
(in-kind)	
Portland Match	750
Section 9	20,494
Tri-Met Match	<u>5,124</u>
TOTAL	\$173,500

PHASE I ALTERNATIVES ANALYSIS - BARBUR CORRIDOR/WESTSIDE BRANCHES

Program Objectives:

1. Complete the technical analysis for the Phase I Alternatives Analysis in the Barbur Corridor and for extensions to Hillsboro, Tualatin and between Beaverton and Tigard.
2. Amend the RTP to include feasible transitway corridors.

Relation to Previous Work:

This is the second geographic area identified for evaluation in the "Regional LRT System Plan Scope of Work," adopted in FY 1983. All work in this area will be built upon the results of the Westside Corridor Project DEIS (March 1982) and Preferred Alternatives Report (January 1983). Note: The schedule for initiating this work element is subject to completion of the Southern Corridor/Bi-State work element. As such, adjustments in budget between the two work elements may be necessary.

Products:

Phase I Alternatives Analysis recommendations and resulting amendments to the RTP.

Expenses:

Metro: Personnel	\$115,000
M & S	26,000
	<u> 141,000</u>
Tri-Met: Personnel	50,000
M & S	48,750
	<u> 98,750</u>
Portland: Personnel	5,000
TOTAL	<u>\$244,750</u>

Revenues:

FY 1984 Section 8	\$ 33,335
Metro Match	4,167
Tri-Met Match	4,167
FY 1984 (e) (4)	74,232
Metro Match	6,550
Tri-Met Match	6,550
Phase I Alt. Anal. (e) (4)	65,000
Tri-Met Match	10,765
(in-kind)	
Portland Match	750
Section 9	31,388
Tri-Met Match	7,847
TOTAL	<u>\$244,750</u>

WESTSIDE CORRIDOR PROJECT

Describe relationship
to Westside PE

Program Objectives:

1. Continue to meet requirements for Westside Corridor Project federal funding eligibility.
 2. Do additional technical work required to satisfy outstanding local concerns.
 3. Prepare Westside Corridor Project financing package for regional review.
 4. Continue Westside Corridor Project consensus building process with key public interests.
 5. Translate results of financial analysis into guidelines for the Preliminary Engineering.
- Relation to Previous Work: ~~_____~~

By July 1, 1983, the Westside Corridor Project will have completed the (a) alternatives analysis, (b) Draft Environmental Impact Statement, (c) public hearings, (d) selection of preferred alternatives, and (e) the Preliminary Engineering/Final Environmental Impact Statement grant application. Over the preceding two to two and one-half years, the Westside Corridor Project needs to (a) complete Preliminary Engineering, (b) complete Final Environmental Impact Statement, (c) complete financing package, and (d) final regional review and approval. The funds for Preliminary Engineering and the Final Environmental Impact Statement work ~~_____~~ will be submitted in a subsequent grant.

Products:

1. Analysis of Tri-Met's cash-flow position over the next 15 years as it relates to the feasibility of constructing and operating the Westside Corridor Project.
2. Analysis of federal funding opportunities and prospects for Westside Corridor Project.
3. Analysis of state funding opportunities and prospects for Westside Corridor Project including state bonding.
4. Analysis of tax benefit-leveraged lease back financing opportunities for Westside Corridor Project.
5. Analysis of vendor financing opportunities for Westside Corridor Project including export tax credits, turn-key operations, etc.
6. Analysis of land donation opportunities for Westside Corridor Project.
7. Analysis of special ^{taxation} ~~assessment~~ district opportunities for Westside Corridor Project.

8. Analysis of LRT operating non-profit (63-20) corporation opportunities for Westside Corridor Project.
9. Continued dialogue with Sunset Corridor Association, Beaverton/Portland Chamber of Commerce, neighborhoods, etc.
10. Translation of funding opportunities into specifications for Preliminary Engineering.

Expenses:

Metro: Personnel	\$105,294
M & S	30,000
Tri-Met: Personnel	8,000
TOTAL	<u>\$143,294</u>

Revenues:

FY 1984 (e) (4)	\$100,000
Westside Phase II AA/DEIS (OR-29-9004)	17,550
Metro Match	12,294
FY 82 e(4) (OR-29-9007)	4,250
Tri-Met Match	750
TOTAL	<u>\$143,294</u>

SOUTHWEST CORRIDOR STUDY

The adopted RTP recognized several outstanding transportation issues in the Southwest Corridor. This study will identify, evaluate and define the effects of different transportation investments and policies in the Corridor and designate the arterial and transit trunk route elements of the regional transportation system in the Corridor.

Program Objectives:

1. Survey origin destination patterns of traffic entering the Metro area on 99W south of Tigard. Forecast future traffic demands.
2. Identify necessary improvements to meet traffic service criteria on 99W through Tigard.
3. Determine the feasibility and location of alternative routes to bypass Tigard.
4. Determine the location of a regional transit trunk route to serve the Tualatin transit station.
5. Determine the relationship between planned high density land uses along Kruse Way and transit service.
6. Determine the need for I-5 access improvements to Wilsonville.
7. Determine the relationship between LRT feasibility and other potential improvements in the Corridor.
8. Identify highway and transit service improvements needed in the Corridor.

Relation to Previous Work:

1. The RTP recognized many unresolved issues in the Southwest Corridor.
2. The Oregon Department of Transportation (ODOT) (Southwest Traffic Analysis) and Washington County (Draft 2 Comprehensive Plan) recommended projects that have not been accepted by affected local jurisdictions.
3. Tri-Met's Transportation Development Plan (TDP) identifies a Tualatin transit station but not an I-5 corridor trunk route.
4. ODOT's scheduled (FY 1983) Origin/Destination Survey in the Corridor.

*includes analysis of I-5/Barbur
between downtown Portland
and Tigard*

Products:

RTP amendments to incorporate arterial and trunk route designations and additional improvements in highway and transit service.

Expenses:

Metro: Personnel	\$78,290
M & S	<u>15,000</u>
TOTAL	\$93,290

Revenues:

FY 1984 PL	\$35,200
ODOT Match	8,800
FY 1984 Sec. 8	39,432
Metro Match	4,929
Tri-Met Match	<u>4,929</u>
TOTAL	\$93,290

REGIONAL TRANSPORTATION PLAN REFINEMENT

The adopted RTP provides the region a comprehensive policy and investment blueprint for an effective long-range transportation system. In order to maintain continuous relevance of the RTP to the changing transportation needs of the region, an ongoing effort to identify, study and resolve outstanding issues is required, as well as the need to refine the data base, forecasts, policies and transportation improvement strategies adopted in the Plan.

Program Objectives:

1. Publish the FY 1984 RTP update to include issues identified and resolved during FY 1983. *Describe as major update using revised pop/emp. forecasts.*
2. Review local comprehensive plans for consistency with the RTP; implement a program to obtain consistency during the local jurisdiction's next review or update process.
3. Define the Minor Arterial and Collector system consistent with local comprehensive plans. Identify inconsistencies and implement program to resolve inter-jurisdictional issues.
4. Assist the City of Portland in selecting safe highway route alternatives for the shipment of hazardous materials. Monitor regional issues raised by the local study.

The following program objectives would be undertaken subject to the availability of funds within the project budget:

5. Publish a detailed RTP technical appendix providing project descriptions, costs and revenue sources.
6. Complete an assessment of travel demand and adequacy of the transportation system to serve "Build-Out" of local comprehensive plans.
7. Initiate a reconnaissance of commercial traffic access and circulation problems and determine the need for further action.

Relation to Previous Work:

RTP adopted July 1, 1982.

RTP FY 1983 update scheduled for adoption July 1983.

Products:

1. FY 1984 RTP Update.

2. Status Report(s) on Local Comprehensive Plan consistency with RTP.
3. Minor Arterial/Collector system amendment to RTP.
4. Dependent upon availability of resources: Cost/Revenue Technical Appendix, "Build-out" travel analysis, commercial traffic reconnaissance.

Expenses:

Metro: Personnel	\$63,000
M & S	<u>11,000</u>
TOTAL	\$74,000

Revenues:

FY 1984 PL	\$29,600
ODOT Match	7,400
FY 1984 Sec. 8	29,600
Metro Match	<u>7,400</u>
TOTAL	\$74,000

ELDERLY AND HANDICAPPED PLANNING

Program Objectives:

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

Relation to Previous Work:

1. 1977 - Interim Special Transportation Plan.
2. 1980 - Sec. 504 Transition Plan.
3. Miscellaneous TIP amendments particularly for 16(b)(2) funds.

Products:

RTP Amendment to incorporate Special Needs Transportation.

Expenses:

Metro: Personnel \$30,000
TOTAL \$30,000

Revenues:

FY 1983 Sec. 8 \$24,000
Tri-Met Match 6,000
TOTAL \$30,000

TECHNICAL ASSISTANCE

Program Objective:

Provide assistance to ODOT, Tri-Met and local jurisdictions as needed to resolve transportation issues.

Products:

Data as requested.

Expenses:

Metro: Personnel	\$30,100
M & S	4,000
TOTAL	<u>\$34,100</u>

Revenues:

FY 1984 PL	\$27,280
ODOT Match	6,820
TOTAL	<u>\$34,100</u>

COORDINATION AND MANAGEMENT

Program Objectives:

1. Internal management of the Transportation Department toward implementation of the Unified Work Program.
2. Provide support to various Metro committees; coordinate with ODOT, Tri-Met and local jurisdictions.
3. Provide documentation to FHWA and UMTA of departmental activities, including A-95, monthly and quarterly progress reports.
4. Continue to update Title VI documentation as 1980 Census data becomes available.
5. Provide for staff development through performance evaluations and training.

Relation to Previous Work:

This Work element is ongoing and carries over each year.

Products:

1. FY 85 Unified Work Program.
2. Execution and monitoring of various pass-through agreements.
3. Required documentation to FHWA and UMTA.
4. Monthly progress reports to the Transportation Policy Alternatives Committee.
5. Quarterly progress and financial reports to UMTA and ODOT.
6. Minutes, agendas, and documentation.
7. Management of department staff time, budget and products.
8. Inter-departmental coordination.
9. Periodic review with FHWA and UMTA on UWP progress.

Expenses:

Metro: Personnel	\$87,500
M & S	<u>10,800</u>
TOTAL	<u>\$98,300</u>

Revenues:

FY 1984 PL	\$26,000
ODOT Match	6,500
FY 1984 Sec. 8	47,600
Metro Match	14,600
Tri-Met Match	<u>3,600</u>
TOTAL	<u>\$98,300</u>

BICYCLING SAFETY AND ENCOURAGEMENT PROGRAM

Program Objectives:

1. Improve bicycling safety on streets and highways in the Portland metropolitan area.
2. Increase the number of adults who choose to bicycle to work and for other transportation purposes.
3. Monitor implementation of safety education campaign.
4. Conduct employer contact program.
5. Distribute Regional Bicycle map.
6. Conduct bicycling encouragement events.
7. Evaluate success of program and plan for possible future activities.

Relationship to Previous Work:

The Regional Bicycle Plan is guiding investments in new bicycling facilities throughout the metropolitan area; this program is targeted at improving bicycling safety on facilities available today.

Products:

1. Regional Bicycle Map.
2. Safety education materials.
3. Bicycling encouragement events (sponsored by the private sector).
4. Evaluation of Bicycling Safety and Encouragement Program.

Expenses:

Metro: Personnel	\$ 5,000
M & S	53,000
Portland	<u>10,000</u>
TOTAL	<u>\$68,000</u>

Revenues:

Bike Safety Demonstration Funds (TOR1008)	\$68,000
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DATA AND MONITORING

Program Objectives:

1. Provide technical assistance on the collection and analysis of socio-economic and land use data to member jurisdictions.
2. Publish annual "Development Trends" report and "Regional Fact Book."
3. Update and maintain files on population, employment, building permits, dwelling units and household characteristics.
4. Serve as a "data clearinghouse" for member jurisdictions and other data users for information exchange, etc., and as a forum for achieving common regional data objectives.
5. Develop five-year population and employment forecasts.

Relation to Previous Work:

1. Published 1982 and prior year Building Permit Report.
2. Published first annual Development Trends Report.
3. Computerized data base material for employment, population, building permit to allow easier updating, retrieval and customizing information for particular needs.

Products:

1. Annual Development Trends Report.
2. Regional Fact Book.
3. Custom services for in-house usage, member jurisdictions and the private sector.

Expenses:

Metro: Personnel	\$124,067
M & S	15,350
TOTAL	<u>\$139,417</u>

Revenues:

FY 1984 PL	\$ 11,920
ODOT Match	2,980
FY 1984 Sec. 8	28,080
Metro Match	89,417
TOTAL	<u>\$139,417</u>

TRAVEL FORECASTING MODEL REFINEMENT

Project Objectives:

1. To increase staff productivity and lower costs of modeling through conversion to micro computer-based travel forecasting models.
2. To improve knowledge of the journey to work and incorporate recent (1980) data into minor model reformulation.
3. To improve the external vehicle travel models.
4. To improve the internal commercial vehicle travel models.

Relationship to Previous Work:

This is a continuing process to improve the travel modeling and forecasting for the region. It is a process initiated in 1977 to provide tools for planning and alternative analysis.

Products:

1. "EMME 2" travel models set up and operational on a micro-computer based at Metro. This will give higher productivity and lowered operating costs for the technical aspects of demand modeling.
2. An evaluation and a report on 1980 travel-to-work data from the census package. A recalibration of the work trip generation, distribution and mode split models, if so indicated by the data.
3. A revised model of external vehicle trips based on new external cordon interview surveys, with the object of having three specific purposes--"truck," "work" and "other." The existing single-purpose model was based on a 1959 survey.
4. A revised model of 'commercial' trips based on data from other cities (such as those used in the 'Quick Response' manual). The current model is based on a 1959 survey and has obvious flaws in its configuration.

Note: Items 3 and 4 are unlikely to be completed in this fiscal year depending on resources available for the four program elements. Item 3 will be initiated in FY 1984 and completed in FY 1985. Item 4 will only be initiated if available funding permits.

Expenses:

Metro: Personnel	\$32,000
M & S	23,000
Tri-Met: Personnel	5,000
TOTAL	<u>\$60,000</u>

Revenues:

FY 1984 PL	\$30,000
ODOT Match	7,500
FY 1984 Sec. 8	14,000
Metro Match	1,750
Tri-Met Match	1,750
FY 82 Sec. 8	
(OR-09-0029)	4,000
Tri-Met Match	1,000
TOTAL	<u>\$60,000</u>

MODELING SOFTWARE/HARDWARE EVALUATION AND SUBAREA WINDOWING
 (Discretionary Funds)

Program Objectives:

1. To provide an in-depth use analysis of the "EMME 2" Travel Forecasting package, and the PIXEL super micro-computer to UMTA including an assessment of conversion procedures from UTPS to "EMME 2."
2. To further develop and document 'window' techniques for subarea analysis, for use in conjunction with a micro-based transportation planning package.

Relationship to Previous Work

The evaluation of EMME 2 is a new task tied to Metro's Model Refinement work element calling for conversion from UTPS to EMME 2. The window development is a continuance and improvement of past procedures using the UTPS system on a mainframe computer, but transferred to a micro-computer using existing commercial software and newly developed PASCAL-based user programs as necessary.

Products:

1. An evaluation report on EMME 2 and the PIXEL and conversion procedures from UTPS.
2. A working documented procedure for downloading from a mainframe to a micro-computer and procedures for using "windowing" techniques for detailed travel forecasts within subareas based upon micro computer-based travel models.

Expenses:

Metro: Personnel	\$25,000
M & S	<u>5,000</u>
TOTAL	\$30,000

Revenues:

UMTA Discretionary	4
Funds	\$2 ,000
Metro Match	<u>6,000</u>
TOTAL	\$30,000

REGIONAL AIR QUALITY PROGRAM

Program Objectives:

1. Complete Diesel Exhaust Study and work within citizen task force to formulate recommendations for mitigating diesel exhaust impacts. (\$5,000)
2. Analyze transportation improvement projects with respect to their impact on the ozone growth cushion. (As Required; \$5,000)
3. Complete the assessment of the degree to which downtown parking is subsidized by employers. (\$5,000)
4. Complete the downtown Carpool Management Program. (\$5,730)

Relationship to Previous Work:

1. The Particulate State Implementation Program (SIP) identified diesel exhaust as a potential major contributor to the pollution problem. This effort is intended to quantify the extent of the problem and determine if controls are appropriate.
2. The 1982 Ozone SIP established an ozone growth cushion. Reasonable further progress and the size of the growth cushion must be monitored each year until attainment is achieved.
3. The Carbon Monoxide SIP identified a number of potential downtown Portland strategies, two of which deal with carpooling and parking subsidy.

Products:

1. Diesel Exhaust Study.
2. Recommendation to Department of Environmental Quality (DEQ) and Metro Council from Diesel Exhaust Study Task Force.
3. Updated hydrocarbon emission inventory.
4. Parking Subsidy Assessment.
5. Carpool Management Program.

Expenses:

Metro: Personnel	\$10,000
Portland	<u>10,730</u>
TOTAL	\$20,730

Revenues:

OR-19-0005	\$15,730
Sec. 105	<u>5,000</u>
TOTAL	\$20,730

MCLOUGHLIN RIDESHARE PROGRAM

Program Objectives:

Within four months of completion by Tri-Met, complete an evaluation of the effectiveness of the program for submittal to Federal Highway Administration (FHWA).

Relationship to Previous Work:

Metro defined the scope of the program in FY 1982; Tri-Met is programmed to implement the program in FY 1983 and 1984.

Products:

Evaluation Report for McLoughlin Rideshare Program.

Expenses:

Metro: Personnel	\$ 7,700
Tri-Met	<u>112,500</u>
TOTAL	<u>\$120,200</u>

Revenues:

McLoughlin Rideshare Grant (NRD0032)	\$ 90,150
Tri-Met	<u>30,050</u>
TOTAL	<u>\$120,200</u>

TRANSPORTATION IMPROVEMENT PROGRAM

Program Objectives:

1. Allocate available federal funding.
2. Monitor funding status of the Interstate Transfer and Section 3 "Trade" program, including project authorizations and obligations.
3. Submit and obtain approval of the Interstate Transfer Concept Program.
4. Adopt the FY 1984 TIP annual update including the assessment of air quality conformity.
5. Publish quarterly TIP updates.
6. Provide input at the state and federal level of regional transportation funding needs.
7. Coordinate a regional application for ODOT Bikeway construction policy.

Relation to Previous Work:

TIP updates and ongoing project priority setting.

Products:

1. FY 1984 TIP and periodic updates.
2. FY 1984 funding priorities.

Expenses:

Metro: Personnel \$100,904

Revenues:

FY 1984 (e) (4)	\$ 85,768
Metro Match	10,090
Tri-Met Match	5,045
TOTAL	<u>\$100,904</u>

TRANSPORTATION FINANCING

Program Objectives:

1. Create funding opportunities for local jurisdictions road projects.
2. Create funding opportunities for mass transit.
3. Gain private sector involvement in transportation projects.
4. Provide technical assistance to local jurisdictions.

Relation to Previous Work.

This is a carryover project from FY 1983 and focuses on the unfunded balance identified in the RTP.

Products:

1. Information sheets to local jurisdictions on newly created transportation financing opportunities by the state. These information sheets will explain how to use the new legislation to finance projects.
2. Analysis and documentation of new opportunities and constraints in using private financing techniques, in particular those changes derived from implementation of the Tax Equalization and Fiscal Reform Act (TERFA).
3. ~~Continued dialogue with State Interim Committees on transportation financing needs of the metropolitan area and potential remedies.~~ *Analysis of state statutes*
(preparation of) *ISSUES* *to identified problems.*
4. Analysis and documentation of the needs and opportunities for additional revenue sources for mass transit.
5. Analysis and documentation of deficiencies in special district assessment statutes, including potential remedies.
6. Preparation of material to maintain public focus on transportation financing issues.
7. Specific financing packages on projects as requested by local jurisdictions.

Expenses:

Metro: Personnel \$75,000

Revenues:

FY 1983 (e) (4)
(OR-23-9001) \$63,750
Metro Match 11,250
TOTAL \$75,000

KT/srb
8075B/335

ENERGY CONTINGENCY PLANNING

Program Objectives:

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

Products:

Portland area energy (gasoline) contingency plan.

Expenses:

Tri-Met \$17,500

Revenues:

OR-09-0020	\$10,000
OR-09-0029	4,000
Tri-Met	3,500
	<u>\$17,500</u>

ODOT PLANNING ASSISTANCE

Program Objectives:

Major accomplishments for FY 1984 by the Metro/Region Branch includes supporting minor arterial and collector levels of the Regional Transportation Plan to resolve current local agency conflicts. Emphasis will also be given to access management. Work activities include:

FY 1984 HPR Program

1. State/Regional minor arterial analysis in conjunction with Southwest Corridor Study.
2. LRT System Study coordination.
3. RTP update assistance.
4. Identify Regional Plan priorities in conjunction with TIP participation and funding programming.
5. Small City Transportation Study support.
6. McLoughlin Rideshare support.
7. Sub-area Study updates.
8. Policy and technical coordination - Regional planning, local agencies, TPAC, JPACT, RPC, WCTCC, and East Multnomah Transportation Committee.
9. Access management planning.
10. Assist in Model Refinement (O & D surveys for Metro "External" traffic analysis).
11. Coordination of administration of programs with Metro.
12. Coordination of administration of programs with Kelso/Longview/Rainier urbanized area.

Expenses:

ODOT: Personnel	\$116,000
M & S	6,000
TOTAL	<u>\$122,000</u>

PRELIMINARY

FY 84 FUNDING SUMMARY

Federal Funding

CARRY OVER

	FY 84 PL	FY 84 SEC. 8	SEC. 8 ^a DISCTRY.	FY 84 e(4)	FY 83 SEC 8 OR-09-0032	FY 82 SEC 8 OR-09-0029	FY 80 SEC 8 OR-09-0020	FY 83 e(4) OR-23-9001	FY 82 e(4) OR-29-9007	FY 83 e(4) DISCTRY.	EPA 175 OR-19-0005	SEC. 105	MCL. RIDE. NRD 0032	BIKE TOR 1008	SEC. 9	WESTSIDE OK-29-9004	FYMA NPR	LOCAL MATCH	TOTAL
Phase I AA Southern/Bi-State Con.																			
Metro		7,953		40,000						11,050								10,997	70,000
Tri-Met										61,950					20,494			16,056	98,500
Portland										4,250								750	5,000
Phase I AA - Barbur/Southwest																			
Metro		33,335		74,232						10,200								23,233	141,000
Tri-Met										50,550					31,388			16,812	98,750
Portland										4,250								750	5,000
Westside Corridor																			
Metro				100,000												15,000		20,294	135,294
Tri-Met																2,550		450	3,000
Southwest Corridor/Metro	35,200	39,432																18,658	93,290
RTP Refinement/Metro	29,600	29,600																14,800	74,000
Elderly & Handicapped Plan/Metro					24,000													5,000	30,000
Technical Assistance/Metro	27,280																	6,820	34,100
Coordination & Management/Metro	26,000	47,600																24,700	98,300
Bike Safety/Flextime																			
Metro														58,000				0	58,000
Portland														10,000				0	10,000
Data Monitoring/Metro	11,920	28,080																99,417	139,417
Travel Forecast/Metro	30,000	14,000																11,000	55,000
Model Refinement Disc/Metro			24,000															6,000	30,000
Air Quality Program																			
Metro											5,000	5,000						0	10,000
Portland											10,730							0	10,730
McLoughlin Rideshare																			
Metro																			
Tri-Met																		5,775	7,700
Transp. Imp. Program/Metro				85,768														84,375	112,500
Transp. Financing/Metro								63,750										15,136	100,904
Project Implementation/Tri-Met									4,250									11,250	75,000
Energy Contingency/Tri-Met						3,200	4,000											750	5,000
Model Refinement/Tri-Met						3,200												1,800	9,000
ODOT Planning Assistance																		400	4,000
																		97,600	24,400
TOTAL	160,000	200,000	24,000	300,000	24,000	6,400	4,000	63,750	4,250	142,250	15,730	5,000	90,150	68,000	51,882	17,550	97,600	360,923	1,635,485

Note: Amounts shown are federal share.

^aIf Section 8 funding is \$224,000.

PRELIMINARY

WASHINGTON

FY 84 Unified Work Program

Work Element Options

Funding Range

I. Regional Transportation Plan

A. Corridor Refinement and Phasing of Highway

Improvements \$20,000 - 40,000

Objective - Prioritize regional travel corridors. Specify the phasing of improvement within each travel corridors. Match phased improvement with financing resources.

B. Update of the Federal Functional Classification and Federal-aid Systems \$5,000 - 7,000

Objective - Update and revise the Functional Classification and Federal-aid Systems.

C. Freight Movement Study \$3,000 - 5,000

Objective - Identify major issues/problems associated with goods movement, gather information on current and future freight movement, and develop a study scope to address the major issues/problems.

D. Park and Ride Lot System Study \$20,000 - 30,000

Objective - Develop a long-range comprehensive park and ride lot system plan which identifies the best use of park and ride facility funding.

E. Five-Year Trip Management Plan \$15,000 - 35,000

Objective - Determine interrelationships between Vancouver CBD development patterns and mode choice.

F. On-Board Ridership Survey (update) \$10,000 - 15,000

Objective - Identify existing passenger characteristics by bus route, time of day and transportation analysis zone.

G. Transit Development Plan \$3,000 - 7,000

Objective - Evaluate current operations, identify deficiencies and develop a five-year financial plan.

Work Element Options

Finding Range

- H. Special Services Transportation Plan \$12,000 - 15,000

Objective - Special Services Transportation recommendations on the purpose of special transportation, the level of special transportation services, responsibilities for service provision and most cost effect structure.

- I. Bi-State Transit Assessment \$9,000 - 18,000

Objective - Determine RPT feasibility on I-5 and/or I-205 and identify future ridership and operating cost levels.

- J. Data Management \$20,000 - 30,000

Objective - Summarize and report census data (STF3B and UTPP Files), collect and process transportation information (traffic count program and local land use data), and combine transportation data into an annual publication (e.g., Clark County Development Trends).

- K. System Analysis \$12,000 - 16,000

Objective - Develop a corridor analysis methodology (e.g., integrate Quick Demand Response and IMPAX) and identify a regional highway assignment methodology which "down loads" Metro's trip tables.

- L. Transportation Project Financing \$8,000 - 16,000

Objective - Establish public/private financing strategies for deferred transportation projects. Identify economic importance of deferred projects and financing options.

II. Subarea and Special Studies

- A. SR-14 Corridor Study \$45,000 - 65,000

Objective - Identify long-range highway improvements on SR-14 from I-5 to East Clark County Boundary.

- B. SR-14 Environmental Impact Statement \$50,000 - 60,000

Objective - Complete SEPA and NEPA requirements and considerations for SR-14 construction projects.

Work Element Options

Funding Range

III. Planning and Program Support

A. Unified Work Program \$12,000 - 15,000

Objective - Describe and adopt the technical activities completed as a part of the continuing coordinated and comprehensive transportation planning process in Clark County.

B. Transportation Improvement Program \$10,000 - 14,000

Objective - Prepare and adopt a multi-year program of transportation improvements.

C. Interagency Coordination and Program Management \$20,000 - 25,000

Objective - Ensure the Regional forum for discussion and resolution of transportation problems. Ensure efficient and effective management of the transportation planning program.

D. Technical Assistance \$5,000 - 10,000

Objective - Provide travel forecasting services to member agencies, and conduct travel forecasting seminar to describe the method/capability of forecasting services.

Estimated Funding Range

\$279,000 - 413,000

FY 1984

Revenue Outlook

Transportation Planning Unifind Work Program

<u>Funding Source</u>	<u>Projected Amount</u>
<u>FHWL - PL</u>	\$ 49,895
<u>UMTA - Section 8</u>	41,856
<u>WDOT - Tentative Contracts</u>	135,000
Park and Ride (25,000)	
SR-14 Corridor (55,000)	
SR-14 Environmental (55,000)	
<u>Local Funds</u>	75,000
	<u>\$301,751</u>

Additional funding support for transit (Section 9a) and highway (HPR) planning projects maybe available on contractual basis.

TRI-MET

PRELIMINARY

EXHIBIT NO. 100-2452

The planning studies proposed for Sec. 9(A) funding fall within the UMTA Region X Planning Emphasis Areas for FY 1983-84 as indicated below:

1. Transit Planning
Transit Development Program Update
 - a) Capital Investment Planning
Capital Development Program Planning
 - b) Transit Management Analysis
Transit Service Efficiency Program
Transit Performance Analysis
Labor Management and Productivity Analysis
Management Information System Development
Maintenance Management Information Application
 - c) Transit Service Planning
Network Simulation and Analysis
On-Board Origin Destination Analysis
CETIP - Evaluation
CETIP - Monitoring
Banfield Transitway Project Liaison
Transit Center and TSM Development
New and Modified Service Development Planning
 - d) Energy Contingency Planning
No new funding requested
 - e) Financial Management
Financial Forecasting
2. Private Sector Participation
Subcontracting Service on Low Productivity Routes
3. Civil Rights Planning
Civil Right Planning
4. Transportation Program Assistance
Westside P.E. and FEIS
Regional LRT Study
Program Administration

Section 9(A) Planning Studies
Budget Summary

<u>Project</u>	<u>Local</u>	<u>Federal</u>	<u>Total</u>
Transit Development Program Update			
Labor (S.P.)	\$ 2,311	\$ 9,242	\$ 11,553
Materials	1,200	4,800	6,000
Capital Development Program Planning			
Labor (E&C)	6,855	27,418	34,273
Labor (S.P.)	1,479	5,915	7,394
Transit Service Efficiency Program			
Labor (Sch.)	30,000	120,000	150,000
Material & Service (Sch.)	800	3,200	4,000
Labor (S.P.)	7,065	28,260	35,325
Data Processing	200	800	1,000
Transit Performance Analysis			
Labor (Sch.)	5,000	20,000	25,000
Labor (MIA)	5,480	21,920	27,400
Labor (D.S.)	170	680	850
Labor Management and Productivity Analysis			
Labor (MIA)	2,460	9,840	12,300
Labor (D.S.)	80	320	400
Management Information System Development			
Labor (MIA)	11,560	46,240	57,800
Labor (D.S.)	1,600	6,400	8,000
Maintenance Management Information Applications			
Labor (Maint.)	6,084	24,336	30,420
Labor (MIA)	3,880	15,520	19,400
Labor (Data Systems)	1,010	4,040	5,050
Network Simulation and Analysis			
Labor (MIA)	4,240	16,960	21,200
On-Board Origin Destination Survey Analysis			
Labor (MIA)	500	2,000	2,500
Labor (D.S.)	60	240	300
CETIP - Evaluation			
Labor (S.P.)	3,216	12,863	16,079
Labor (MIA)	860	3,440	4,300
Labor (Mktg)	2,080	8,320	10,400
Consultant (Mktg)	5,000	20,000	25,000
Materials (Mktg)	400	1,600	2,000
CETIP - Monitoring			
Labor (S.P.)	4,314	17,258	21,572
Banfield Transitway Project Liaison			
Labor (S.P.)	1,372	5,489	6,861
Transit Center and TSM Development			
Labor (T.D.)	4,448	17,792	22,240

Section 9(A) Planning Studies
Budget Summary

<u>Project</u>	<u>Local</u>	<u>Federal</u>	<u>Total</u>
New and Modified Service Development Planning			
Labor (S.P.)	7,463	29,853	37,316
Labor (E&C)	752	3,008	3,760
Materials (S.P.)	1,300	5,200	6,500
Financial Forecasting			
Labor (MIA)	2,060	8,240	10,300
Labor (D.S.)	350	1,400	1,750
Private Sector Participation			
Labor (S.P.)	1,000	4,000	5,000
Civil Rights Planning			
Labor (E&C)	1,295	5,179	6,474
Labor (MIA)	440	1,760	2,200
Westside P.E. and FEIS			
Labor (T.D.)	4,666	18,664	23,330
Regional LRT Study			
Labor (T.D.)	9,408	37,631	47,039
Program Administration			
Labor (S.P.)	4,565	18,259	22,824
TOTALS	\$147,023	\$588,087	\$735,110

Transit Development Program (TDP) Update

Program Objectives:

1. Publish a TDP Executive Summary for widespread public distribution.
2. Publish a TDP report and distribute to public agencies.
3. Revise existing TDP in light of current economic conditions.
4. Identify need for alternative operating funding source.

Relation to Previous Work:

Tri-Met five-year TDP, fiscal years 1981-85

Products:

TDP Report/Executive Summary

Expenses:

Tri-Met \$17,553

Revenues:

FY '83 Sec. 9A \$14,042
Tri-Met 3,511

\$17,553

Capital Development Program Planning

Program Objectives:

The objectives of the Capital Development Program are:

1. Prepare a short term and long term capital acquisition program for Tri-Met.
2. Provide an annual prioritization of required capital items for grant funding.
3. Coordinate the scheduling and funding of Tri-Met's capital program with other jurisdictions.
4. Develop the annual Capital Budget for the agency.

Relation to Previous Work:

The development of the capital program is an iterative process that builds on each year's acquisition of required projects. Each year's proposed capital budget refines the previous projects. Due to different agency needs, the projected capital program is often updated and revised. It is crucial, however, to be able to predict the agency's requirements for large capital acquisitions. The ability to project these acquisitions is necessary for both grant application purposes and the programming of necessary local match funds.

Products:

1. Refined transit capital improvements program.
2. Annual Tri-Met capital budget.
3. Input to state and federal capital grant applications.
4. Schedule for procurement, design and construction actions.

Expenses:

Tri-Met \$41,667

Revenues:

FY '83 Sec. 9A \$33,333
Tri-Met 8,334

\$41,667

Transit Service Efficiency Program (TSEP)

Program Objectives:

1. Reduce the amount of low productivity services and hours and strengthen the system as a whole.
2. Establish new Service Standards and Policies.
3. Develop new Technical Methods and Tools
4. Establish procedure for regular improvement of Schedules.

Relation to Previous Work: New Task.

Products:

1. Service Cut packages for each major sign-up.
2. Service Standards & Policy Paper.
3. Passenger Counters related to software and reports.
4. Inter-active Schedule Making Tool.
5. Schedule Department Work program.

Expenses:

Tri-Met \$190,325

Revenues:

FY '83 Sec. 9A \$152,260
Tri-Met 38,065

\$190,325

Transit Performance Analysis

Program Objectives:

1. Improve productivity by providing timely and accurate management information reports that analyze significant trends, factors, and occurrences.
2. Improve scheduling efficiency and cost effectiveness of service provided by maximizing the utility of the Quarterly Line Performance Report.
3. Improve the process of identifying substandard routes by implementing a methodology that links route performance to the farebox recovery ratio objective.
4. Improve the quality, quantity, and timeliness of ridership data through the implementation of the Automatic Passenger County (APC) System.
5. Increase the efficiency of the schedule writing process by developing an automated interactive scheduling tool.

Relation to Previous Work:

The transit service performance methodology is used for the TDP annual update. Evaluating system performance through the use of performance indicators is part of the Transit Operations Analysis program.

Products:

1. Monthly Performance Reports that systematically compare current results with previous results, and provide analyses of key indicators.
2. Quarterly Line Performance Reports that track the performance of individual routes through the use of a route performance ranking procedure.
3. Ridership profiles for each route (generated through the APC system) that will provide the needed input data for efficiently scheduling service.
4. An automated schedule design methodology (utilizing the interactive scheduler) that produces cost effective and responsive schedules.

Expenses:

Tri-Met \$53,250

Revenues:

FY 83 Sec 9A \$42,600
Tri-Met 10,650

\$53,250

Labor Management and Productivity Analysis

Program Objectives:

1. Reduce operator labor costs by producing timely and accurate informational and analytical reports of extraboard activity.
2. Increase operator productivity by means of improved absenteeism analyses reporting, including tracking costs associated with absenteeism.
3. Improve operator safety performance through the implementation of an analytical information reporting system.

Relation to Previous Work:

Transit employee productivity is being evaluated as part of the Transit Operations Analysis program.

Products:

1. Monthly Reports of extraboard activity that provide analyses of key performance indicators and estimate the optimal size of the extraboard.
2. A reporting system that tracks absenteeism trends, identifies strategies for reducing absenteeism, and provides management with special analytical reports as required.
3. Accident monitoring module that produces timely responses to informational requests from various users throughout the agency.

Expenses:

Tri-Met \$12,700

Revenues:

FY '83 Sec. 9A \$10,160
Tri-Met 2,540

\$12,700

Management Information System Development

Program Objectives:

1. Inventory and evaluate the agency needs to develop information systems. Prioritize these information systems needs and schedule agency resources to design and implement them.
2. Design and maintain a comprehensive, centralized data base with user oriented input and retrieval capabilities.

Relation to Previous Work:

Although Tri-Met staff have done no work on a comprehensive MIS directly, several other projects have developed or are developing information systems which will become essential contributors to the MIS:

1. Development of the Monthly Performance Report;
2. Automation of financial functions (accounting, payroll, fixed assets);
3. Implementation of a Maintenance Management Information System;
4. Automation of the Personnel Records System;
5. Automation and enhancement of the Runcutting system.

Products:

1. Management Information System Plan which includes a schedule for information systems implementation.
2. A centralized Data Base Management System with prescribed procedures for input and retrieval of data.

Expenses:

Tri-Met \$65,800

Revenues:

FY '83 Sec. 9A \$52,640
Tri-Met 13,160

\$65,800

Maintenance Management Information Application

Program Objectives:

1. Develop a complete Maintenance Management Information System to perform specific analyses which aid in maximizing labor productivity, optimize maintenance cycles, determine cost effective bus procurement schedules, reduce inventory costs resulting in improved cost-effectiveness of maintenance activities and optimal use of scarce operating and capital funds.

Relation to Previous Work:

The MMIS development is an enhancement/replacement of the present MMIS which is unable to meet present and future maintenance reporting needs and which operates on an unreliable system. This project will overlap with the procurement of MMIS software and related computer hardware upgrade equipment.

Products:

1. Maintenance Absenteeism Monitoring: As part of the MMIS, this project will develop a monitoring system for maintenance absenteeism on an individual level and by diversion, shift and worker specification. Results will compare absenteeism to overtime hours to identify any trends. The system will track sick, comp, excused, unexcused, and approved absences. This system will help reduce absenteeism and associated costs and identify more efficient ways to assign work loads.
2. Labor Distribution Analysis: As a subsystem of the MMIS, this activity will track the distribution of maintenance labor and how many hours are spent on specific tasks and what bus fleets they are associated with. The productivity by fleet type and type of maintenance activity will be analyzed to identify costly activities, work alternatives (contract work out, replace expensive equipment), assist in defining work schedules and operate more efficiently.
3. Preventive Maintenance Analysis: This activity will develop a system to determine optimum preventive maintenance programs for buses. The results should minimize both unnecessary and unscheduled repairs and also keep track of repairs on all buses, fleets and repair frequency. This should reduce road calls, limit severity of bus failures and provide efficient work schedules.
4. Bus Procurement Analysis: This activity will examine history and trends for each bus fleet and determine optimum replacement schedule, overhaul schedule, or need for modifications on each of the bus fleets.

Expense:

Tri-Met \$54,870

Revenues:

FY '83 Sec 9A \$43,896
Tri-Met 10,974

\$54, 870

Network Simulation and Analysis

Program Objectives:

1. Improve effectiveness of the transit service network by assessing resource needs of potential service changes, and by estimating potential ridership of long range service changes.

Relation to Previous Work:

Network simulation is a support function used for specific projects and many planning activities. Network accessibility analysis is needed to satisfy UMTA's 1160.1 Title VI Civil Rights reporting requirements. The route patronage forecasting activity is a follow-up of an UMTA sponsored project for development of the model.

Products:

1. Network Simulation Development: This activity includes the development of a computer simulated transit network using UMTA's UTPS software, coding and validation of the network, and modifying the existing service network for analysis of alternative service plans. Information produced includes accessibility data, vehicle and driver requirements, and patronage estimates.
2. Route Patronage Forecasting: This activity includes testing and refinement of a model developed under a UMTA-sponsored study. The model forecasts the number of trips on a given route or changes in ridership, given changes in the service on that or related routes. This information is valuable for short range planning activities.

Expenses:

Tri-Met \$21,200

Revenues:

FY '83 Sec. 9A \$16,960
Tri-Met 4,240

\$21,200

On-Board Origin-Destination Survey Analysis

Program Objectives:

1. Improve effectiveness of transit service by gaining complete understanding of transit trip movements by type and category of rider.
2. Trace trends in rider characteristics and trip movements.
3. Refine ridership estimates in the monthly and quarterly performance reports.
4. Provide input to long range transit ridership forecasts.

Relation to Previous Work:

Update the May 1980 on-board origin destination survey now out of date.

Products:

1. Data file including cross tabulations, summary statistics, comparisons with past surveys available for special information requests.
2. Summary report of survey results for use in service planning, fare policy analysis, market analysis, facilities planning (Park and ride and transit centers), ridership estimations and service performance analysis.

Expenses:

Tri-Met \$2,800

Revenues:

FY '83 Sec. 9A \$ 2,240
Tri-Met 560

\$ 2,800

City and Eastside Transportation Improvement Program (CETIP) Evaluation

Program Objectives:

1. Provide technical and analytical support for assessment of CETIP service.
2. Conduct study to examine changes in travel behavior resulting from CETIP service changes initiated Sept. 2, 1982.
3. Prepare/publish an Executive Summary evaluating the impact of CETIP.
4. Prepare/publish a report summarizing the impact of CETIP.
5. Make recommendations for adjustments to CETIP routes based on results of evaluation.
6. Identify other areas/routes of Tri-Met system that appear appropriate for grid service.

Relation to Previous Work:

Analysis of the impact of the service charges for the City and Eastside areas of Tri-Met's service region implemented in September 1982.

Products:

1. CETIP evaluation - an Executive Summary
2. CETIP evaluation - a thorough analysis
3. Technical memoranda comparing rider travel patterns to level and orientation of service provided.

Expenses:

Tri-Met \$57,779

Revenues:

FY '83 Sec. 9A \$46,223
Tri-Met 11,556

\$57,779

City and Eastside Transportation Improvement Program (CETIP) Monitoring

Program Objectives:

1. Monitor customer complaints and compliments specifically regarding CETIP routes.
2. Prepare a report summarizing customer contacts after one year of CETIP operation.
3. Make minor adjustments to CETIP routes as necessary, based on rider response.
4. Summarize rider response for input to CETIP evaluation study.

Relation to Previous Work:

Analysis of the potential impact of a grid system for the City and Eastside areas of Tri-Met's service region based on response to service changes implemented in September 1982.

Product:

1. Summary report describing rider response to CETIP changes.

Expenses:

Tri-Met \$21,572

Revenues:

FY '83 Sec. 9A \$17,258
Tri-Met 4,314

\$21,572

Banfield Transitway Project Liaison

Program Objectives:

1. Coordinate with design and construction phase of Banfield light rail project.
2. Insure that routes serving the light rail stations can do so safely and efficiently.
3. Review light rail station design plans for bus access and rider convenience.
4. Insure smooth transition during implementation of the Banfield light rail line.

Relation to Previous Work: New Task.

Products:

1. Station designs that allow efficient bus feeder access and convenient transfers between bus/rail.
2. Identificaton of all work activities necessary for buses to service light rail stations safely and efficiently.

Expenses:

Tri-Met \$6,861

Revenues:

FY '83 Sec. 9A \$ 5,489
Tri-Met 1,372

\$ 6,861

Transit Center and TSM Development

Program Objectives:

1. Identify locations for bus preemption measures which can result in operational savings; complete engineering design and cost estimates on such facilities.
2. Undertake more detailed planning of bus transit centers, including design and cost estimates and identification of local funding opportunities.

Relation to Previous Work:

This project will continue work begun in the Westside Corridor Project and other studies which identified general locations for transit centers, bus lanes and transit signal preemption. It will carry these concepts into a level of detail sufficient to advertise for final design and construction bids.

Products:

1. Transit center layouts.
2. Bus lane locations and design drawings.
3. Signal preemption locations and operational plans.
4. Park-and-ride lot locations and site plans.

Expenses:

Tri-Met \$22,240

Revenues:

FY '83 Sec. 9A \$17,792
Tri-Met 4,448

\$22,240

New and Modified Service Development/Planning

Program Objectives:

1. Develop recommendations for service changes for the southwest and southeast portions of Tri-Met's service region.
2. Review effectiveness of routing on all lines of Tri-Met system.
3. Use results of this review as input into TDP update.
4. Identify required shelter location changes required as a result of new or modified service - particularly "high traffic" areas and newly developed transfer points.
5. Obtain required approvals from local jurisdictions and negotiate agreements with property owners for desired shelter locations.
6. Develop site design for installation of shelters.

Relation to Previous Work:

Tri-Met five-year Transit Development Program fiscal years 1981-1985.

Products:

1. Recommendations for routing changes in southwest and southeast areas.
2. Summary analysis of recommendations for future adjustments to routes throughout remainder of system.
3. Equitable distribution of available shelters.
4. Receipt of required approvals and agreements for shelter installation.
5. Site specific design for shelter installation.

Expenses:

Tri-Met \$47,576

Revenues:

FY '83 Sec. 9A \$ 9,515
Tri-Met 38,060

\$47,576

Financial Forecasting

Program Objectives:

1. Continue development and refinement of forecasting models which accurately simulate cash flow (costs and revenues) in the agency.
2. Support financial policy decisions by providing management with financial consequences of alternative policy decisions.

Relation to Previous Work:

The existing (and complete) financial forecasting models were developed in a series of work programs under Grant IT-00-0030. This work will undertake continuous refinement and application of the cost/revenue models developed.

Products:

1. Improvements to financial forecasting models.
2. Financial forecasting reports which depict probable cash flow in response to proposed changes in service levels, fares, productivity and economic conditions.

Expenses:

Tri-Met \$12,050

Revenues:

FY '83 Sec. 9A \$ 9,640
Tri-Met 2,410

\$12,050

Private Sector Participation: Subcontracting Service on Low Productivity Routes

Program Objectives:

1. Identify all existing routes that might be operated more cost-effectively if contracted out to a private carrier.
2. Identify areas of service expansion where contracting service to a private carrier might be done more cost effectively than using Tri-Met drivers and equipment.
3. Identify potential cost savings from contracting service to a private carrier over the following five years.
4. Develop a plan for phasing in contracted service on existing routes and for areas of service expansion over the next five years.

Relation to Previous Work:

Transit Service Efficiency Program work program.

Products:

1. Summary of potential cost savings from contracting service on low productivity routes to private carriers.
2. Report describing a recommended phasing plan for contracting service over the next five years.

Expenses:

Tri-Met \$5,000

Revenues:

FY '83 Sec. 9A \$ 4,000
Tri-Met 1,000

\$ 5,000

Civil Rights Planning

Program Objectives:

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

Relationship to Previous Work:

The updated Title VI report is a required annual submission. Revising and updating Tri-Met's MBE policy and program is an on-going process.

Products:

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

Expenses:

Tri-Met \$8,674

Revenues:

FY '83 Sec. 9A \$ 6,939
Tri-Met 1,735

\$ 8,674

Westside Preliminary Engineering and F.E.I.S.

Program Objectives:

1. Complete preliminary engineering of a Sunset light rail transit line between Portland and Washington County.
2. Calculate construction costs for such a line.
3. Prepare a Final Environmental Impact Statement, according to current UMTA guidelines, detailing the reasons for choice of this alternative and answers to questions raised in the D.E.I.S. process.

Relation to Previous Work:

This project is a continuation of four years of work on the Westside Corridor Alternatives Analysis now nearing completion. It will supplement Section 103(e) (4) funds being sought for consultant participation in preliminary engineering and F.E.I.S. preparation.

Products:

1. Engineering drawings, at 1" - 50', of the Sunset LRT alignment.
2. Site plans and designs of stations.
3. Cost estimates of right-of-way, track construction, overhead wires, signals, stations, vehicles, and maintenance facilities.
4. Final Environmental Impact Statement for the chosen alternative.

Expenses:

Tri-Met \$23,330

Revenues:

FY '83 Sec. 9A \$18,664
Tri-Met 4,666

\$23,330

Regional LRT Study

Program Objectives:

1. Examine the feasibility and priority of numerous potential light rail corridors in the metropolitan area.
2. Determine engineering problems, right-of-way availability, soil stability and capital costs of each corridor.
3. Determine operating cost and operating problems associated with each alternative.
4. Examine impacts in selected critical areas of light rail on traffic operations.

Relation to Previous Work:

This project continues work begun late last year under Grant OR-29-9007. It supplements Section 103(e)(4) funds being sought for consultant participation in structural engineering and traffic analysis.

Products:

1. Engineering drawings, at 1" - 100', of candidate light rail alignments.
2. Memoranda on engineering costs and feasibility of each alignment.
3. Memoranda on operating costs and operating problems.
4. Feeder bus network plans and cost.

Expenses:

Tri-Met \$47,039

Revenues:

FY '83 Sec. 9A \$37,631
Tri-Met 9,408

\$47,039

51,882

64,853

Covered

Program Administration

Program Objectives:

1. Coordinate all Service Planning projects to eliminate duplicated effort.
2. Oversee progress of Service Planning projects, insure that objectives will be met.
3. Communicate/cooperate with other public and private agencies affected by Service Planning projects.

Relation to Previous Work:

Administration and coordination of service planning activities is an on-going process.

Products:

1. Tri-Met five-year Transit Development Program update and Executive Summary.
2. CETIP evaluation report.
3. Recommendation for service changes throughout Tri-Met system.
4. Report on contracted service cost savings potential and implementation plan.

Expenses:

Tri-Met \$22,824

Revenues:

FY '83 Sec. 9A \$18,259
Tri-Met 4,565

\$22,824

STAFF REPORT

Agenda Item No. _____

Meeting Date _____

CONSIDERATION OF RESOLUTION NO. 83-396 FOR THE
PURPOSE OF AMENDING THE FEDERAL AID URBAN (FAU)
BOUNDARY TO INCORPORATE THE ADDITION OF WESTERN
HAYDEN ISLAND TO THE URBAN GROWTH BOUNDARY (UGB)

Date: March 24, 1983

Presented by: Andy Cotugno

FACTUAL BACKGROUND AND ANALYSIS

Metro's adopted FAU Boundary is used in the administration of federal transportation funding received by the metropolitan area and for establishment of functional classification of streets and their federal aid route numbers.

Resolution No. 83-392 revised the pre-existing FAU Boundary to coincide as closely as possible with the UGB. The intent was to ensure that funding policies would be consistent with land use policies and to use the UGB amendment process as the policy focus on where urban land is needed. Under this process, changes to the UGB will call for corresponding changes to the FAU Boundary.

With the inclusion of Western Hayden Island into the UGB through Metro Ordinance No. 83-151, corresponding changes to the FAU Boundary are required. Exhibit 'A' depicts these necessary changes.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends adoption of the attached Resolution.

COMMITTEE CONSIDERATION AND RECOMMENDATION

BP/srb
8131B/283
03/28/83

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF AMENDING THE) RESOLUTION NO.
FEDERAL AID URBAN (FAU) BOUNDARY)
TO INCORPORATE THE ADDITION OF) Introduced by the
WESTERN HAYDEN ISLAND TO THE)
URBAN GROWTH BOUNDARY (UGB))

WHEREAS, The FAU Boundary encompasses transportation funding eligibility, street classification and route designations for the metropolitan area; and

WHEREAS, Through Resolution No. 83-392, the Metro Council adopted an FAU Boundary closely aligned with the UGB; and

WHEREAS, Changes to the UGB will require corresponding changes to the FAU Boundary; and

WHEREAS, Through Ordinance No. 83-151, Western Hayden Island was added to the UGB; now, therefore,

BE IT RESOLVED,

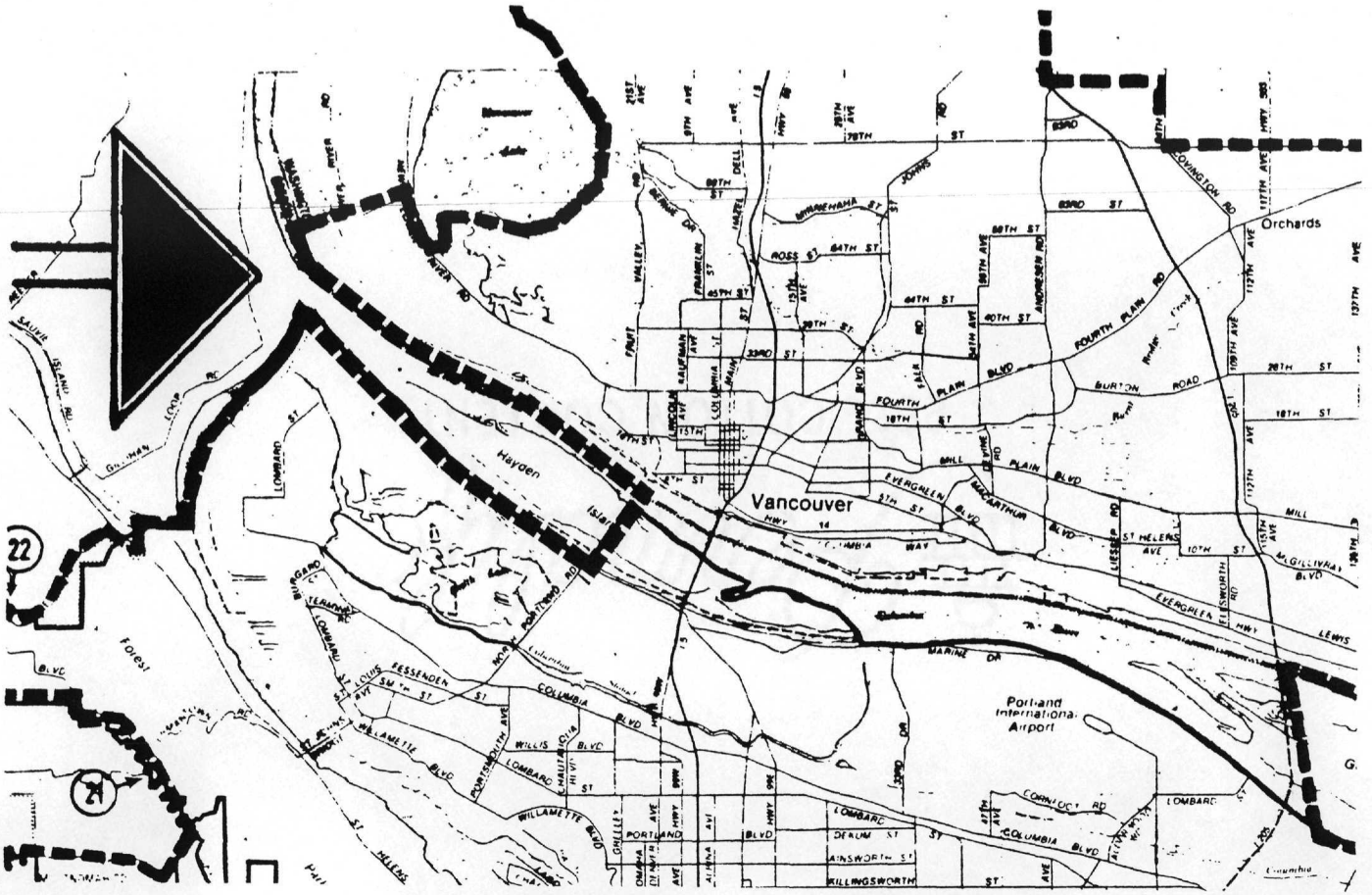
1. That the Metro Council amend the FAU Boundary as shown in Exhibit 'A.'
2. That Metro staff coordinate the amendment with the Oregon Department of Transportation.

ADOPTED by the Council of the Metropolitan Service District
this _____ day of _____, 1983.

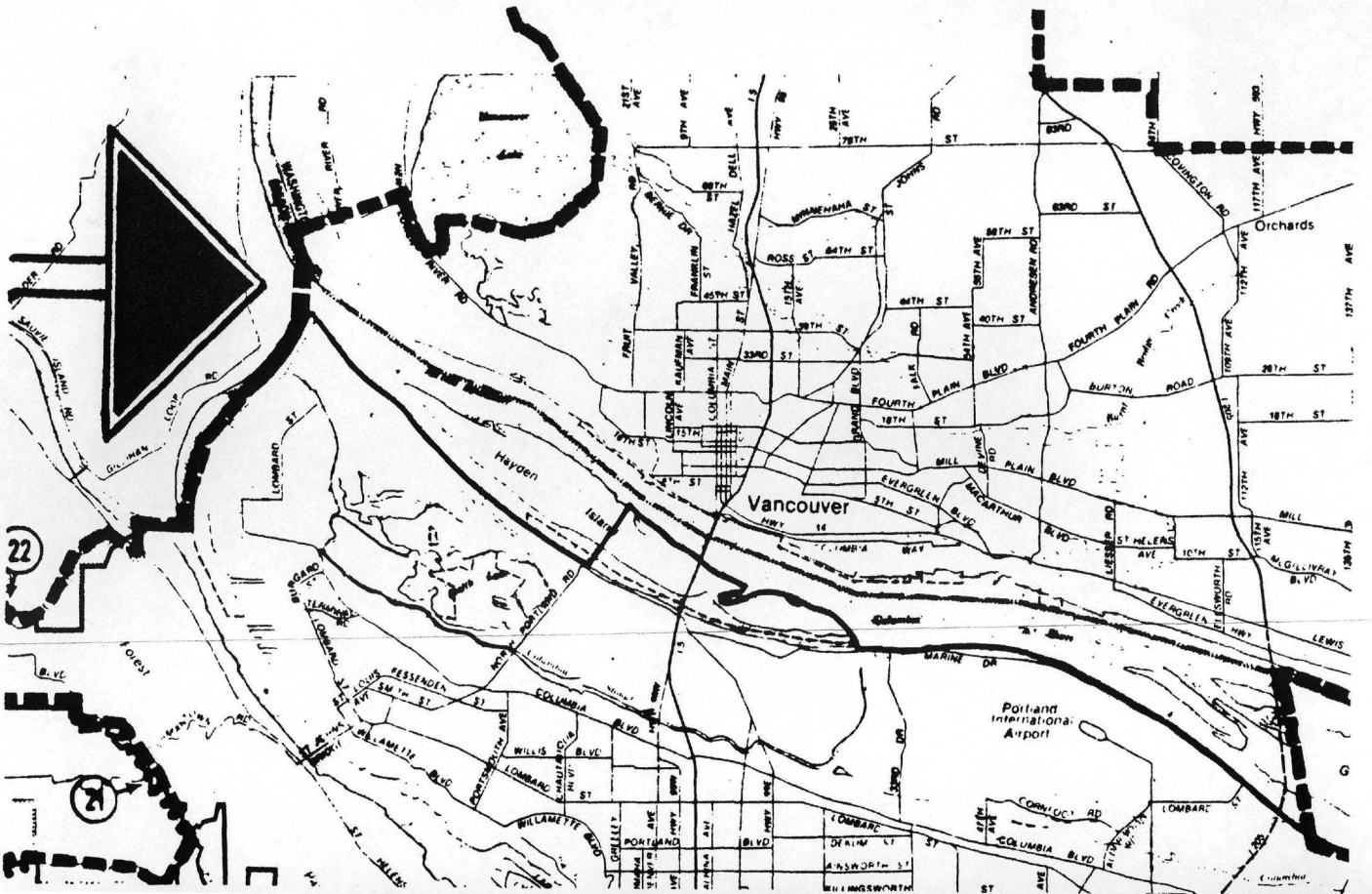
Presiding Officer

BP/srb
8131B/283
03/28/83

EXISTING FEDERAL AID URBAN BOUNDARY



PROPOSED FEDERAL AID URBAN BOUNDARY



COMMITTEE MEETING TITLE

JPACT

DATE

4/14/83 -

7:30 a.m.

NAME

AFFILIATION

G - Geraldine Ball

DJB, Inc.

M - Dick Pkurnawski

City of Vancouver

M - ~~Bob [unclear]~~

CLACKAMAS COUNTY

G - Ted Spence

ODOT

M - Ed Ferguson

WSDOT

M - Ed Handt

ODOT

M - Charlie Withers

Metro

MA - Earl Blumenauer

Multnomah County

M - JOHN FREWINK

TRI MET

M - LARRY COLE

CITIES OF WASHINGTON County

M - Margaret Weil

" " East County

M - Wes Mylkenbeck

Wash County

G - Winston Kurth

Clack. Co.

S - Peg Herwood

Metro

S - Karen Shackston

Metro

G - BOB HAAS

TRI-MET

G - Marty Nizik

Wash Co. Public Worker

G - JERRY MARCESINO

City of Portland

G - STEVE DOTERRER

" " "

G - PAUL BAY

TRI-MET

S - Bill Pettis

METRO

G - KEITH AHOLA

WSDOT

G - Bebe Rucker

Mult. County

M - Bruce Etlinger

Metro Councilor

M - Dick Water

Metro Councilor

S - Andy Cotugno

Metro

S - Rick Gustafson

Metro

S - Richard Brandman

Metro