

Portland State University

PDXScholar

Joint Policy Advisory Committee on
Transportation

Oregon Sustainable Community Digital Library

5-12-1983

Meeting Notes 1983-05-12

Joint Policy Advisory Committee on Transportation

Follow this and additional works at: https://pdxscholar.library.pdx.edu/oscdl_jpact

Let us know how access to this document benefits you.

Recommended Citation

Joint Policy Advisory Committee on Transportation, "Meeting Notes 1983-05-12 " (1983). *Joint Policy Advisory Committee on Transportation*. 47.

https://pdxscholar.library.pdx.edu/oscdl_jpact/47

This Minutes is brought to you for free and open access. It has been accepted for inclusion in Joint Policy Advisory Committee on Transportation by an authorized administrator of PDXScholar. Please contact us if we can make this document more accessible: pdxscholar@pdx.edu.



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: May 12, 1983

Day: Thursday

Time: 7:30 a.m.

Place: Metro, Conference Room A1/A2

- * 1. APPROVING A PROCEDURE TO ALLOCATE FEDERAL AID URBAN FUNDS TO FOREST GROVE - APPROVAL REQUESTED - Andy Cotugno.
- * 2. AMENDING THE FY 83 UNIFIED WORK PROGRAM FOR COMPUTER PURCHASE - APPROVAL REQUESTED - Andy Cotugno.
- * 3. APPROVING THE FY 84 UNIFIED WORK PROGRAM - APPROVAL REQUESTED - Andy Cotugno.
- * 4. MODIFICATION TO FY 83 INTERSTATE TRANSFER RESOLUTION RECOMMENDED BY JPACT IN APRIL - INFORMATION - Andy Cotugno.

*5. Distribution of C. Williamson letter re. 107101
TOL. NOT relationship*

* Material enclosed.

MEETING REPORT

DATE OF MEETING: April 14, 1983

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

PERSONS ATTENDING: Members: Charlie Williamson, Dick Pokornowski, Robert Schumacher, Ed Ferguson, Ed Hardt (alternate); Earl Blumenauer (alternate); John Frewing; Larry Cole; Margaret Weil; Wes Myllenbeck; Bruce Etlinger; and Dick Waker

Guests: Geraldine Ball, D.J.B., Inc.; Ted Spence, ODOT - Metro Branch; Winston Kurth, Clackamas County; Bob Haas, Tri-Met; Marty Nizlek, Washington County; Jerry Markesino and Steve Dotterer, City of Portland; Paul Bay, Tri-Met; Keith Ahola, WSDOT; and Bebe Rucker, Multnomah County

Staff: Andy Cotugno, Bill Pettis, Rick Gustafson, Richard Brandman, Peg Henwood, Karen Thackston, and Lois Kaplan, Secretary

MEDIA: None

SUMMARY:

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

In reviewing the Staff Report, Andy emphasized that the two major issues involved are: 1) the allocation of the Interstate Transfer rollback; and 2) identifying which projects may proceed with construction and PE out of the available FY 83 funding. During discussion, Chairman Williamson questioned the feasibility of working out some provisional appropriation for the \$17 million in the Regional Reserve as depicted on Attachment A.

Commissioner Myllenbeck expressed concern regarding the readiness of the 217/Sunset project and asked that it be included for construction with the Washington County projects. The Committee indicated concurrence for the proposed addition, totaling \$3.7 million.

Action Taken: It was moved and seconded to recommend approval of the Resolution 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 with changes as follows:

- . That the \$3.7 million 217/Sunset construction project be included under Washington County projects; and
- . That the Staff Report be changed under "B". Banfield Allocation" (relating to the funding agreement) to delete: --not a portion of the "rollback." and to insert: As such, the Banfield Interstate Transfer authorization is retained at the previously committed \$173 million.....

The motion CARRIED.

2. AMENDING THE TRANSPORTATION IMPROVEMENT PROGRAM TO INCORPORATE A SERIES OF PROJECTS TO MITIGATE TRAFFIC IMPACTS OF THE BANFIELD CONSTRUCTION PROGRAM

Andy related that the Rideshare Marketing Program, the Traffic Monitoring Program and the Park-and-Ride Program are proposed to respond to the disruption caused by the Banfield construction. In discussion on the Traffic Monitoring Program, Councilor Etlinger asked if the program could be accelerated. Ed Hardt noted a possible problem with the State providing local match for the Park-and-Ride Program because of a formal stand taken by the Oregon Transportation Commission in the past (due to public opposition regarding the use of highway tax money for transit purposes).

Action Taken: It was moved and seconded to recommend approval of the Resolution amending the TIP to incorporate a series of projects to mitigate traffic impacts of the Banfield construction program. Motion CARRIED unanimously.

3. ODOT TWO-YEAR PROGRAM

Ted Spence announced that the Department of Transportation has requested that each jurisdiction formulate a two-year Interstate Transfer program of proposed projects to determine the ODOT local match for inclusion in a budget to go before the Legislature. He asked that this matter be referred to TPAC to comprise a list of projects.

4. MEETING REPORT OF MARCH 10, 1983

Councilor Etlinger asked that the Meeting Report of the March 10, 1983 JPACT meeting be amended to more accurately reflect his comments under "Informational Presentation of a Coliseum Transit Station by Citizens for Better Transit." He asked that it be changed as follows: "Councilor Etlinger stated that he felt the proposal of the Coliseum Transit Station ~~to~~ could 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 for JPACT decision." The Committee expressed concurrence for the change, and the record will be so amended.

5. FY 84 UNIFIED WORK PROGRAM

Andy stated that adoption of the FY 84 UWP is scheduled for May, and highlighted the major elements.

He informed the Committee of a proposed change to convert the travel-forecasting data onto a micro-computer system. Also, he questioned the Committee on its preference for accelerating the third phase of the LRT study.

6. 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 APPROVING A PROCEDURE TO ALLOCATE
FEDERAL AID URBAN FUNDS TO FOREST GROVE

Date:

Presented by: Andy Cotugno

The Metro Council approved changes to the Federal Aid Urban Boundary on March 24, 1983. This action incorporated Forest Grove and Cornelius into the Portland metropolitan Federal Aid Urban Boundary and has an effect on Federal Aid Urban funding allocation.

The purpose of Resolution No. _____ is to establish a procedure for allocating Federal Aid Urban (FAU) funds to Forest Grove for fiscal years 1983 through 1986 and to define the effect on Portland and the balance of the region.

FACTUAL BACKGROUND AND ANALYSIS

The significant immediate impact of the FAU boundary change is to include Forest Grove and Cornelius inside the Portland metropolitan area FAU boundary. Under the old boundaries, the Portland region received an allocation of FAU funds and Forest Grove, with its own boundary, received its own allocation of FAU funds. Both allocations were based on the relative population inside the respective urban areas. With the recently approved boundary change, the population of the Portland urban area increases with the addition of the Forest Grove population and, as such, the Portland region FAU allocation is in part attributable to the Forest Grove population. With this change, it becomes necessary to determine the procedure for allocating FAU funds to Forest Grove.

Under existing practice, Forest Grove would be treated like the other jurisdictions and could propose a highway project to be weighed against other proposals at the regional level. Using this procedure, available regional resources would be allocated to projects on the basis of "need," thereby meeting the highest priorities of the region. The alternative procedure would be to allocate the resources to all jurisdictions on the basis of population, regardless of where the critical transportation need exists.

Complicating the Forest Grove situation is the fact that the Portland region transferred nearly all of its FAU funds downstate, leaving very little to allocate between Portland, Forest Grove and other regional projects. In addition, past FHWA/CRAG/Metro actions resulted in 41 percent of the funds being allocated to Portland on

the basis of population and virtually all of the regional funds being allocated to a single project--Boones Ferry Road in Lake Oswego. This in effect penalizes Forest Grove with the Portland region's downstate transfer of FAU funds since, at the time, they had their own FAU boundary, and received their own FAU allocation.

Cornelius is also affected, but to a lesser degree. Their population is less than 5,000 persons and, therefore, did not formerly have their own FAU boundary. Instead, their population was included in the calculation of Federal Aid Secondary (rural) funds allocated to Washington County. Although they have very few streets on the Federal Aid Secondary system, they had the option of seeking Secondary funds from Washington County.

RECOMMENDED PROCEDURE

Utilizing 1980 census data, Metro has developed a recommended procedure for allocating FAU funds to Forest Grove throughout the balance of the downstate transfer (FY 83-FY 86):

Portland Area Attributable FAU Funds		4,079,711
Less Forest Grove Allocation (1.28%)		52,220
F.G. Pop./Regional Pop. = 11,499/895,856 = 1.28%		4,027,491
Less Downstate Transfer to Primary		3,878,493
Balance Available to Portland/Region		148,998
Portland (Pop. = 366,383) = 41.43%		61,730
Region Less F.G. (Pop. = 517,974) = 58.57%		87,268
884,357 100.00%		148,998

The above calculations provide for Forest Grove to receive a portion of the full allocation with Portland and the region receiving their pro-rata shares after deducting the downstate transfer.

Also, with this change, Cornelius is included in the region's FAU boundary. However, they are proposed to be treated like all other jurisdictions: they have the option to seek FAU funds through Metro.

CONCLUSION

It is recommended that Forest Grove be allocated 1.28 percent of the region's FAU funds (on the basis of population) for the years FY 1983-86 to be calculated as a percent of the region's full FAU allocation, prior to subtracting the downstate transfer. This procedure is to extend to 1986, or the life of the downstate transfer only. If the FAU program is continued beyond 1986, Forest Grove would be treated as the other jurisdictions, that is, competing for a portion of the region's allocation, with no special treatment. In addition, after FY 86, Portland would return to its population share of the full regional allocation. The result of the application of this policy is depicted in Attachment "A." The

specific numbers are subject to actual funding allocations to the region and changes in population that change the local allocation factors. Cornelius will have the option to compete for regional FAU funds.

EXECUTIVE OFFICER'S RECOMMENDATION

Recommend adoption of the Resolution.

COMMITTEE CONSIDERATION AND RECOMMENDATION

BP/srb
8220B/349
04/11/83

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF APPROVING A	)	RESOLUTION NO.
PROCEDURE TO ALLOCATE FEDERAL AID)	
URBAN FUNDS TO FOREST GROVE	)	Introduced by the
)	

WHEREAS, Through Resolution No. 83-392, the Metro Council adopted changes to the Federal Aid Urban (FAU) Boundary; and

WHEREAS, This action incorporated Forest Grove and Cornelius into the Portland metropolitan FAU Boundary and changed FAU allocation formulae; and

WHEREAS, A revised procedure is needed to equitably distribute FAU funds to the Portland metropolitan participants brought about by the boundary change; and

WHEREAS, Metro staff has developed a recommended procedure to deal with distribution of FAU funds to Forest Grove, Portland and the balance of the region; now, therefore,

BE IT RESOLVED,

1. That the Metro Council adopts the policy of allocating a per capita share of the region's full annual FAU funds for FY 83-86 to Forest Grove prior to subtracting the downstate transfer (estimated at 1.28 percent in FY 83).
2. That this procedure is to apply for the years FY 1983 to 1986 or to extend over the life of the downstate transfer only.
3. That results of the application of this policy are depicted in Attachment "A" and form a part of this Resolution.
4. That after FY 86 (or completion of the downstate transfer) Portland will return to its per capita share of the full

regional allocation and Forest Grove will compete for a share of the regional allocation.

5. That this policy be coordinated with the Oregon Department of Transportation.

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

Presiding Officer

BP/srb
8220B/349
04/11/83

ATTACHMENT "A"

Projected FAU Apportionments

	FAU Allocation to Metro Area	Transfer	Portland	Region ^C	Forest Grove ^d
79	\$ 3,858,448	\$ 3,335,597	\$ 240,511	\$ 282,340	
80	3,858,448	3,335,597	240,511	282,340	
81	3,858,448	3,335,597	240,511	282,340	
82	4,080,157	3,879,653	82,207	118,297	
83 ^a	4,079,711	3,878,493	61,730	87,268	\$ 52,220
84 ^a	4,079,711	3,878,493	61,730	87,268	52,220
85 ^a	4,079,711	3,878,493	61,730	87,268	52,220
86 ^a	4,079,711	1,566,077	1,019,764	1,441,650	52,220
	<u>\$31,974,345</u>	<u>\$27,088,000^b</u>	<u>\$2,008,694</u>	<u>\$2,668,771</u>	<u>\$208,880</u>

^aPreliminary, subject to actual statewide allocation and population changes.

^bActual FAU trade commitment = \$27,088,000.

^cRegional Allocation:

	Boones Ferry	Region	Total
79	\$ 0	\$ 282,340	\$ 282,340
80	0	282,340	282,340
81	232,678	49,662	282,340
82	118,297	0	118,297
83	87,268	0	87,268
84	87,268	0	87,268
85	87,268	0	87,268
86	877,693	563,957	1,441,650
	<u>\$1,490,472</u>	<u>\$1,178,299</u>	<u>\$2,668,771</u>

^dFY 1979-82 allocations to Forest Grove directly from ODOT were as follows: FY 1979 = \$45,991; FY 1980 = \$45,344; and FY 1981 = \$49,910; available carryover = \$65,488.

BP/srb
8220B/349
04/11/83

STAFF REPORT

Agenda Item No. _____

Meeting Date _____

CONSIDERATION OF RESOLUTION NO. _____ FOR
THE PURPOSE OF AMENDING THE FY 83 UNIFIED
WORK PROGRAM FOR COMPUTER PURCHASE

Date: April 18, 1983

Presented by: Andy Cotugno

RECOMMENDATION

This resolution would add an FHWA-PL funded element to the FY 83 Unified Work Program (UWP) in the amount of \$29,230 for acquisition of hardware and software for a new travel forecasting package.

FACTUAL BACKGROUND AND ANALYSIS

Metro's Transportation Department is responsible for producing transit and highway travel forecasts for the Portland metropolitan area. The current system used models defined with UMTA's "Urban Transportation Planning System" (UTPS) operating on Multnomah County's mainframe computer. Computer expenses are generally \$50,000 per year and have been as high as \$80,000 per year in the past. This UWP amendment is the first step in converting to a new travel forecasting package operating on an in-house micro-computer.

The proposed travel forecasting package (EMME 2) has been developed by the Transportation Research Centre at the University of Montreal to run on a PIXEL super micro-computer manufactured by Instrumentation Laboratories in Andover, Massachusetts. The conversion involves a single purchase of the PIXEL hardware and EMME 2 software as a package plus a second purchase of the necessary graphics equipment. The various elements of the conversion are as follows:

1. EMME 2 travel forecasting plus related software	\$19,150
2. PIXEL hardware plus related peripherals	\$39,310
3. Graphics Equipment	<u>\$39,200</u>
	\$97,660

The benefits of converting to the EMME 2 system are as follows:

1. Cost-Effectiveness - Based upon a current \$50,000 per year computer cost, the overall purchase will be "paid-off"

within two years to be replaced thereafter with an annual maintenance cost of \$8,000 per year.

2. Improved model characteristics - The EMME 2 system has a more effective highway and transit assignment procedure than UTPS.
3. The EMME 2 system will increase staff productivity with the following enhancements:
 - a. EMME 2 is more user-friendly than UTPS and is, therefore, easier to use as an analytical tool.
 - b. EMME 2 is designed to be used in an interactive mode while UTPS can only operate in a batch mode. Through interactive capabilities, an individual can evaluate the characteristics of a transportation alternative with immediate response of data items.
 - c. EMME 2 is designed to provide as much information as possible in graphic rather than tabular form, thereby making evaluation of complex data easier. In addition, since EMME 2 is based on a micro-computer, graphics equipment is more economical than that for a mainframe.

PROPOSED FUNDING

This UWP amendment is related to the acquisition of the EMME 2 plus related software and the PIXEL computer plus related peripherals (the graphics equipment will be purchased in FY 84). The funding for this purchase is proposed as follows:

	<u>Hardware</u>	<u>Software</u>	<u>Total</u>
Metro	\$11,442	\$ 0	\$11,442
FHWA-PL/ODOT Match	<u>27,868</u>	<u>19,150</u>	<u>47,018</u>
	\$39,310	\$19,150	\$58,460

Metro's acquisition of 29 percent of the hardware will allow 29 percent of its use for non-Transportation purposes.

This UWP amendment for \$29,230 is for one-half of the \$58,460 total purchase price, to be paid upon execution of the purchase contract. The second half will be included in the FY 84 UWP to be paid upon receipt of the equipment.

EXECUTIVE OFFICER'S RECOMMENDATION

Recommend adoption of the attached resolution.

COMMITTEE CONSIDERATION AND RECOMMENDATION

AC/srb
8360B/349
04/21/83

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF AMENDING THE	)	RESOLUTION NO.
FY 83 UNIFIED WORK PROGRAM (UWP))	
FOR COMPUTER PURCHASE	)	Introduced by the Joint
	)	Policy Advisory Committee on
	)	Transportation

WHEREAS, The FY 83 Unified Work Program (UWP) was adopted
in May 1982 by Resolution No. 82-331; and

WHEREAS, Changes to the UWP must be approved by the Metro
Council; and

WHEREAS, The FY 83 UWP must be amended to include \$29,230
of FHWA-PL funds to be used towards purchase of micro-computer
hardware and software; now, therefore,

BE IT RESOLVED,

1. That the Metro Council approves the amendment to the
FY 83 UWP to include \$29,230 of PL funds toward acquisition of
micro-computer hardware and software.

2. That staff is directed to enter into the necessary
agreement to obtain release of the funds and initiate the purchase.

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

Presiding Officer

AC/srb
8360B/349
04/21/83

STAFF REPORT

Agenda Item No. _____

Meeting Date _____

CONSIDERATION OF RESOLUTION _____ FOR THE
PURPOSE OF APPROVING THE FY 1984 UNIFIED
WORK PROGRAM (UWP).

Date: March __, 1983

Presented by: Andy Cotugno

PROPOSED ACTION

Approve the UWP containing the transportation planning work program for FY 1984. Authorize the submittal of grant applications to the appropriate funding agencies.

FACTUAL BACKGROUND AND ANALYSIS

The FY 1984 UWP describes the transportation/air quality planning activities to be carried out in the Portland/Vancouver metropolitan region during the fiscal year beginning July 1, 1983. Included in the document are federally funded studies to be conducted by Metro, Regional Planning Council of Clark County (RPC), Tri-Met, the Oregon Department of Transportation (ODOT) and local jurisdictions.

The Oregon portion of the FY 1984 UWP major emphasis areas include:

- RTP Refinement
- Southwest Corridor Study
- Regionwide Transitway Plan--Phase I (Southern and Bi-State Corridors)
- Regionwide Transitway Plan--Phase II (Barbur and Westside Branches)
- Completion of purchase and conversion to the EMME 2 micro-computer.
- Section 9A - New funds being used for various elements of Tri-Met planning.

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

Approval will mean that grants can be submitted and contracts executed so work can commence on July 1, 1983, in accordance with established Metro priorities.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends to adopt the attached Resolution.

COMMITTEE CONSIDERATION AND RECOMMENDATION

KT/gl
8112B/283
05/02/83

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF APPROVING THE	)	RESOLUTION NO.
FY 1984 UNIFIED WORK PROGRAM (UWP))	
	)	Introduced by the Joint
	)	Policy Advisory Committee on
	)	Transportation

WHEREAS, The Unified Work Program (UWP) describes all federally-funded transportation/air quality planning activities for the Portland/Vancouver metropolitan area to be conducted in FY 1984; and

WHEREAS, The FY 1984 UWP indicates federal funding sources for transportation/air quality planning activities carried out by Metro, Regional Planning Council of Clark County (RPC), the Oregon Department of Transportation (ODOT), Tri-Met and the local jurisdictions; and

WHEREAS, To ensure implementation of the RTP, the region should establish annual work program goals in addition to specific planning projects; and

WHEREAS, The FY 1984 UWP contains an agreement on interagency responsibilities between ODOT, Tri-Met and Metro, and RPC and Metro; and

WHEREAS, Approval of the FY 1984 UWP is required to receive federal transportation planning funds; and

WHEREAS, The FY 1984 UWP is consistent with the proposed Metro budget submitted to the Tax Supervisory and Conservation Commission; and

WHEREAS, The FY 1984 UWP has been reviewed and agreed to by the Transportation Policy Alternatives Committee (TPAC), the

Joint Policy Advisory Committee on Transportation (JPACT) and the
RPC; now, therefore,

BE IT RESOLVED,

1. That the FY 1984 work program goals are:
 - a. to refine the Transit Development Plan in light of the recently adopted RTP and Tri-Met's fiscal position; and
 - b. to identify the total transportation funding needs and outline alternative funding approaches for the region.
2. That the FY 1984 UWP is hereby approved.
3. That the FY 1984 UWP is consistent with the continuing, cooperative and comprehensive planning process and is hereby given positive A-95 Review action.
4. That the Metro Executive Officer is authorized to apply for, accept and execute grants and agreements specified in the UWP.

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

Presiding Officer

KT/gl
8112B/283
05/02/83

REGIONAL TRANSPORTATION PLANNING
IN THE PORTLAND-VANCOUVER METROPOLITAN AREA

PRELIMINARY

OVERALL REGIONAL PROCESS
AND
FISCAL YEAR 1984 WORK PROGRAM

Metropolitan Service District
Regional Planning Council of Clark County

April 29, 1983

TABLE OF CONTENTS

PAGE

OREGON

Phase I Alternatives Analysis - Southern Corridor/Bi-State Corridor	1
Phase I Alternatives Analysis - Barbur/Westside Branches.	3
Westside Corridor	4
Southwest Corridor.	6
Regional Transportation Plan Refinement	8
Elderly and Handicapped Planning.	10
Technical Assistance.	11
Coordination and Management	12
Data and Monitoring	14
Travel Forecasting Model Refinement	15
Modeling Software/Hardware Evaluation and Subarea Windowing	17
Regional Air Quality Program.	18
Transportation Improvement Program.	19
Transportation Financing.	20
Energy Contingency - Tri-Met.	21
Travel Forecasting Hardware and Software Purchase . . .	22
Planning Assistance - ODOT.	23
SECTION 9A:	
Transit Development Program (TDP) Update.	24
Capital Development Program Planning.	25
Transit Service Efficiency Program (TSEP)	26
Transit Performance Analysis.	27

TABLE OF CONTENTS

(Continued)

	<u>PAGE</u>
Labor Management and Productivity Analysis	28
Management Information System Development.	29
Maintenance Management Information Application	30
Network Simulation and Analysis.	31
On-Board Origin-Destination Survey Analysis.	32
City and Eastside Transportation Improvement Program (CETIP) Analysis and Evaluation.	33
Transit Center and TSM Development	34
New and Modified Service Development/Planning.	35
Financial Forecasting.	36
Private Sector Participation: Subcontracting Service on Low Productivity Routes	37
Civil Rights Planning.	38
Program Administration	39
FY 84 FUNDING SUMMARY.	41
WASHINGTON.	43

OREGON

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 and Financing Strategy.
2. Phase I Alternatives Analysis recommendations and resulting amendments to RTP.
3. Phase I Alternatives Analysis "Promising Alternatives" report, documenting analysis.
4. Decision on whether to proceed with a Phase II Alternatives Analysis in either of these corridors.
5. Allocation of McLoughlin Corridor Interstate Transfer Reserve.

Responsibilities:

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

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

Clark County RPC is responsible for coordinating Washington decisions and development of alternatives within Washington (including highway network coding, transit route design and population/employment forecasts).

Portland will provide input on impact analyses and provide technical supervision of traffic impact analyses in Portland.

Expenses:

Metro: Personnel	\$55,000
M & S	<u>30,500</u>
	\$85,500
Tri-Met: Personnel	\$ 34,800
M & S	<u>133,000</u>
	\$167,800
Portland: Personnel	\$ 10,000
TOTAL	<u>\$263,300</u>

Revenues:

FY 1984 (e) (4)	48,450
Metro Match	4,275
Tri-Met Match	4,275
Phase I Alt. Anal. (e) (4)	170,000
Tri-Met Match	28,500
(in-kind)	
Portland Match	1,500
Section 9A	5,040
Tri-Met Match	<u>1,260</u>
TOTAL	<u>\$263,300</u>

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. Note: If it is concluded that a Phase II Alternatives Analysis is warranted, it is anticipated that one will not be initiated unless the Phase II Alternatives Analysis in the Milwaukie or Bi-State Corridor is completed or terminated.

Expenses:

Metro: Personnel	\$116,450
M & S	<u>24,550</u>
	\$141,000
Tri-Met: Personnel	\$ 69,000
M & S	<u>48,750</u>
	\$117,750
Portland: Personnel	\$ 5,000
TOTAL	<u>\$263,750</u>

Revenues:

FY 1984 (e) (4)	\$109,650
Metro Match	9,675
Tri-Met Match	9,675
Phase I Alt. Anal. (e) (4)	65,000
Tri-Met Match (in-kind)	10,721
Portland Match	750
Section 9A	46,623
Tri-Met Match	<u>11,656</u>
TOTAL	<u>\$263,750</u>

WESTSIDE CORRIDOR PROJECT

Program Objectives:

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

Relation to Previous Work:

By July 1, 1983, the Westside Corridor Project 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 next 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) do final regional review and approval. The PE grant application will include a detailed work program for these tasks.

Products:

1. Engineering drawings, at 1" - 50', of the Sunset LRT alignment and detailed site plans and designs of stations.
2. Cost estimates of right-of-way, track construction, overhead wires, signals, stations, vehicles, and maintenance facilities.
3. LRT operating plan, including string charts and labor build-up staffing tables.
4. Final Environmental Impact Statement for the chosen alternative.

5. 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.
6. Analysis of federal funding opportunities and prospects for Westside Corridor Project.
7. Analysis of state funding opportunities and prospects for Westside Corridor Project including state bonding.
8. Analysis of tax benefit-leveraged lease back financing opportunities for Westside Corridor Project.
9. Analysis of vendor financing opportunities for Westside Corridor Project including export tax credits, turn-key operations, etc.
10. Analysis of land donation opportunities for Westside Corridor Project.
11. Analysis of special taxation district opportunities for Westside Corridor Project.
12. Analysis of LRT operating non-profit (63-20) corporation opportunities for Westside Corridor Project.
13. Continued public involvement.
14. Translation of funding opportunities into specifications for Preliminary Engineering.

Expenses:

Metro: Personnel	\$105,294
M & S	30,000
	<u>\$135,294</u>
Tri-Met: Personnel	\$141,179
M & S	500,000
	<u>\$641,179</u>
TOTAL	<u>\$776,473</u>

Revenues:

FY 1984 (e)(4)	\$100,000
Westside Phase II AA/DEIS	
(OR-29-9004)	17,550
Metro Match	12,294
Tri-Met Match	8,450
FY 82 (e)(4)	
(OR-29-9007)	4,250
Tri-Met Match	750
Section 9A	35,955
Tri-Met Match	8,989
FY 84 (e)(4)	500,000
Tri-Met Match	88,235
TOTAL	<u>\$776,473</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 highway connections between I-5 and 99W and between T.V. Highway and 99W (south and southwest of Highway 217).
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.
9. Define the regional highway and transit improvement program in the I-5/99W Corridor between Portland and Tigard.

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.

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>5,000</u>
TOTAL	\$83,290

Revenues:

FY 1984 PL	\$27,200
ODOT Match	6,800
FY 1984 Sec. 8	29,432
Metro Match	3,679
Tri-Met Match	3,679
FY 1984 (e) (4)	10,625
Metro Match	938
Tri-Met	<u>937</u>
TOTAL	\$83,290

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 and update 2000 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.
5. Publish a detailed RTP technical appendix providing project descriptions, costs and revenue sources.

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

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. Year 2000 pop./emp. forecast update.

2. FY 1984 RTP Update.
3. Status Report(s) on Local Comprehensive Plan consistency with RTP.
4. Minor Arterial/Collector system amendment to RTP.
5. Cost/Revenue Technical Appendix.
6. Dependent upon availability of resources: "Build-out" travel analysis, commercial traffic reconnaissance.

Expenses:

Metro: Personnel	\$70,080
M & S	<u>11,000</u>
TOTAL	\$81,080

Revenues:

FY 1984 PL	\$35,264
ODOT Match	8,816
FY 1984 Sec. 8	29,600
Metro Match	<u>7,400</u>
TOTAL	\$81,080

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.

Responsibilities:

Tri-Met will act as program coordinator; Metro will provide a supportive role.

Expenses:

Metro: Personnel	\$30,000
Tri-Met	<u>20,000</u>
TOTAL	\$50,000

Revenues:

FY 1983 Sec. 8	\$24,000
Tri-Met Match	6,000
Section 9A	16,000
Tri-Met Match	<u>4,000</u>
TOTAL	\$50,000

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	<u>4,000</u>
TOTAL	\$34,100

Revenues:

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

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.
10. Respond to changes in FHWA/UMTA planning requirements.

Expenses:

Metro: Personnel	\$87,500
M & S	<u>4,500</u>
TOTAL	\$92,000

Revenues:

FY 1984 PL	\$26,000
ODOT Match	<u>6,500</u>
FY 1984 Sec. 8	47,600
Metro Match	8,300
Tri-Met Match	<u>3,600</u>
TOTAL	\$92,000

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, and building permits 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.
4. Input data for Southwest Corridor study.
5. Update of year 2000 pop./emp. forecasts.

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	96,437
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 analyses. Also programmed in FY 83 and elsewhere in this UWP is acquisition of new travel forecasting hardware and software.

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	\$30,000
M & S	8,052
Tri-Met: Personnel	5,000
TOTAL	<u>\$43,052</u>

Revenues:

FY 1984 PL	\$16,442
ODOT Match	4,110
FY 1984 Sec. 8	14,000
Metro Match	1,250
Tri-Met Match	2,250
FY 82 Sec. 8	
(OR-09-0029)	4,000
Tri-Met Match	1,000
TOTAL	<u>\$43,052</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	\$27,000
M & S	<u>3,000</u>
TOTAL	\$30,000

Revenues:

UMTA Discretionary	
Funds	\$24,000
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

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.
8. Adopt an annual UMTA Section 9A "Program of Projects" and amend the TIP accordingly.

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 84 (e)(4)	\$ 31,275
FY 84 Sec. 8	51,288
Metro Match	5,451
ODOT Match	7,000
Tri-Met Match	5,890
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 (TEFRA).
3. Analysis of state statutes on transportation financing issues and preparation of potential remedies 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)

Metro Match

TOTAL

\$63,750

11,250

\$75,000

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	<u>3,500</u>
TOTAL	\$17,500

TRAVEL FORECASTING HARDWARE AND SOFTWARE PURCHASE

Program Objectives:

1. To acquire a new travel forecasting software package and micro-computer to increase staff productivity, improve the reliability of forecasts and reduce costs.
2. To acquire graphics equipment for the display of travel forecasts.

Relationship to Previous Work:

Metro's current travel forecasting package uses the "Urban Transportation Planning System" (UTPS) on a mainframe computer. Currently, annual computer costs are approximately \$50,000. Due to the cumbersome nature of UTPS and the high computer costs, Metro has been seeking a new micro-computer based system for some time and in FY 83 originally had a discretionary work element to develop a micro-based system.

This work element would complete the acquisition of EMME 2--a travel forecasting package developed by the Transportation Research Centre at University of Montreal--and the associated equipment to operate EMME 2. Partial funding was programmed as an amendment to the FY 83 UWP.

Products:

1. EMME 2 software for travel forecasting and related software for data base maintenance, communications, statistical analysis (\$9,575 also programmed in FY 83).	\$10,425
2. PIXEL computer, disk and tape drive, terminals, etc. (\$19,655 also programmed in FY 83)	19,655
3. Graphics terminal digitizer, hardcopy unit, plotter.	<u>39,200</u>
	<u>\$69,280</u>

Expenses:

Metro: M & S \$69,280

Revenues:

FY 84 PL	\$14,910
ODOT Match	3,728
Section 9A	28,224
Metro Match	7,056
Metro Discretionary	<u>15,362</u>
TOTAL	<u>\$69,280</u>

Metro discretionary funding will allow for 29 percent use of PIXEL hardware and 10 percent use of graphics hardware for non-Transportation purposes.

ODOT PLANNING ASSISTANCE

Program Objectives:

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

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. Sub-area Study updates.
7. Policy and technical coordination - Regional planning, local agencies, TPAC, JPACT, RPC, WCTCC, and East Multnomah Transportation Committee.
8. Access management planning.
9. Assist in Model Refinement (O & D surveys for Metro "External" traffic analysis).
10. Coordination of administration of programs with Metro.

Expenses:

ODOT: Personnel	\$114,000
M & S	<u>6,000</u>
TOTAL	\$120,000

KT/srb
8075B/347
04/21/83

TRI-MET

PRELIMINARY

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	<u>\$147,023</u>	<u>\$588,087</u>	<u>\$735,110</u>

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
	<u>\$190,325</u>

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
	<hr/>
	\$ 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
	<hr/>
	\$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. Identification 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
	<hr/>
	\$ 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
	<hr/>
	\$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

<u>\$23,330</u>

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

64,833

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 ongoing 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



METROPOLITAN SERVICE DISTRICT

Providing Zoo, Transportation, Solid Waste and
other Regional Services

May 3, 1983

Rick Gustafson
Executive Officer

Metro Council

Cindy Banzer
Presiding Officer
District 9

Bob Oleson
Deputy Presiding
Officer
District 1

Richard Waker
District 2

Charlie Williamson
District 3

Corky Kirkpatrick
District 4

Jack Deines
District 5

George Van Bergen
District 6

Sharon Kelley
District 7

Ernie Bonner
District 8

Bruce Etlinger
District 10

Marge Kafoury
District 11

Gary Hansen
District 12

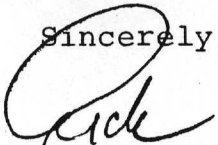
Mr. Wes Myllenbeck, Chairman
Board of Washington County Commissioners
Washington County Courthouse
150 N. First Street
Hillsboro, Oregon 97123

Dear Wes:

As you requested, I withdrew the Phase I construction for the 217/Sunset project from the FY 83 Interstate Transfer allocation before adoption by the Metro Council. I concur with your position that this is a high priority project and that it should be considered for funding from the remaining \$20 million. Action on this allocation is scheduled for the June JPACT meeting.

Thank you for your cooperation in resolving this conflict.

Sincerely,


Rick Gustafson
Executive Officer

RG:lmk

CC: JPACT

527 SW Hall St.
Portland, OR
97201
503/221-1646



WASHINGTON COUNTY

ADMINISTRATION BUILDING — 150 N. FIRST AVENUE
HILLSBORO, OREGON 97123
(503) 648-8681

RECEIVED APR 28 1983

*1 copy
copied ✓*

BOARD OF COMMISSIONERS

ROOM 418

WES MYLLENBECK, Chairman
BONNIE L. HAYS, Vice Chairman
EVA M. KILLPACK
JOHN E. MEEK
LUCILLE WARREN

April 25, 1983

Mr. Rick Gustafson,
Executive Director
Metro
527 S. W. Hall
Portland, Oregon 97201

Dear Rick:

As you may be aware, at the April 14th JPAC meeting, I requested and received approval for the addition of some \$3.7 million in construction funds for the 217/Sunset Interchange Project. This request was made because we had not been notified by ODOT that the project's first phase could not "go to construction" in FY '83. Since this project is viewed as Washington County's top highway improvement project, we felt it prudent to correct this apparent oversight.

Since the meeting, I have become aware that this addition to the resolution's project list would preempt the resolution of issues centered on the \$20 million in remaining, unallocated FY '83 funds and, as important, that it will be some time in May or June before ODOT can determine the feasibility of 217/Sunset construction this fiscal year.

Given the above, I request the deletion of the requested \$3.7 million in 217/Sunset construction funds with the understanding that at the time of the allocation of the \$20 million in carry-over funds, Washington County will:

- 1) insist upon allocation of first phase construction funds to the 217/Sunset Project; and
- 2) seek to have large State projects such as the 217/Sunset Project removed from inclusion on County project lists.

Sincerely,

A handwritten signature in dark ink, appearing to read "Wes".

Wes Myllenbeck, Chairman
Board of Commissioners
for Washington County

WLM:crm



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

Charles Williamson
COUNCILOR
DISTRICT 2

May 6, 1983

The Honorable Joyce Cohen
Chairperson
Senate Committee on Commerce,
Banking and Public Finance
Capitol Building
Salem, OR 97310

The Honorable Glenn Otto
Chairperson
House Committee on Inter-
governmental Affairs
Capitol Building
Salem, OR 97310

RE: H.B. 2228 and H.B. 2781, Tri-Met/
Metro Relationship

Dear Senator Cohen and Representative Otto:

Enclosed is a copy of a proposed resolution presently supported by five or six members of the Metropolitan Service District Council (Bonner, Etlinger, Oleson, Waker, Hanson and possibly Banzer). The resolution is opposed, I believe, by counselors Kirkpatrick, Kafoury, Deines, Van Bergen, Kelley and me.

I am very concerned that the Metro Council may be on the verge of resolving to take over Tri-Met (albeit delayed until 1985) without careful study of the following issues:

a) What will be the effect of the Metro Council allocating money between roads and transit projects on a regional basis when the Metro Council is also responsible for financing the transit district? Would this conflict of interest adversely effect our relationships with the jurisdictions with whom we must work?

The Honorable Joyce Cohen
The Honorable Glenn Otto
May 6, 1983
Page 2

b) Would Metro's inexperienced elected board with no substantial track record be able to deliver transit services to the public and finance future services better than the present appointed board?

c) Transit riders are politically powerless and unorganized in comparison with payroll tax payers and the transit workers union. Would an elected council be unduly susceptible to influence by the more politically influential groups at the expense of the riders and the general public which relies on transit for air quality and reduced traffic congestion, as well as transportation?

Because of the apparent willingness of a near majority of the Metro Council to resolve to take over Tri-Met without a study of these and other important issues, I urge you and your legislative committees to repeal ORS 267.020, the so-called Metro, Tri-Met "marriage" law. This would assure that there would be no premature or ill advised take over of Tri-Met and that the legislature would be able to review any arrangements made for such a take over prior to it actually coming about.

It should be clear that I am writing this letter only as an individual Metro councilor and not on behalf of the council or any other council members. However, I believe that several other council members do share my views.

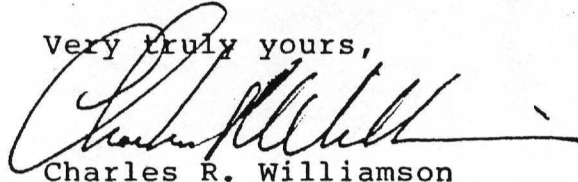
H.B. 2228 and H.B. 2781 would be appropriate vehicles to achieve the repeal of ORS 267.020 as

The Honorable Joyce Cohen
The Honorable Glenn Otto
May 6, 1983
Page 3

would S.B. 593 presently pending in Senate Local
Government and Elections.

Thank you very much for your consideration of
this matter.

Very truly yours,

A handwritten signature in dark ink, appearing to read "Charles R. Williamson", written over the typed name.

Charles R. Williamson

CRW:djs

cc: Senate Committee on Commerce,
Banking and Public Finance
House Committee on Inter-
Governmental Affairs
Rick Gustafson
Metro Councilors
Gerard Drummond
Dick Feeney
Frank Ivancie
Larry Hildebrand
Tom O'Connor
JPACT Members
Del Hadley

COMMITTEE MEETING TITLE JPACT

DATE 5-12-03 - 7:30 a.m.

NAME

AFFILIATION

M- RICHARD WAKER	METRO COUNCIL
M- VERN VEYSEY	Clark Co.
M- ED FERGUSON	WSDOT
S- Rick Gustafson	Metro
M- ED HAROT	ODOT
M- Dick Pokornowski	City of Vancouver
M- JOHN FEWING	TRV-MET
M- ROBIN LINDQUIST	GLADSTONE / CLACK CTY SMALL CITY
M- Charlie Williams	Metro
M- Bruce Gillingen	"
G- PAUL BAY	TRI-MET
G- Ted Spence	ODOT
G- STEVE DOTTERER	CITY OF PORTLAND
M- Wilfred Schwab	City of PORTLAND
MA- Carl Blumenauer	Multnomah County
G- Elton Chang	ATA - Salem
S- Peg Harwood	Metro
G- Larry Rice	Wash Co
G- Bebe Rucker	Mult Co
S- Karen Thackston	Metro
S- Keith Lawton	Metro
G- Gilbert Maden	Regional Planning Council of Clatsop
G- Keith Ahola	WSDOT

COMMITTEE MEETING TITLE _____

DATE _____

NAME

AFFILIATION

G. Geraldine L. Ball

DGB, Inc.